

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 21 dwellings, relocate substation and enclosure to south-west of site and associated works.

LOCATION: Gibauderie Complex, La Gibauderie, St. Peter Port.

APPLICANT: Walter Property Ltd

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

Date of Grant of Permission: 22/12/2025

This notification of grant of permission refers solely to the proposals referred to above as described in your application received as valid on 01/08/2025 and the drawings referred to below. This grant of permission is subject to the following conditions:-

Drawing Nos: Tyrrell Dowinton Architects: 2373 03.100D, 101D, 102C, 103C, 104A (Method Statement – Root Protection Zones) 106B, 107B, 110, 109 (Landscape Management Plan), 200C, 201C, 202, 300B, 301A, 400B, 401A, 500B, 501B, 502, 600B, 601A, 700B, 701A, 800B, 801A, 900B, 901A, 1000B, 1001A, 1100B, 1101A.
Richard Loyd Tree Report; Ravenscroft Site Waste Management Plan

Application Ref: FULL/2025/1124

Property Ref: A20591A000

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. (i) Prior to the commencement of the development authorised by this permission (excluding above ground demolition of buildings and structures and removal of hardsurfacing but including removal of the existing substation) there shall be submitted to and approved in writing by the Authority:

(a) An updated desktop study documenting all the previous and existing land uses of the site and adjacent land in accordance with national guidance as set out in Land Contamination Risk Management (LCRM) and BS10175:2001+A2:2017 - Investigation of Potentially Contaminated Sites - Code of Practice; and unless otherwise agreed in writing by the Authority,

(b) a site investigation report documenting the ground conditions of the site and incorporating chemical and gas analysis identified as appropriate by the desk top study in accordance with BS10175; and, unless otherwise agreed in writing by the Authority,

(c) a detailed scheme for remedial works and measures to be undertaken to avoid risk from contaminants and/or gases when the site is developed and proposals for future maintenance and monitoring. Such scheme shall include nomination of a competent person to oversee the implementation of the works.

(ii) If determined to be required the development hereby permitted shall not be occupied or brought into use until there has been submitted to the Authority verification by a competent person approved under the provisions of subsection (i)(c)

of this condition that any remediation scheme required and approved under the provisions of subsection (i)(c) of this condition has been implemented fully in accordance with the approved details (unless varied with the written agreement of the Authority in advance of implementation). Unless otherwise agreed in writing by the Authority such verification shall comprise:

- a. as built drawings of the implemented scheme;
- b. photographs of the remediation works in progress;
- c. certificates demonstrating that imported and/or material left in situ is free from contamination.

Thereafter the scheme shall be monitored and maintained in accordance with the scheme approved under subsection (i)(c) of this condition.

Reason - To make sure that the site, when developed is free from contamination, in the interests of public health and safety.

5. Prior to the commencement of the development authorised by this permission the tree protection measures shown on TDA Drawing No 2373.03.103/C and as set out within the Tree Dimensions Tree Condition Assessment and Root Protection Evaluation Report shall be fully implemented. These measures shall be retained in the agreed manner for the duration of building operations on the application site, unless otherwise agreed in writing by the Authority. Within the areas agreed to be protected, the existing ground level shall be neither raised nor lowered, and no materials or temporary building or surplus soil of any kind shall be placed or stored thereon. If any trenches for services are required in the protected areas, they shall be excavated and back-filled by hand and any tree roots encountered with a diameter of 5cm or more shall be left unsevered.

Reason - The trees are important features in the area and this condition is imposed to make sure that they are properly protected while building works take place on the site.

6. Prior to the commencement of the development authorised by this permission, an updated Construction Environmental Management Plan shall be submitted to and approved in writing by the Authority. The development hereby approved shall take place only in full accordance with the approved Construction Environmental Management Plan and Site Waste Management Plan. Should any amendments be proposed to those Plans during the works hereby approved, updated Plans shall be submitted to and approved in writing by the Authority prior to those amendments being implemented and the development shall thereafter be undertaken only in accordance with the approved updated Plans.

Reason: To protect the amenities of the surrounding area and nearby residents and 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.

7. Prior to the commencement of the development authorised by this permission, a specific roads, pedestrian routes and shared spaces plan, to include details demonstrating the management of vehicle circulation routes through the site, shall be submitted to and approved in writing by the Authority. The works shall thereafter be undertaken in accordance with the approved details and prior to the first occupation of any unit at the site.

Reason - To ensure the proposed one-way system is clearly demarked and implemented and that pedestrian routes are safe and continuous, in the interests of traffic management and highway safety.

8. Prior to the commencement of any works to the exit on to Upper St Jacques, large scale details of the intersection of that exit with the public footway and highway, and of the reduction in height of the wall to the north of that exit, shall be submitted to and approved in writing by the Authority. The works shall thereafter be undertaken in accordance with the approved details and, unless otherwise agreed in writing by the Authority, prior to the first occupation of any unit hereby approved at the site.

Reason - In the interests of highway safety.

9. Prior to installation of any cycle storage, details of that cycle storage shall be submitted to and agreed in writing by the Authority, and no part of each unit hereby approved shall be used or occupied until the associated cycle storage for that unit and the visitor 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.

10. Prior to installation, full details of the solar panels, permeable paving and electric vehicle charging points shall be submitted to and approved in writing by the Authority. Prior to occupation of each dwelling hereby approved, the panels and EV charge points associated with that dwelling shall be installed and made operational and all surfacing shall be 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.

11. Prior to the installation of any external lighting, details of that lighting shall be submitted to and agreed in writing by the Authority. Any lighting to be installed shall only be in accordance with the agreed details and prior to the first occupation or use of any part of the development.

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.

12. Prior to installation of bird and bat boxes, details of those boxes shall be submitted to and agreed in writing by the Authority, and no part of the development hereby approved shall be used or occupied until the boxes have been installed in accordance with the approved details.

Reason - These elements are proposed as part of the biodiversity enhancements at the site.

13. No part of Blocks H, J or K as identified on Drawing No 2373.03.101/D shall be occupied or brought into use until the fencing hereby approved along the south site boundary has been fully completed.

Reason - To protect the amenities of nearby residents.

14. No part of the development hereby permitted 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 and monitored fully in accordance with the approved Site Waste Management Plan. Where there has been any variation from the approved Site Waste Management Plan, 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.

