

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: Change of use from General Retail (Use Class 10) to Convenience Retail (Use Class 9).

LOCATION: Former CIC Building, Route de la Foret, St. Martin.

APPLICANT: DPIF CIC 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: 04/02/2026

This notification of grant of permission refers solely to the proposals referred to above as described in your application received as valid on 08/09/2025 and the drawings referred to below. This grant of permission is subject to the following conditions:-

Drawing Nos: HD Planning & Design Ltd - A065-ARC-011 R4, 012, 013

Application Ref: FULL/2025/1317

Property Ref: J002300000

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 submitted details, no development in connection therewith shall begin on site until precise details of all proposed physical alterations to the existing access and car parking areas, including profile sections and specification of the existing and proposed ground levels, have been submitted to and agreed in writing by the Authority. The development shall be carried out only in accordance with the agreed details and the approved works to the access and car parking areas shall be implemented prior to commencement of the hereby approved use of the building for convenience retail.

Reason - To ensure that the Authority retains control over these details in the interests of visual amenity and the character of the locality.

5. The access to the retail unit shall not be used for commercial scale deliveries between the hours of 0800 to 0900 hrs and 1500 to 1600 hrs, Monday to Saturday, nor at any time on Sundays.

Reason - To ensure that the Authority retains control over access to the premises for servicing during the periods specified in the interests of the safe operation of the site and amenity.

6. Notwithstanding the details submitted, the convenience retail use hereby permitted shall only be open to the public between the hours of 0800-2000 hrs Monday to Saturday and 0900-1700 hrs Sunday.

Reason - To ensure that the development is managed to minimise impact on the reasonable amenity of neighbouring residential occupiers.

7. No development, excluding demolition and site works, shall begin until details of any external lighting or signage proposed for the site have been submitted to and agreed in writing by the Authority. Any signage or lighting to be installed shall only

be in accordance with the agreed details and shall thereafter be so maintained.

Reason - To make sure the level of lighting is not excessive to secure a sustainable form of development and one which does not unduly interfere with residential amenity or result in light pollution to the detriment of the character of the area.

Expiry Date: This permission will cease to have effect on 03/02/2029 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/2025/1317
Property Ref: J002300000
Valid date: 08/09/2025
Location: Former CIC Building Route de la Foret St. Martin Guernsey
GY4 6UG
Proposal: Change of use from General Retail (Use Class 10) to
Convenience Retail (Use Class 9).
Applicant: DPIF CIC Limited

RECOMMENDATION - Grant: Planning Permission with Conditions:

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

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

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

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

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

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

4. Notwithstanding the submitted details, no development in connection therewith shall begin on site until precise details of all proposed physical alterations to the existing access and car parking areas, including profile sections and specification of

the existing and proposed ground levels, have been submitted to and agreed in writing by the Authority. The development shall be carried out only in accordance with the agreed details and the approved works to the access and car parking areas shall be implemented prior to commencement of the hereby approved use of the building for convenience retail.

Reason - To ensure that the Authority retains control over these details in the interests of visual amenity and the character of the locality.

5. The access to the retail unit shall not be used for commercial scale deliveries between the hours of 0800 to 0900 hrs and 1500 to 1600 hrs, Monday to Saturday, nor at any time on Sundays.

Reason - To ensure that the Authority retains control over access to the premises for servicing during the periods specified in the interests of the safe operation of the site and amenity.

6. Notwithstanding the details submitted, the convenience retail use hereby permitted shall only be open to the public between the hours of 0800-2000 hrs Monday to Saturday and 0900-1700 hrs Sunday.

Reason - To ensure that the development is managed to minimise impact on the reasonable amenity of neighbouring residential occupiers.

7. No development, excluding demolition and site works, shall begin until details of any external lighting or signage proposed for the site have been submitted to and agreed in writing by the Authority. Any signage or lighting to be installed shall only be in accordance with the agreed details and shall thereafter be so maintained.

Reason - To make sure the level of lighting is not excessive to secure a sustainable form of development and one which does not unduly interfere with residential amenity or result in light pollution to the detriment of the character of the area.

OFFICER'S REPORT

Site Description:

The application premises are a single storey modern retail unit situated to the north of Forest Road. The building is elevated above and set back from the highway. Immediately to the front (south) and side (east) of the building is car parking. The building also has basement storage accessed from the north (rear) of the site.

Surrounding the site the area comprises residential properties to the east, south and southwest, with a car garage and petrol filling station forecourt to the west. Beyond the garage are further residential properties. To the north is agricultural land designated as Agriculture Priority Area.

