

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: Convert and alter existing hotel and building (Use Class 7) into 6 residential units (Use Class 1) and associated works.

LOCATION: Hotel Bon Port, La Rue Gros Jehan, La Rue Des Clotures, St. Martin.

APPLICANT: Hotel Bon Port 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: 15/06/2026

This notification of grant of permission refers solely to the proposals referred to above as described in your application received as valid on 23/09/2025 and the drawings referred to below. This grant of permission is subject to the following conditions:-

Drawing Nos: Tyrrell Dowinton Architects: 2469 03.01D, 03.02C, 03.03C, 03.04C, 03.05, 03.06, 03.07, 03.10, 03.11, 03.12, 03.13, 03.14, 03.15, 03.16, 03.17, 03.18, 03.21 & 03.22.

Application Ref: FULL/2025/1331

Property Ref: J013390000

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.Prior to the commencement of the development authorised by this permission, a 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.

Reason - To protect the amenities of the surrounding area and nearby residents, to ensure appropriate management of construction traffic in the interests of highway safety, and to protect the special characteristics of the adjoining Site of Special Significance.

5.Prior to the commencement of the development authorised by this permission, excluding demolition and site works, amended details of the parking area serving Units 1-5 shall be submitted to and approved in writing by the Authority. No occupation of those units shall take place until such time as the parking and amenity areas shown on the approved plans have been completed in accordance with the submitted details.

Reason - To make sure vehicles can enter and leave the site in a forward direction, to ensure appropriate levels of off-street parking, in the interests of road safety and effective traffic management, and to ensure the amenity of the new units.

6.Prior to installation of each element, full details of all hard surfacing, including a written specification for the method of laying, PV panels and EV charge points shall be submitted to and agreed in writing by the Authority. Thereafter the development shall not be occupied until each element has been installed in accordance with the approved details and the PV panels and EV charge points have been made operational.

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

7.No cladding shall be brought to the site until such time as details of the type, texture and colour of the cladding material to be used have been submitted to and agreed in writing by the Authority. The work shall be completed in accordance with the agreed details.

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

8.No part of each unit hereby permitted shall be occupied until the agreed scheme for the storage of cycles has been fully implemented for that unit. The provision for cycles shall be retained at all times.

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

Expiry Date: This permission will cease to have effect on 14/06/2029 unless development is commenced by that date.

ADVICE AND OTHER REMARKS:-

Your attention is drawn to The Animal Welfare (Guernsey) Ordinance, 2012 and the need to comply with its provisions. The building is located in an area where bats may be roosting and measures may therefore need to be taken (including consideration of the timing of the works) to ensure that any protected species present are not impacted by the works. It is recommended that you contact La Société Guernesiaise for advice or to arrange a site visit. La Société can be contacted on 07781 166924 or email info@societe.org.gg.

This permission is given under the Land Planning and Development (Guernsey) Law, 2005. This decision does not override or prejudice any legal rights or constraints which exist in relation to the application site.

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/2025/1331
Property Ref: J013390000
Valid date: 23/09/2025
Location: Hotel Bon Port La Rue Gros Jehan La Rue Des Clotures St.
Martin Guernsey GY4 6EW
Proposal: Convert and alter existing hotel and building (Use Class 7) into
6 residential units (Use Class 1) and associated works.

Applicant: Hotel Bon Port Ltd

RECOMMENDATION - Grant: Planning Permission with Conditions:

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

INFORMATIVES

Your attention is drawn to The Animal Welfare (Guernsey) Ordinance, 2012 and the need to comply with its provisions. The building is located in an area where bats may be roosting and measures may therefore need to be taken (including consideration of the timing of the works) to ensure that any protected species present are not impacted by the works. It is recommended that you contact La Société Guernesiaise

for advice or to arrange a site visit. La Société can be contacted on 07781 166924 or email info@societe.org.gg .

This permission is given under the Land Planning and Development (Guernsey) Law, 2005. This decision does not override or prejudice any legal rights or constraints which exist in relation to the application site.

OFFICER'S REPORT

Site Description:

The application site comprises a former hotel building and associated structures, parking and amenity land located on the cliff top above Moulin Huet Bay. The site ownership includes an adjacent field to the south-west, separated from the application site by a public right of way which runs along the south-west side of the built form at the site and connects La Rue Gros Jean to the north-west with the cliff path running along the south-east boundary of the site. The site is accessed via a series of narrow lanes bordered by high banks from the north-west.