15. The landscaping scheme shall be fully completed, in accordance with the details shown on the approved plan (Drawing No 2373.03.102/C), 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. The approved landscaping shall be managed in accordance with the Landscape Management Plan (No. 2372.03.109) hereby approved and any trees or plants removed, dying, being severely damaged or becoming seriously diseased, within 5 years of planting shall be replaced in the following planting season by trees or plants of a size and species similar to those originally required to be planted.

Reason - To make sure that the appearance of the completed development is satisfactory, to help assimilate the development into its surroundings and to provide biodiversity enhancements.

16. If, during development, contamination not previously identified is found to be present at the site, no further development shall take place until the developer has submitted a method statement to the Authority to identify, risk assess, and address the unidentified contamination, and has obtained written agreement from the

Authority for the works to proceed. Any subsequent development must be carried out in accordance with the conclusions and recommendations of the approved report.

Reason - To make sure that the site, when developed is free from contamination, in the interests of public health and safety.

17. Noise associated with plant and machinery incorporated within the development, including the relocated substation, 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 - This is a residential area and a limit on the use is needed to prevent a nuisance or annoyance to nearby residents.

Expiry Date: This permission will cease to have effect on 21/12/2028 unless development is commenced by that date.

ADVICE AND OTHER REMARKS:-

In respect of Condition 4, please note that the Phase 1 Geo-environmental Desk Study Report prepared by Geomarine dated 26/09/2025 and approved by the Authority 05/11/2025 under application ref FULL/2025/1309 will need to be updated to include the decommissioning of the existing substation to enable discharge of part i)a), and all recommended outcomes of that updated report will need to be met to enable the discharge of the remainder of that condition.

The phased risk assessment should be carried out also in accordance with the procedural guidance and UK policy.

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.

It is strongly recommended that in submitting details in accordance with the above condition that the applicant has reference to Land Contamination risk management available at <https://www.gov.uk/guidance/land-contamination-risk-management>.

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/2025/1124
Property Ref: A20591A000
Valid date: 01/08/2025
Location: Gibauderie Complex La Gibauderie St. Peter Port Guernsey
GY1 1XN
Proposal: Erect 21 dwellings, relocate substation and enclosure to
south-west of site and associated works.
Applicant: Walter Property Ltd

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.

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(a) An updated desktop study documenting all the previous and existing land uses of the site and adjacent land in accordance with national guidance as set out in Land Contamination Risk Management (LCRM) and BS10175:2001+A2:2017 - Investigation of Potentially Contaminated Sites - Code of Practice; and unless otherwise agreed in writing by the Authority,

(b) a site investigation report documenting the ground conditions of the site and incorporating chemical and gas analysis identified as appropriate by the desk top study in accordance with BS10175; and, unless otherwise agreed in writing by the Authority,

(c) a detailed scheme for remedial works and measures to be undertaken to avoid risk from contaminants and/or gases when the site is developed and proposals for future maintenance and monitoring. Such scheme shall include nomination of a competent person to oversee the implementation of the works.

(ii) If determined to be required the development hereby permitted shall not be occupied or brought into use until there has been submitted to the Authority verification by a competent person approved under the provisions of subsection (i)(c) of this condition that any remediation scheme required and approved under the provisions of subsection (i)(c) of this condition has been implemented fully in accordance with the approved details (unless varied with the written agreement of the Authority in advance of implementation). Unless otherwise agreed in writing by the Authority such verification shall comprise:

- a. as built drawings of the implemented scheme;
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Thereafter the scheme shall be monitored and maintained in accordance with the scheme approved under subsection (i)(c) of this condition.

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shall be left unsevered.

Reason - The trees are important features in the area and this condition is imposed to make sure that they are properly protected while building works take place on the site.

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Reason: To protect the amenities of the surrounding area and nearby residents and 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.

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

10. Prior to installation, full details of the solar panels, permeable paving and electric vehicle charging points shall be submitted to and approved in writing by the Authority. Prior to occupation of each dwelling hereby approved, the panels and EV charge points associated with that dwelling shall be installed and made operational and all surfacing shall be 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.

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Reason - These elements are proposed as part of the biodiversity enhancements at the site.

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Reason - To protect the amenities of nearby residents.

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15. The landscaping scheme shall be fully completed, in accordance with the details shown on the approved plan (Drawing No 2373.03.102/C), 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. The approved landscaping shall be managed in accordance with the Landscape Management Plan (No. 2372.03.109) hereby approved and any trees or plants removed, dying, being severely damaged or becoming seriously diseased, within 5 years of planting shall be replaced in the following planting season by trees or plants of a size and species similar to those originally required to be planted.

Reason - To make sure that the appearance of the completed development is satisfactory, to help assimilate the development into its surroundings and to provide biodiversity enhancements.

16. If, during development, contamination not previously identified is found to be present at the site, no further development shall take place until the developer has submitted a method statement to the Authority to identify, risk assess, and address the unidentified contamination, and has obtained written agreement from the Authority for the works to proceed. Any subsequent development must be carried out in accordance with the conclusions and recommendations of the approved report.

Reason - To make sure that the site, when developed is free from contamination, in the interests of public health and safety.

17. Noise associated with plant and machinery incorporated within the development, including the relocated substation, 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 - This is a residential area and a limit on the use is needed to prevent a nuisance or annoyance to nearby residents.

INFORMATIVES

In respect of Condition 4, please note that the Phase 1 Geo-environmental Desk Study Report prepared by Geomarine dated 26/09/2025 and approved by the Authority 05/11/2025 under application ref FULL/2025/1309 will need to be updated to include the decommissioning of the existing substation to enable discharge of part i)a), and all recommended outcomes of that updated report will need to be met to enable the discharge of the remainder of that condition.

The phased risk assessment should be carried out also in accordance with the

procedural guidance and UK policy.

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.

It is strongly recommended that in submitting details in accordance with the above condition that the applicant has reference to Land Contamination risk management available at <https://www.gov.uk/guidance/land-contamination-risk-management>.

OFFICER'S REPORT

Site Description:

The application site comprises an area of c0.5 hectares (3 verges) and is located behind the roadside residential development along La Gibauderie to the south and Upper St Jacques to the north-west, and benefits from two-way access from both of those roads. The site is bounded to the south, west, north-west and east by residential properties and is separated from open land at a lower level to the north by mature vegetation and established trees.