The site is situated Outside of the Centres as designated in the Island Development Plan.

Relevant History:

PAPP/1997/4042 - Erect a showroom/warehouse granted 03/02/1998.

PAPP/1998/2089 - Erect a showroom/warehouse granted 14/07/1998.

FULL/2017/0636 - Change of use of showroom/warehouse to general retail (Use Class 10) (Rescind condition 1 of J.230/P6 restricting use of premises to retail sale of kitchens, bathrooms and ceramic tiles, ancillary storage and administrative activities); alterations to access granted 26/05/2017.

FULL/2025/0285 - Change of use from general retail (use class 10) to use part of the ground floor and basement for industrial storage with ancillary office (Storage/Distribution Use class 22) and to use part of the ground floor for a Jiu Jitsu School (Public Amenity Use Class 21) and associated works granted 07/05/2025.

Existing Use(s):

Retail – Use Class 10

Brief Description of Development:

The proposal is for change of use of the premises from General Retail (Use Class 10) to Convenience Retail (Use Class 9) for the purposes of a supermarket operation. The application form specified the total gross internal floor area of the building as 1,587 sqm and that 20 car parking spaces were proposed. The plans indicate the ground floor retail area as 797 sqm with the basement area of 790 sqm being used for 'back of house' deliveries and storage.

The application was deferred in November 2025 to request further information from the applicant concerning how parking and servicing particularly for larger service vehicles would work in practice, given the site area, proposed parking and circulation space available, and for their comments concerning potential impact on existing established convenience retail operations situated within the nearby Local Centres.

The applicant's agent's response concerning these matters was received on 1st December 2025 and in summary suggested in relation to both matters that there would be no significant change from the existing situation, albeit that future servicing will be by smaller vans rather than large service vehicles and the parking area would be better demarcated. Revised plans were submitted which showed 24 car parking spaces retained and the 797 sqm ground floor area annotated as 'proposed grocery store'. This submission was subject of further public consultation and further representations were received as indicated below.

The application was deferred again in December 2025 and further submissions invited from the applicant concerning how the proposed operation would work in practice, particularly in relation to the adequacy of parking provision, servicing arrangements and accessibility having regard to the location of the site and taking into account representations received along with the comments of Traffic & Highway Services on the application.

Further information in relation to these matters was submitted in January 2026 along with a revised plan showing how additional car parking amounting to a total of 29 spaces could be achieved within the site and the site access improved to reduce the gradient and improve egress visibility. The applicant has also suggested planning conditions that could be applied if planning permission is granted. As these submissions did not fundamentally alter the form of development proposed whilst responding positively to matters previously raised through consultation and representations, and to avoid further delay to determination of the application, they were not subject of further publicity.

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

Island Development Plan Policies:

- S1: Spatial Policy
- S4: Outside of the Centres
- OC4: Retail Outside of the Centres
- GP8: Design
- GP9: Sustainable Development
- GP16(A): Conversion of Redundant Buildings
- IP7: Private and Communal Parking
- IP9: Highway Safety, Accessibility and Capacity

Representations:

Seven letters of representation objecting to the application have been received from four parties. Three letters were in relation to the application as originally submitted and four were received after the application was deferred in November 2025 and then readvertised.

An initial representation from one of these parties identified issues with the property boundary as depicted on the originally submitted drawings. This was found to be an error on the plans and was subsequently corrected.

The main grounds of objection to the application are summarised as follows: -

- The application site notice was taped to a traffic cone which was moved around the site and was difficult to read;
- Difficult to comment fully without knowing the specific end-user;