The site formerly supported two large commercial buildings, the main building to the west of the site comprising a mix of 2 and 3 storeys and the later annexe to the east of the site comprising a single storey block. Excepting the boundary treatments, the site was entirely hardsurfaced. Following approval granted under FULL/2025/1309, demolition works have commenced on site.

The site is located within the St Peter Port Main Centre Outer Area and Conservation Area as designated in the Island Development Plan.

Relevant History:

The main building at this site was originally a warehouse, in storage and distribution use, however permission was granted in 1980 for the use of the first floor for light industrial purposes, and further permission was granted in 1994 for use of part of that building for business continuity purposes. Permission was granted in 1982 for the erection of the eastern annexe for light industrial purposes. The permissions issued at this site have consistently stated that there is no permission for the use of any part of the site for permanent office.

Permission was granted 09/10/2025 under ref FULL/2025/1309 to demolish existing buildings and remove hedge to south boundary, install site office and associated works, subject to the following conditions:

Condition No	Condition description	Timeframe	Status
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4	Land contamination	Prior to commencement	Phase 1 report accepted - Demolition of above ground structures and removal of hardsurfacing. Results of further sampling awaited.
5	Implementation of tree protection measures	Prior to commencement	Appeared implemented on site.
6	Erection of hoarding along south boundary	Prior to commencement	Implemented.
7	Erection of hoarding along part of south boundary	Within 2 weeks of removal of hedging along that part of the boundary	Hedging not removed at time of site visit.
8	In accordance with Construction Environmental Management Plan and Site Waste Management Plan	During development	Amended CEMP approved 05/11/2025
9	Site Waste Management verification report	Prior to occupation or use of the site	Not required at current stage of development
10	Removal of construction infrastructure	Upon completion of approved operations or phasing timetable	Not required at current stage of development
11	Additional contamination	During development	Ongoing

Existing Use(s):

The site previously had a mixed use of storage and distribution and light industry, with specific conditional approval for ancillary use of parts of the buildings for business continuity purposes. Work is currently underway to demolish the existing structures at the site in accordance with FULL/2025/1309.

Brief Description of Development:

As stated above, permission has previously been granted for the demolition of the existing buildings at the site. This application seeks permission to develop the cleared site for residential purposes, proposing 21 new dwellings, 12no 3 bed and 9no 2 bed. Access to the site is to be from the existing access from La Gibauderie to the south and egress would be through the existing access on to Upper St Jacques to

the north-west, altered to improve sightlines. As part of the works, the existing substation would be relocated towards the west of the site.

In support of the application the following documents have been submitted:

- Design and Access Statement;
- Tree Condition Assessment;
- Method Statement – Root Protection Zones;
- Landscape Management Plan;
- Construction Environmental Management Plan;
- Site Waste Management Plan.

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

MC2	Housing in Main Centres and Main Centre Outer Areas
MC5(C)	Industry, Storage and Distribution Uses in Main Centres – Change of Use
GP4	Conservation Areas
GP5	Protected Buildings
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

Supplementary Planning Guidance:
Parking Standards and Traffic Impact Assessment
Strategy for Nature

Representations:

4 individual letters of representation were received from 6 persons and 2 joint submissions were received from 20 additional persons, raising the following points:

- Type of dwellings:
 - o There is an identified requirement for 2 bed houses, not 3 bed as proposed.
 - o No social housing is proposed.
- Density of development and increased congestion does not respect the character of the Conservation Area;
- Lack of communal space:
 - o High requirement for parking and roads results in a low provision of green space, a better design could alleviate this;

- There are no visuals of the public spaces therefore the dominance of the roads cannot be fully appreciated.
- Road safety:
 - A Traffic Impact Assessment should be required;
 - The proposal is for 45 cars, plus visitors, deliveries etc at all times of day and would represent an increase over the previous use, and there would be additional traffic associated with construction works;
 - Gibauderie is a very busy road, taking traffic from the surrounding one-way network and used as a cut through/ring road around St Peter Port and used by many pedestrians (including school children), and traffic often backs up at peak times;
 - There are no traffic calming measures approaching the Rosaire Avenue filter/zebra crossing and additional vehicles approaching at speed could lead to increased likelihood of accidents;
 - Upper St Jacques is a narrow residential road, which large lorries struggle to get through, and additional traffic will have a significant impact. Reference should be had to the Appeal Tribunal decision under PAP/006/2022, which considered road safety implications of traffic exiting on to Upper St Jacques, the character of that road and requisite sightlines. The proposed exit does not achieve satisfactory standards (the wall to the left obscures pedestrians approaching) and vehicles would exit towards a blind bend in the road and the exit from an adjacent clos. La Gibauderie exit would be preferable, located on a long straight road with less off-road parking, and the decision process is not appropriately justified;
 - Increased traffic will impact on the wider surrounding road network, with occupants having to circumnavigate the surrounding one-way system to leave and enter the site;
 - The submitted information is contradictory in respect of whether there will be additional traffic movements relative to the existing use. Whilst there will be 5 less spaces than existing, many of the existing spaces are rented out to local residents, so this will not necessarily alter the overall vehicles in the area. There is no consideration of active travel or shared transport schemes, etc;
 - There is little evidence of the stated considerations for vulnerable road users, or for traffic calming measures which may reduce the risk of the site becoming a “rat run”, or for improving the poor pedestrian infrastructure in the surrounding area;
- Parking:
 - Parking immediately adjacent to the front door may be desirable from a sales perspective, but does not align with the Integrated Transport Strategy;
 - Two spaces per house does not support wider States’ strategies to reduce vehicle journeys;
- Impact on neighbouring property:
 - Increased traffic congestion along surrounding roads;
- Little evidence of public realm/art.

- Discussions with utilities should be completed before the application is considered, there are concerned that local infrastructure may not be sufficient, particularly referencing previous sewage failure in the area and surface water runoff impacting properties in Upper St Jacques in periods of high rainfall;
- Construction management:
 - o Consideration should be given to air pollution during demolition/construction.

Consultations:

Traffic and Highway Services comment as follows:

The proposed development at the Gibauderie Complex, La Gibauderie, St Peter Port, will comprise twelve three-bedroom and nine two-bedroom dwellings (21 units in total). Each unit will have two allocated parking spaces with EV charging and an additional three visitor spaces, giving a total of 45 on-site parking spaces. Provision is also indicated for 16 visitor cycle parking spaces.

The site was previously used as a commercial complex, most prominently by Guernsey Motor Spares (GMS), and provided parking for over 80 vehicles. It was served by two access points:

- **La Gibauderie (south):** bounded by tall granite walls, with a bellmouth of 6m narrowing to 3.8m. The adjoining road is 4.7m wide with a nearside 1.2m continuous footway across the access.
- **Upper St. Jacques (west):** bounded by granite walls, 4.4m wide. The adjoining road is 4m wide with a nearside 1.2m terminated footway across the access with a bell mouth.

Both La Gibauderie and Upper St. Jacques are classified as Neighbourhood Routes within the Road Hierarchy, with a 25mph speed limit. Both are one-way, with traffic approaching from the right at each access. Historically, the two accesses operated as an in/out arrangement when the site was used for commercial businesses. The Design & Access Statement notes that the existing pedestrian and vehicular access is “sub-optimal and can be significantly improved,” and suggests a one-way system with appropriate design and visibility splays. THS supports the principle of a one-way system, as it would reduce the risk of vehicles reversing onto the carriageway when faced with oncoming traffic.

The application proposes an anti-clockwise one-way route, with access from La Gibauderie and egress onto Upper St. Jacques. This option was chosen due to the difficulty of widening the La Gibauderie access without acquisition of additional land or affecting neighbouring amenity. Although the Upper St. Jacques egress also presents constraints, the applicant considers them less significant and proposes reducing a section of the granite wall to improve visibility — a measure THS supports.

THS would consider this redevelopment for the 21 dwelling units as being a reduction in vehicle movements when compared to when the site was used for commercial businesses, with GMS in particular attracting significant vehicle movements. It would also be anticipated that these traffic movements would be more spread out throughout the day rather than concentrated during core business as in the site's previous use.

THS would note some concerns regarding the access at La Gibauderie for large vehicles. The vehicle tracking drawings show that a 7.5t box van and a Dennis Sabre fire tender could enter the site, but only by encroaching onto the proposed 1m-wide internal footway. Historically, larger vehicles used the Upper St. Jacques access to come and go from the site, which offers greater width. This is consistent with the demolition contractor's *Construction Environmental Management Plan (CEMP)*, which states: "During the site set-up/enabling works, a one-way access system will be established, with site traffic entering from Upper St. Jacques and exiting onto La Gibauderie."

Using the submitted *Site Layout Plan as Proposed*, THS assessed the sightlines at Upper St. Jacques. The plan details that a small section of the granite wall is to be scalloped to provide a suitable visibility splay and THS would comment that this would need to be scalloped to a maximum height of 900mm to achieve the required sightline. Using a 2.4m datum from the carriageway edge, the achievable oncoming sightline is measured at more than 50m, well in excess of the minimum required sightline of 33m.

The submitted *Site Layout Plan as Proposed* shows internal 1m wide footway at the north of the access road, terminating 12.5m from the access on Upper St Jacques. Tyrell Dowinton Architects (TDA) explained this design decision was taken because of a neighbouring hedge that grows across the northern boundary, which would need regular maintenance to keep it clear for pedestrian access. At this point, it is proposed to have pedestrians cross via a raised pedestrian crossing onto a 1m wide footway on the southern side of the access road which will lead up to the site boundary.

The submitted plans show the intention to extend the public footway on the southern side to join with the internal footpath. The THS policy for the provision of footways (Sept 2018, revised Feb 2020) states that "All footways, where reasonably possible, should be maintained as a continuous route. Access to properties, communal accesses, or private roads should be achieved by the provision of dropped kerbs and a vehicle crossover". In support of this policy THS would look to introduce a continuous footway at this access, either during the development of this site or else in the future as part of a road resurfacing project in Upper St Jacques. THS would welcome dialogue about these proposals with the applicant should planning permission be granted to establish how this would best be achieved.

THS would note some concerns over the location of the proposed crossing point within the site and its proximity to the visitor parking spaces. The plan shows that there are 3 visitor parking spaces that run parallel to the south of the access road and they meet the start of the raised crossing. Should a lorry or similarly sized

vehicle park there, it would likely obstruct a driver's visibility of pedestrians on the south footway. To avoid this potential risk, THS would suggest that the applicant could consider an alternative arrangement where the parking would be on the opposite (northern) side of the road with the crossing point located before these spaces which would remove the potential for the visibility around the crossing to be compromised.

While some concerns remain regarding large vehicle access and the positioning of the internal crossing point, these are not considered prohibitive. The proposed redevelopment of the Gibauderie Complex represents a reduction in overall vehicle movements compared to the site's previous commercial use and incorporates improvements to access arrangements, visibility splays, and pedestrian connectivity. In conclusion, THS supports the application.

The Office of Environmental Health and Pollution Regulation initially commented on this application as follows:

I have reviewed the proposed plans for the Gibauderie Complex which were received by email on 7th August 2025 and there are a number of issues of concern that I must raise. I have concerns for land contamination caused by the sites industrial history and varied uses ranging from but not limited to factories, storage, garages, workshops, car parking and other commercial uses. As such would recommend the Planning Authority apply a full contaminated land condition to the site.

The site is in a residential area and due to the size, types and duration of works being undertaken I would ask the Planning Authority apply the below CEMP condition to any permission granted. I see a CEMP has been submitted as part of the application. The CEMP should be updated to reflect that crushing is not appropriate for the site and will be done off site by a licenced crusher. Any crushing will need to be done off site to prevent noise and dust nuisance, this is a densely populated residential area and crushing should not be permitted on the site. As such these aspects will need to be updated in the CEMP and the waste management plan.

Potential Land Contamination:

Please note this is one condition with multiple sub-sections:

- (i) No development shall commence on site (including demolition and site works) until there has been submitted to and approved in writing by the Authority:

(a) A desktop study documenting all the previous and existing land uses of the site and adjacent land in accordance with national guidance as set out in Land Contamination Risk Management (LCRM) and BS10175:2001+A2:2017 - Investigation of Potentially Contaminated Sites - Code of Practice;

and unless otherwise agreed in writing by the Authority,

(b) a site investigation report documenting the ground conditions of the site and incorporating chemical and gas analysis identified as appropriate by the desk top study in accordance with BS10175;

and, unless otherwise agreed in writing by the Authority,

(c) a detailed scheme for remedial works and measures to be undertaken to avoid risk from contaminants and/or gases when the site is developed and proposals for future maintenance and monitoring. Such scheme shall include nomination of a competent person to oversee the implementation of the works.