- CI Ceramics would have had far fewer visitors to the site and more restricted opening hours;
- A fire escape onto an adjoining property was previously agreed but intensification of use would not be wanted and no wheelchair exits are in place necessitating modified arrangements;
- Inadequate/impractical parking arrangements;
- Parking spaces are small and the number proposed does not meet standards;
- Suitability of access, parking and unloading arrangements for customers and large service vehicles;
- No disabled parking;
- There is little access for delivery vehicles at the site and they would have to drive or reverse through the car parking area;
- There is nowhere suitable to offload pallets which cannot be done safely in a pedestrian or customer area and would need to be segregated for safety;
- The site is sloping which would add extra risk when customers are handling trolleys;
- The physical limitations of the site mean that it would not provide adequate parking, the existing ingress and egress would be inadequate and would lead to traffic congestion on a busy corner;
- The site is on a main road just past a bend and close to the exit from the adjoining petrol filling station, increased vehicles visiting the site would add to the danger and pedestrian access would also be dangerous.
- The site is not within a residential area and has no roadside pavement, this being on the opposite side of the busy/fast road where crossing would be dangerous;
- Exiting the site is dangerous.
- A Traffic Impact Assessment should be undertaken as the impact is likely to be significant and on a very busy road;
- Possible physical alterations to improve parking and servicing arrangements (mentioned by the applicant's agent in their response to deferral) should be specified now rather than left for future consideration particularly given physical constraints of the site; there are significant issues and risks;
- Query where staff will park;
- Forest Stores is approximately 3,500 sq ft with 55 car parking spaces whereas the proposed shop would be 8,578 sq ft with 20 customer spaces (as originally proposed) and no extra parking for staff;
- The M&S store in St Martin is 390 sqm with 67 parking spaces plus 10 staff spaces, with a planned addition of a further 25 spaces; both the St Martin and L'Islet M&S stores are smaller than that proposed;
- Grocery stores require proper parking provision; 24 spaces serving 797 sqm of grocery retail is grossly inadequate; experience suggests at least 100-150 spaces for the scale of grocery retail proposed;
- From a representor's experience of the convenience side of their business there are many heavy vehicles using the car park; drivers of vehicles such as sewage carts, builders' vehicles, scaffolders and similar make use of the parking spaces while buying lunches and light snacks during the day; this does

require a suitable space, not only for parking, but also for turning large vehicles;

- Query regarding what has changed since 2017 decision on FULL/2017/0636 including that this noted that 31 spaces would be required if the site was in the Centres, with the possible addition of staff parking;
- Although such standards may not be applicable, the 24 spaces proposed are so far short this should be a concern;
- The applicant's agent's statement that servicing will be by smaller vans rather than large service vehicles is suggested to be implausible based on retail experience elsewhere; to operate a 390 sqm M&S store there are 2-3 deliveries per day, one or two of which are by 13m articulated lorry and one smaller 8m chilled lorry; chilled/refrigerated vehicles required for food retailing are by their nature heavy goods vehicles given the refrigeration capability;
- It would seem reasonable that to operate a 797 sqm grocery store would require more delivery vehicles than a 390 sqm store and more than the previous operator at the site, therefore the suggestion of a slight improvement seems implausible based on the representor's experience;
- Risk of future amendments potentially expanding operations beyond those currently proposed;
- Reference is made to Strategic Land Use Plan and Island Development Plan policies concerning retail development; the Authority will no doubt give consideration to the need of supporting the existing retail facilities within the Forest Parish Local Centre and the St Martin Local Centre both in close proximity; there would be no economic or social advantage in enabling an out-of-town retail unit in this location;
- A further grocery/convenience store is not required;
- The type of retail activity carried out at the site previously was very different from that being proposed. The change would inevitably have an impact on the centres in both the Forest and St Martins.
- Concern about the effect on existing local businesses;
- Impact on existing established local grocery retailers;
- Two neighbouring Local Centres are already well-served by convenience retail offers and a further site splitting the existing Local Centres would be damaging and would not support the social roles of the Local Centres;
- The premises are outside the central area of the Parish;
- The Parish is already well-served with shops;
- Concerns about public safety linked to the operation of the Airport.

Consultations:

Traffic & Highway Services

Consultation response dated 7th November 2025

A site visit has been undertaken by the Traffic and Highways Services (THS) Officer, with the following observations:

The site is located on Route de la Forêt, St Martin, classified as a Traffic Priority Route under the Traffic Management Hierarchy. The posted speed limit is 35mph, with observed speeds ranging between 25–35mph. The proposal seeks a change of use from Retail Use Class 10 (general retail) to Use Class 9 (convenience retail). The site was previously occupied by Channel Islands Ceramics (CIC), which provided 22 parking spaces. The proposed scheme reduces this to 20 spaces, including 2 designated accessible bays.

The carriageway at this location is 5.4m wide, with a 1.4m wide footway on the opposite side and no nearside footway. Site access is 6m wide and ramped from the carriageway. The southern boundary comprises a grass embankment varying in height from 600mm to 1500mm, partially due to a mound with a tree stump. The elevated driver position mitigates some obstruction. Sightlines measured from a 2.4m setback show 30m oncoming and 35m approaching visibility. Although the oncoming sightline falls short of the 33m minimum, this could be rectified by removing the tree stump and minor scalloping of the embankment.