(ii) If determined to be required the development hereby permitted shall not be occupied or brought into use until there has been submitted to the Authority verification by a competent person approved under the provisions of subsection (i)(c) of this condition that any remediation scheme required and approved under the provisions of subsection (i)(c) of this condition has been implemented fully in accordance with the approved details (unless varied with the written agreement of the Authority in advance of implementation). Unless otherwise agreed in writing by the Authority such verification shall comprise:

- a. as built drawings of the implemented scheme;
- b. photographs of the remediation works in progress;
- c. certificates demonstrating that imported and/or material left in situ is free from contamination.

Thereafter the scheme shall be monitored and maintained in accordance with the scheme approved under subsection (i)(c) of this condition.

Informatives/Advice Notes

With reference to condition **XX** a desktop study shall be the very minimum standard accepted. Pending the results of the desktop study, the applicant may have to satisfy the requirements of criteria (b) and (c) of that condition, however, this will all be confirmed in writing.

The phased risk assessment should be carried out also in accordance with the procedural guidance and UK policy.

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.

It is strongly recommended that in submitting details in accordance with the above condition that the applicant has reference to Land Contamination risk management available at <https://www.gov.uk/guidance/land-contamination-risk-management>.

Discovery Strategy

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

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.

Following consultation on the application for demolition at this site, *the Office for Environmental Health and Pollution Regulation* provided the following amended comment:

I have reviewed the proposed plans for Gibauderie Complex which were received by email on 5th September 2025 there are a number of issues of concern that I must

raise. I maintain that the site is not suitable for crushing owing to the site being in a densely populated area. I anticipate crushing in this area, may cause statutory nuisance to residents from dust, noise and vibration, and also air pollution. Therefore, possible offences may be caused under the Public Health Ordinance, 1936 and Environmental Pollution (Air Pollution) Ordinance, 2019 (the Air Pollution Ordinance). I appreciate that it is not possible for the Planning Authority to prohibit crushing on the site and I am of the understanding that the agent has been made aware that crushing is a licenced activity regulated by this office under the Air Pollution Ordinance.

The use of crushing equipment is defined as a prescribed operation under the Air Pollution Ordinance. As such a licence must be granted for such operations. Mobile crushing equipment is licenced and conditions are attached to licences to reduce the impact on surrounding properties. In accordance with licence conditions permission must be ascertained from the Director of Environmental Health and Pollution Regulation to ensure compliance with legal requirements. It is highly likely that the Director will severely restrict operations of crushing equipment in this location, which I am aware may lead to delays on the project. Any planning permission does not supersede the requirements of the Air Pollution Ordinance, 2019 or the Public Health Ordinance, 1936.

I have concerns for land contamination caused by the sites industrial history and varied uses ranging from but not limited to factories, storage, garages, workshops, car parking and other commercial uses. As such would recommend the Planning Authority apply a full contaminated land condition to the site. I note I have previously already recommended this condition for application FULL/2025/1124.

In regard to the CEMP, I note the planning officer has confirmed that Heras fencing is intended to be used on the south boundary, and would confirm a more robust alternative should be used here. Once the plans for the amended fencing have been agreed I would recommend that the proposed condition and informative below is included on the consent:

- The development hereby approved shall take place only in full accordance with the approved Construction Environmental Management Plan and Site Waste Management Plan. Should any amendments be proposed to those Plans prior to or during the works hereby approved, updated Plans shall be submitted to and approved in writing by the Authority and the development shall thereafter be undertaken only in accordance with the approved updated Plans.
- With reference to Condition X, any updated CEMP should, as a minimum, retain reference to:
 - A Community Liaison Strategy
 - Neighbour Impact Mitigation Measures
 - Construction Hours and Vehicle Movements
 - Construction Compound Details

- Construction Traffic Management Plan.

The Office for Environmental Health and Pollution Regulation further commented on the current application 16/12/2025:

Firstly, regarding the previous substation site, I would have concerns for land contamination as substations contains harmful substances such as polychlorinated biphenyls (PCBs), polycyclic aromatic hydrocarbons (PAHs) and heavy metals, which can pose serious environmental hazards. As such I have concerns that the proposed works could introduce pathways for contamination to reach receptors. Therefore, I am inclined to recommend that the Planning Authority apply a full contaminated land condition to the works concerning the substation. As such, this would be an outstanding matter to address and their phase 1 report should be updated to reflect this.

Secondly, I would also recommend that that full contaminated land condition is applied to any future decommissioning works concerning the proposed new substation site.

Thirdly, as the substation is plant machinery and can emit noise such a low frequency tones, I recommend the planning authority apply the below noise condition to the application.

Control of noise level of plant/machinery

- 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.

Summary of Issues:

Density, mix and type of the proposed housing;
Design and impact on visual amenity, the character of the Conservation Area and the setting of nearby protected buildings;
Impact on highway safety and traffic management;
Parking and cycle storage provision;
Impact on neighbour amenity;
Land contamination.

Assessment against:

- 1 - Purposes of the law.**
- 2 - Relevant policies of any Plan, Subject Plan or Local Planning Brief.**
- 3 - General material considerations set out in the General Provisions Ordinance.**

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

Principle of development

The policies of the Island Development Plan, reflecting the spatial strategy of the Strategic Land Use Plan (SLUP), require the majority of new housing development to take place within and around the Main Centres of St Peter Port and St Sampson/Vale. Policy MC2 (Housing in Main Centres and Main Centres Outer Areas) provides the gateway policy for new housing and, to ensure that provision is effectively made to meet the annual requirement for the creation of new homes, directs new development to provide an appropriate mix of tenures, housing sizes and types. This direction sits alongside the requirement within Plan policy to ensure an effective and efficient use of land.

Current housing requirements are set out within the States' Strategic Housing Indicator: 2024. Whilst that Indicator does demonstrate a requirement for affordable housing, Policy GP11 (Affordable Housing) has been zero-rated by States Resolution until 2029, and there is no policy mechanism to require affordable housing as part of an application, irrespective of the number of units proposed. In terms of private market housing, the Indicator identifies a requirement for 43% of additional units to be 1 bed and 57% to be 2 bed. It is however noted that the findings of the Indicator are intended to guide development and, where justified, it can be possible to consider an alternative housing mix.

The current application is for 9no 2 bed and 12no 3 bed dwellings. Whilst it is noted that these dwellings are generously sized and designed to enable further adaptation to create additional bedrooms if required, adaptability of new housing is a requirement of the Plan (Policy GP8 (Design)), and the proposal must be assessed on the basis of the floor plans submitted. The submitted information states that the proposed housing mix has been "*shaped by the specific characteristics of the site, including its location and proximity to key amenities*" and includes an assessment of housing demand from a local Estate Agent, which identifies that the housing mix proposed is reflective of current demand and appropriate in the context and location of the site. It is also noted that the density of the proposed development is appropriate to the type and tenure of housing proposed, and that both the type and density of the development is consistent with that of the surrounding area. Whilst it is acknowledged that an alternative development of higher density could be put forward for this site, such a development would likely require an alternative type of housing, and greater height to the built form, as well as having correspondingly higher infrastructure requirements, and would likely generate a similar or greater requirement for parking.

On balance, whilst the proposed mix and type of housing does not entirely align with the States' Strategic Indicator, in the context of this site, it is considered acceptable.

Loss of the existing uses at the site

The loss of the existing uses at the site was previously accepted under FULL/2025/1309, in accordance with Policy MC5(C) (Industry, Storage and Distribution Uses in Main Centres – Change of Use).

Design and impact on visual amenity and character of the Conservation Area

The application site lies within the St Peter Port Conservation Area and Policies GP4 (Conservation Areas), GP8 (Design) and GP9b) (Sustainable Development) apply in relation to development within Conservation Areas, the statutory duties of the Law must be met, and the material considerations of the Law must be taken into account.

The site is located within an area of mixed built form, developed around the pre-18th century road positions of La Gibauderie and Upper St Jacques, including Victorian terraces to the south of La Gibauderie and along parts of Upper St Jacques, semi-detached houses from the early 20th century to the north of La Gibauderie (immediately to the south of the application site), infill housing from the mid-20th century along Upper St Jacques, a 1970s clos to the east of the site and a further clos developed c2010 to the west of the site. Development is however predominantly residential and generally of low rise of 1.5 or 2 storey.

The site is set behind the roadside development along La Gibauderie and Upper St Jacques, and is of limited visibility from those roads, visible only from along the site access road from Upper St Jacques and from along the site access road and glimpsed between the roadside buildings from along La Gibauderie. Views into the site will also be obtained when looking east along Cedar Drive access road to the west and from Clos de Gibauderie access drive to the east.

Protected buildings in the area are limited to terraces along Upper St Jacques to the west of the site and buildings along St Jacques to the north of the site, all of which are set away from the application site and do not share any boundaries with that site. The proposed development would not be in direct view of or interrupt any important view to or from those buildings and would have little or no effect on their setting or overall special interest. The proposed development would therefore meet the statutory duty set out within Section 34 of the Law in respect of protected buildings and be in accordance with Policy GP5 (Protected Buildings).

The proposed site layout is consistent with the surrounding urban grain, with building positions well related to surrounding built form and the road layout providing a good division between private and public spaces. Building heights would be consistent with surrounding development and the buildings will respect the scale and general form of that development. Whilst taking a contemporary approach to the detailing and finish which does not necessarily draw from surrounding built form, the overall design of the buildings would not result in adverse impacts on the wider character of the Conservation Area.

The development makes little contribution to the public realm outside of the site boundaries, being set behind the roadside development, however there is scope to improve pedestrian movements across the existing access on to Upper St Jacques, a matter which is addressed further below. Public realm within the site is not of particularly high quality, and does not form a particularly positive space, dominated by roads and car parking with limited landscaping provision or features which might form a sense of place. A Rose Garden is proposed in the north-east corner of the site, however this is a limited area set in the furthest corner of the site, located behind car parking, and is unlikely to make a significant contribution to the public space. On balance however, taking into account the location of the site away from existing public spaces and the provision of individual amenity space to serve each unit, provided that the pedestrian environment can be appropriately addressed (Condition 7), the quality of the public realm is considered adequate in this case.

There is a line of mature trees along the north boundary of the site, located on the adjacent land, and these trees should be protected during the course of works. A Root Protection Zone is identified along the north boundary of the site, to be demarked with Heras fencing for the duration of works on site and any works within that Zone are to be undertaken in a sensitive manner. At the time of the site visit for this application the fencing appeared to be in place, in accordance with the permission issued under FULL/2025/1309, however to ensure the ongoing protection of the trees under any permission issued under this application, it is recommended that the condition relating to the retention of that fencing is reiterated (Condition 5).

The site was entirely hardsurfaced under its former use, with the exception of a row of overgrown conifers along part of the south boundary, approved for removal under the previous application, and some limited planting along the north and east boundaries, although this is predominantly on the adjacent land. The planting proposed under this application is limited and located in small spaces around the proposed development. Whilst enhanced planting might improve the public realm within the site, it is not required to mitigate any visual impacts on the wider character of the area and that proposed does represent an improvement over the existing situation. The landscaping is therefore judged to be acceptable. Sufficient details are provided on the submitted Landscape Plan (Drawing No 2373.03.102/C) and Landscape Management Plan (No 2373.03.109), however it is recommended that implementation and ongoing maintenance in accordance with those Plans are secured by planning condition (Condition 15). Provision is also made for bat and bird boxes on the proposed buildings, a matter which can also be controlled by condition (Condition 12).

Amenity of the proposed units

The internal accommodation sizes of the units are generous, exceeding the requirements of the Building Regulations and the best practice guidelines set out within the Nationally Described Space Standards. All units are dual aspect.

External amenity space provision varies across the site, and the spaces serving the northern units are located to the north of the associated dwelling. On balance however, taking into account the location of the site on the periphery of the town area, the range of amenity spaces proposed is considered acceptable.

As noted above, communal space around the shared access road is primarily designed around accommodating car use, with little amelioration provided by the limited planting areas. Whilst there is no objection to the proposed “Rose Garden”, it comprises a small area, very closely located to Unit 11 and not easily accessible from the remainder of the development and is unlikely to significantly enhance the experience of the public realm. On balance however, the limitations in respect of the communal space are not considered to outweigh the level of amenity achieved through the internal design of the buildings and associated individual amenity spaces.