The application does not specify the intended retail operator. Should the site be occupied by a food convenience outlet or similarly trafficked business, an increase in traffic movements is anticipated during operating hours, despite the reduction in parking provision. This intensification could impact traffic flow along Route de la Forêt from both east and west.

THS has reviewed data from a Traffic Impact Assessment (TIA) conducted by ARUP earlier this year for a nearby development. The nearest signal-controlled junction to the west is 600m away at the crossroads of Le Chêne/Route de la Forêt/Russel Road/Rue des Monts. Junction Capacity Assessment Results (JCAR) indicate that this junction operates well below capacity during AM and PM peak periods (see Fig.1). The nearest eastern junction is 1400m away; however, no current data is available. Based on the western JCAR, THS has no concerns regarding additional traffic movements resulting from the proposed change of use.

Fig.1

Junction 4: Le Chene/Russel Road/La Route de la Foret/Rue des Monts signal-controlled junction

The Le Chene/Russel Road/La Route de la Foret/Rue des Monts is a signal-controlled junction with a pedestrian crossing on the western entry to the junction. The junction has been modelling using LinSig and the results are presented in Table 9-4 below.

Table 9-4: Le Chene/Russel Road/La Route de la Foret/Rue des Monts Signal-controlled Junction Capacity Assessment

Arm		AM Peak Hour (07:45-08:45)			PM Peak Hour (16:30-17:30)		
		MMQ (PCU)	Delay (seconds)	Deg Sat	MMQ (PCU)	Delay (seconds)	Deg Sat
2025 Base							
Russel Road	1/1	6.5	45.8	65.7%	6.2	41.2	60.5%
La Route de la Foret	2/1	5.5	18.9	38.5%	8.9	21.7	53.7%
Rue des Monts	3/1	0.1	32.7	1.7%	0.2	30.8	2.3%
La Chene	4/1	10.5	31.0	66.6%	9.0	31.0	61.5%
Junction PRC		35.1% @ 90 seconds			46.4% @ 90 seconds		

THS notes that the site is not well-integrated within a local community and does not align with the objectives of the States of Guernsey Integrated Traffic Strategy (ITS), particularly the aim to increase journeys by active travel modes such as walking, cycling, and public transport.

While the site is served by regular bus routes, pedestrian access is poor. The footway is located on the opposite side of the carriageway, with no crossing points. Historically, the nature of CIC's operations meant most customers arrived by private vehicle. A change of use may increase pedestrian activity, necessitating significant improvements to pedestrian infrastructure along the site frontage and the Traffic Priority Route.

THS supports the application, subject to the concerns outlined above. Notably, the potential increase in vehicle and pedestrian movements—dependent on the nature of the future retail operator—remains a key consideration. Additionally, the embankment landscaping required to improve oncoming sightline visibility is considered a straightforward enhancement to the existing access.

Traffic & Highway Services

Consultation response dated 17th December 2025 following deferral of the application: -

I refer to the revised plans and covering letter submitted on 28 November 2025 by Strategic Planning & Property Ltd. These comments should be read alongside the previous THS response dated 7 November 2025, which raised no objection to the application.

The applicant has now provided additional information regarding parking and servicing arrangements for the proposed use, particularly in relation to larger service vehicles. The existing delivery areas are to be retained, with both the north and east access points remaining in use. Under the previous general retail operation, deliveries were undertaken by HGVs due to the scale of goods handled. Limited on-site manoeuvring space required these vehicles to turn within the customer parking area. The applicant notes that such deliveries typically occurred during early weekday mornings when the car park was less busy. For the proposed convenience retail use, the applicant anticipates that deliveries would be undertaken by smaller vehicles, which they consider representing an improvement over the historic arrangements.

THS would note, however, that a shift to convenience retail is likely to result in extended trading hours, including earlier opening times. These hours may coincide with typical delivery periods. Even with the use of smaller service vehicles, this overlap would increase the risk of conflict due to the expected intensification of both vehicular and pedestrian movements on the site. THS therefore does not agree with the applicant's assertion that the proposed arrangements constitute an improvement over the existing situation.

Guernsey Airport

Upon reviewing the application, it appears they are not planning to alter the building's height. The only change seems to be in the change of use and the car parking area. Therefore, I don't believe we would have any objection unless they intend to increase the building's height.

Summary of Issues:

1. Whether the principle of change of use from comparison to convenience retail use satisfies Policy OC4
2. The likely effect of the proposed change of use on the vitality and viability of the existing Centres
3. The impact of the development on the amenity of surrounding uses
4. The impact of the development on the character and appearance of the surrounding area
5. Highway safety, accessibility and parking

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 of change of use from comparison to convenience retail use satisfies Policy OC4

The proposal is for a material change of use of the application premises from general retail in use class 10 to convenience retail in use class 9 of the 2017 Use Classes Ordinance. General retail equates to comparison retail in terms of IDP policy.