Highway safety, provision of access and parking

For residential developments, the Parking Standards and Traffic Impact Assessment Supplementary Planning Guidance states that development of 25 or more units would be likely to require a Traffic Impact Assessment, setting a higher threshold than proposed under this application. That SPG does note that this is general guidance and a TIA may be required in other circumstances where it is considered necessary to properly assess the likely effects on roads and traffic. In this case, consultation has been undertaken with Traffic and Highway Services (THS) who have assessed the proposal on the basis of a site visit and in light of their understanding of traffic movements in the area and have not identified a requirement for a TIA to be undertaken.

The management of construction traffic was considered under the previous application for demolition, and a one-way route entering the site from Upper St Jacques and exiting on to La Gibauderie was approved, as set out within the Construction Environmental Management Plan for that application. This was accepted on the basis that the system would be in place for a finite time period, and taking into account the type, nature and number of vehicle movements associated with the construction phase, together with the fact that the exit onto La Gibauderie was previously two-way, and that the proposed management system represented an improvement in road safety terms. The same traffic management system is proposed for the construction phase of the development within the Construction Environmental Management Plan submitted as part of this application and, for the same reasons, that management system remains acceptable for the construction works proposed under this application. Compliance with the CEMP can be secured by planning condition (Condition 6).

Upon completion of the development, it is however proposed to reverse the one-way system proposed for the construction phase, and vehicles will enter the site from La Gibauderie and exit on to Upper St Jacques, which will be altered to improve sightlines. All of the representations received have raised concerns regarding

increased traffic arising from the proposed development and associated impacts on road safety, traffic management and the character of the area.

The THS consultation response is set out in full above. In summary however, whilst noting some concerns regarding larger vehicles accessing the site from La Gibauderie, that Service do not object to the proposed traffic management scheme, observing the benefits of restricting access to a one-way system and the likely reduction of traffic and different timings and type of that traffic relative to the former commercial use. Whilst it is acknowledged that there is an accumulation of traffic in the area at peak times, and vehicles associated with the proposed development would inevitably add to that traffic, the scale of such impact is not considered to be such to warrant either a TIA or refusal of the application, on a site which is located in a sustainable urban location and where residential development, re-use of brownfield sites and an efficient and effective use of land is promoted by Plan policy. Any impacts on the physical character of the Conservation Area or setting of protected buildings arising from traffic movements associated with the development would be transitory and would not form a reason to resist the application.

In respect of the Upper St Jacques exit, THS observe that, with the proposed reduction in height of the roadside wall, the sightline (which is measured in the direction of oncoming vehicular traffic) would exceed the requirements for the road type, which could not be replicated at La Gibauderie exit where the sightline would be impeded by a wall on the adjacent property. THS note that to achieve this sightline the scalloped wall to the north of the access should not exceed 900mm. In considering the reduction of height of this section of wall it is noted that, if not required to provide stability to the higher section of wall returning into the site, taking into account the nature of the abutment between that section of wall and the lower wall on the adjacent property to the north, it may be that a scallop is not required and the wall could simply be reduced to 900mm in height to the point it abuts the higher wall. This would be a matter of choice for the applicant, and confirmation of details and implementation of the wall reduction can be managed through planning condition (Condition 8).

Whilst traffic exiting on to Upper St Jacques would be turning towards a bend in the road, there is no traffic approaching from this direction and vehicles would have good visibility of any vehicles exiting the properties on that bend, and this would not raise significant road safety concerns. It is noted that views of pedestrians approaching the exit from the south would be impeded by an existing boundary wall, outside of the site ownership. Whilst there is no opportunity to seek alterations to the height of the wall, the THS response notes the importance of retaining a continuous footway along the edge of the public highway, which would prioritise pedestrian movements and improve safety. This can be achieved within the parameters of the proposed access, and amended details can be required by planning condition (Condition 8).

In terms of pedestrian movements in general, it is noted that, in addition to movements generated from within the site, members of the public often move through the site between the two adjacent highways. THS raise some concerns regarding the arrangement of the footpath and the proposed visitor parking along the north section of the access road, approaching the Upper St Jacques exit. It is also noted that the tapering of the pavement alongside the parking to Unit 1 could make crossing difficult at that point. To ensure a safe and functional pedestrian environment, it is recommended that further details of these areas are also reserved for further consideration by planning condition (Condition 7).

In terms of parking provision, each of the 21 dwellings will be served by two allocated parking spaces adjacent or near to the building with an EV charging point, and an additional three visitor parking spaces will also be provided, a total of 45 on-site parking spaces. This falls within the maximum parking standards set out in the Parking Standards and Traffic Impact assessment Supplementary Planning Guidance. Whilst no motorcycle spaces are shown, as each unit benefits from allocated parking, any motorcycles could be catered for within the allocated parking areas.

Cycle storage is proposed within sheds to the rear of each dwelling, with additional provision for 8 visitor cycles adjacent to the entrance road, meeting the requirements of the Parking Standards. There are some concerns regarding the accessibility of the individual cycle storage, given the narrow width of the alleys accessing the rear gardens however, on balance, this is considered to be just adequate to enable access and storage of cycles. Not all elevations of the proposed visitor cycle storage are provided, however details of this storage and provision of all cycle storage can be secured by condition (Condition 9).

Impact on neighbour amenity

The site is bounded by residential properties to the north-west, west and south and abuts the end of a residential clos to the east.

Taking into account the position of the proposed built form at the application site relative to the site boundaries, and the position of adjoining dwellings and gardens relative to the site, the proposed development would not give rise to any significant overbearing or overshadowing of adjacent property. The closest relationship would be between the gable of Unit 15 and that of the block of flats to the south (Krecklers End). The layout of those flats is not available, however it is noted that there are two large windows and two smaller windows in the north elevation, facing into the application site, at least some of which serve living accommodation. The boundary between the sites is however currently formed by large conifers, as high as the building, and the proposal would not result in any greater overbearing than currently experienced. The strip of land between the building and the boundary is hardsurfaced and used for miscellaneous storage and would not be significantly impacted upon by the proposals.

The development proposed along the north boundary (Blocks A-F) would be oriented to face into the site, or over the open land to the north, with no fenestration proposed to the gables facing west and east, and there would therefore be no overlooking of adjacent property from that part of the development.

The houses proposed in the south-east corner of the site (Block G) are oriented to face into the site to the west and towards the Clos de Gibauderie to the east. The east elevations of this block would range between 7-9m from the east boundary, and incorporate first floor windows serving a bedroom and rooflights, currently serving attic space. The intervening boundary is currently formed by high vegetation; however the application proposes cutting this back. The land on the other side of the boundary forms the turning point at the end of the clos and an area of land which, whilst appearing to be in private ownership, is open to the clos road and does not provide private amenity space. The dwellings on the adjacent clos are oriented away from the application site and there would be no intervisibility between the existing and proposed dwellings. The proposal would not therefore result in adverse impacts on the amenities of the dwellings to the east. No fenestration is proposed to the south gable, facing towards Krecklers End.

The development to the remainder of the south of the site (Blocks H, J & K) include south facing fenestration (windows serving a bedroom and study at first floor and rooflights serving a bedroom and bathroom at second floor) and gardens. A 1.8m high timber fence is proposed to supplement the existing low boundary wall along the length of the south boundary, and this is accepted as a reasonable division between private amenity spaces, as well providing a greater level of privacy to the gardens of the adjacent properties than experienced when the site was in commercial use. Implementation can be managed by planning condition (Condition 13). The buildings on the adjacent properties are set away from the site boundary and there would be no unacceptable interface between the existing and proposed buildings. The first and second floor fenestration in the facing elevation of the proposed units would give rise to some overlooking of the garden areas associated with the adjacent properties however the elevations in question would be located between 8-11m from the site boundary and on balance, given the nature of this location and the length of the gardens on the adjacent properties, the level of impact is not considered sufficient to warrant refusal of the application.

Additional fencing is to be erected along the length of the east boundary and part of the north boundary, to demark and secure the site boundaries.

A Construction Environmental Management Plan was approved as part of the previous permission for demolition at the site and was subsequently superseded by an updated version 21/10/2025. The CEMP submitted as part of the current application includes details pertinent to the construction phase of development which did not form part of the previously approved CEMPs but does not include the updates which were provided as part of the CEMP approved 21/10/2025. To ensure that development on site is managed in an appropriate manner which protects the amenities of the surrounding area and properties, it is recommended that an

updated CEMP is required by condition, revising the CEMP submitted as part of this application to include the updates provided 21/10/2025 (Condition 6).

To ensure no adverse impacts in respect of lighting the completed site, a lighting plan for the site should be required by condition (Condition 11).

Overall, and subject to the conditions outlined above, the proposals have been designed to limit impacts on adjoining properties.

Sustainable development

The buildings are designed to provide access for all, including level thresholds and access throughout the ground floor, accessible WC facilities and appropriate circulation space, with potential provision for lifts/ramps. The parking spaces associated with 15 of the units is laid out in a way which could provide for accessible parking. The width of the access road limits the ability to provide accessible spaces for visitors, however such provision is not a policy requirement and, on balance, this is not an issue which would warrant refusal of the application. Access to Block F (Unit 11) is convoluted, however not a sufficient issue to raise concerns regarding the application. All units are designed with non-loading bearing internal walls, allowing flexibility in the internal layout and the larger units are easily adaptable to provide single-level living, whilst the smaller unit have the capacity to provide additional accommodation in the roofspace to adapt to changing needs.

The submitted information confirms that the site layout and building orientation has primarily been informed by the existing topography and surrounding context. Confirmation has however been received that the proposed development has been designed to take into account matters of energy efficiency, including the method of construction, and to meet or exceed the current Building Regulations. It is stated that crushed material will be reused on site wherever possible, that hardsurfacing in communal areas will be of permeable materials and rainwater collection is proposed. Solar PV panels and EV points are proposed to each dwelling. The proposed measures are considered adequate to meet the requirements of Policy GP9(a). The decision should however be conditioned to require submission of details where necessary, and implementation of these features (Condition 10).

Percolation testing has been undertaken and informed the design of a SuDS system, ensuring all surface water runoff will be managed on site.

A Waste Management Plan has been submitted in accordance with the Planning Advice Note entitled Site Waste Management Plans, and implementation and verification of this plan can be controlled by condition (Condition 6 & 14). As with the CEMP above, this Plan retains reference to on-site crushing, however this matter can be managed separately under licencing agreement with the OEHP. The key point in respect of the planning consideration is that, wherever crushed, existing material is to be reused on site where possible.

Other matters

As part of the previously approved application, and through consultation on this application, the Office of Environmental Health and Pollution Regulation raised concerns regarding potential land contamination on site. A full land contamination condition was applied to the approved application, which has been partially discharged, pending further investigations on site. The current application however includes decommissioning of the existing substation, which has the potential for release of additional contaminants and the approved report will need to be updated to address this. To enable ongoing management of potential land contamination and submission of an updated report, it is recommended that the full land contamination condition is re-applied in respect of the current application (Condition 4), together with a condition relating to any other contamination which may be discovered on site during the course of development (Condition 16).

The proposed relocation of the substation would have no adverse impacts in terms of visual amenity, however the Office of Environmental Health and Pollution Regulation identify potential for the equipment to emit low frequency tones and it is recommended that a noise limitation condition is attached to any condition issued (Condition 17).

The previous application included the installation of a site office, toilets, heras fencing and gates. These elements do not form part of the current application. It is however noted that the installation of such items in association with a planning permission granted under this application would comprise exempt development under Class 5(2) of the Land Planning and Development (Exemptions) Ordinance or, alternatively, could be managed through Condition 10 of the previous permission, which allows for submission of a phasing timetable for retention of those items.

Conclusion

Policy MC2 (Housing in Main Centres and Main Centre Outer Areas) provides a policy gateway for the proposed development, and the mix and type of housing proposed is considered acceptable in the context of this site and application. The density, layout and design of the development is consistent with the character of the surrounding existing development and would not adversely impact on the character of the Conservation Area. Whilst there are some concerns that the proposals will not achieve a particularly positive public realm, this is partially offset by the amenity provision for each unit and some mitigation can be provided through planning conditions, specifically relating to enhancements to the pedestrian environment.

Significant concerns have been raised in representations in respect of traffic management and road safety, however the proposed one-way system is considered to comprise an enhancement relative to the former access arrangement on site and the proposed egress will exceed required sightline standards. Limitations in relation to the surrounding road network are acknowledged, however the additional traffic

generated from the proposed development is not considered to raise such issues as to warrant refusal of the application.

The development has been designed to limit impacts on the amenities of adjoining residential properties and has taken into account matters of accessibility and sustainability.

Overall, the proposals are considered to accord with the requirements of the relevant policies of the Island Development Plan, as set out above, and consequently it is recommended that the application be approved, subject to the identified conditions.

Date: 19/12/2025