In accordance with the spatial strategy of the Strategic Land Use Plan, the IDP seeks to focus retail activity primarily in the Main Centres to help reinforce them as the Island's main locations for a mix of complementary activities, including shopping. Both convenience and comparison retail are therefore supported in the Main Centres. The IDP also makes limited provision for convenience retail in the Local Centres to ensure these are protected and enhanced as sustainable places to live. Outside of the Centres, no provision is made for new retail other than for limited convenience retail supporting recreational enjoyment of coastal locations and achieved through change of use of an existing building. Change of use away from comparison or convenience retail will be supported providing that the proposal accords with all other relevant policies of the IDP.

In this case, the general/comparison retail use of the premises is already established and the proposal is therefore not for a new retail use. Given that these are existing

retail premises, the second part of Policy OC4 is the most relevant, which states that proposals to extend, alter or redevelop existing retail premises Outside of the Centres will generally be supported where:

- a. development is of limited scale to provide for minor alterations to facilitate the continuation of the existing retail use at its current level of operation; or,
- b. the existing convenience retail operation supports the recreational enjoyment of the coastal location; and,
- c. in all cases there would not be an unacceptable adverse impact on the visual character and amenity of the locality.

In all cases proposals must accord with all other relevant policies of the Island Development Plan.

With regard to these criteria, the proposal does not seek to increase the existing retail floorspace and would not adversely impact on the visual character and amenity of the locality. Compliance with other policies of the IDP is considered further below.

In these circumstances, bearing in mind the intention of Policy OC4 which acknowledges that existing retail operations exist, there is a policy gateway within the IDP to consider the proposal in principle on its merits.

The likely effect of the proposed change of use on the vitality and viability of the existing Centres

Given the policy assessment above and that no evidence has been presented to demonstrate that the proposal for change of use of the application premises from general retail in use class 10 to convenience retail in use class 9 would impact negatively on the vitality and viability of the existing Centres, there are no grounds to refuse the application on this basis. Economic competition is not a material planning consideration which can influence the determination of a planning application.

The impact of the development on the amenity of surrounding uses

A car garage and petrol filling station forecourt is located to the west of the site. There is a residential dwelling to the east and other residential properties to the south on the opposite side of Route de la Forêt. To the north is open agricultural land.

The proposal for change of use of the existing retail premises from general/comparison to convenience retail is unlikely to have any significant impact on the amenity of surrounding uses. Hours of operation of the retail use can be managed by planning condition to ensure there are no related adverse impacts on the amenity of residential neighbours.

The impact of the development on the character and appearance of the surrounding area

The proposals to rationalise car parking at the site and to improve the access may have some impact in visual terms but given the existing prevailing character of the site and its surroundings any impact on the character and appearance of the area is likely to be minor. Details of any physical changes to the access and parking areas can be managed by planning condition to ensure no significant visual impacts occur. Details of lighting and signage can also be managed by planning condition.

Highway safety, accessibility and parking

The proposed development in this case would not require a Traffic Impact Assessment. Traffic & Highway Services has been consulted and supports the application, subject to some concerns notably around the potential increase in vehicle and pedestrian movements. Additionally, work to the embankment adjacent to the access point is recommended to improve sightline visibility. Issues relating to parking, accessibility and highway safety feature strongly in representations on the application received from third parties.

The proposed convenience retail floor area is approximately 797 sqm (8,500 sq ft). Car parking standards for new development are assessed on a case-by-case basis in Outside of the Centre locations. In this case the retail use is existing and the site currently provides 24 car parking spaces. The current proposals demonstrate that 29 spaces could be provided at the site which provision is considered reasonable given the existing retail use and overall capacity of the site.

The proposals include provision for access improvements including regrading the access ramp to reduce the gradient and removal of a tree stump and minor regrading of the embankment to improve egress visibility, as recommended by Traffic & Highway Services.

The applicant has also confirmed that deliveries would not exceed five on any day, with two to be carried out by small vehicles and none during peak hours, and that there would be a parking and access monitoring programme put in place. It should be noted that there will be no scope to provide additional parking, for example through change of use of adjoining agricultural land.

The proposals are considered to conform to the above policies of the Island Development Plan and grant of permission is recommended, subject to conditions.

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 considered in the assessment of this application.

Date: 03/02/2026