The clifftop scrub land to the south-east of the site gives way to agricultural land surrounding the application site and extending to the north-west, interspersed with scattered residential properties positioned along the access lanes. Two residential properties are located immediately to the north-west of the application site, one of which has an access immediately adjacent to the site access. There is a further grassed agricultural access running within and along the north-west boundary of the site, accessing the agricultural land to the north, which falls outside of the site ownership.

The site is located Outside of the Centres in the Island Development Plan, within an Agriculture Priority Area and abuts a Site of Special Significance to the south-east.

Relevant History:

07/03/2025 PREA/2025/0378 Change of use from hotel (Use Class 7) to a dwelling (Use Class 1) – Confirmation of exemption in accordance with Class 12(4)(1) of the Land Planning and Development (Exemptions) Ordinance, 2023, provided the change of use is implemented by 29/03/2025. No licence has however been sought or granted for the change of use under the Building Regulations and there is no statement within the submitted information to indicate that the change of use has been implemented. On the basis of the information available, it can only therefore be concluded that the change of use has not been implemented and the premises remains as a hotel, falling within Visitor Economy Use Class 7.

Existing Use(s):

Visitor Economy Use Class 7: Hotel (20 beds + 6 bed staff accommodation)

Brief Description of Development:

The application proposes to convert the main hotel building to a single 6 bed dwellinghouse (Unit 6), demolishing the existing attached structures immediately to the west of the building, with the exception of that along the south boundary which would be retained as triple garaging and the self-catering wing projecting along the north of the existing parking area. Additional parking for the dwelling would be provided on the footprint of the demolished structures.

The self-catering wing would be converted into 5 additional units, Unit 1 to a 3 bed dwelling and Units 2-5 to 1 bed units. A single parking space would be retained for each of the proposed new dwellings on the existing parking area and a communal cycle store would be provided to the west of the site.

The main site access would be retained to serve all units, however a separate access would be formed within the site to access Unit 6, with a driveway formed over the land to the north of the chalets to access the new parking court to the west of Unit 6.

In respect of Unit 6, the proposed alterations include removal of and alterations to internal partitions and demolition of a section of wall and replacement with doors/window to the west elevation. The north side of the proposed garage would be altered to incorporate garage doors.

In respect of Units 1-5, the proposed alterations include removal of internal partitions, addition of partitions, blocking up internal doors between each unit, replacement of all windows and doors (excluding Unit 1), installation of external composite timber cladding and installation of solar panels to the roofs of all units, and the following additional work in respect of the individual units:

Unit 1:

- Alter ground floor fenestration east elevation.

Unit 2:

- Alter existing apertures to form new door/window to south-west elevation;
- New aperture and bifold doors to north-east elevation.

Unit 3:

- Form new door to south-west elevation;
- New apertures with bifold doors and window to north-east elevation.

Unit 4:

- Alter existing apertures to form new door/window to south-west elevation;
- Enlarge bathroom window to south-west elevation;
- New apertures with bifold and single doors to north-east elevation.

Unit 5:

- New south-east gable;
- Replacement of flat roof with pitched roof;
- Replace doors with windows and alter existing apertures to form new door/window to south-west elevation;
- New aperture and bifold doors to north-east elevation.

The application as initially submitted stated that a Structural Report and Traffic Impact Assessment were available. These were requested 07/01/2026 and provided 01/04/2026.

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

OC1	Housing Outside of the Centres
OC8(C)	Visitor Accommodation Outside of the Centres – Change of Use
GP8	Design
GP9	Sustainable Development
GP16(A)	Conversion of redundant buildings
IP6	Transport Infrastructure and Support Facilities
IP7	Private and Communal Car Parking
IP9	Highway Safety, Accessibility and Capacity

Representations:

5 letters of representation received raising the following points:

- There are 12 houses in Les Aubrets, and the proposals represent an increase of 50%, and 8 on Rue Gros Jean, nearly doubling the number on that road, and an equivalent increase in service/infrastructure requirements;
- The entrance gates and driveway for the larger house appear to be across agricultural land;
- The amenity space for each dwelling is limited;
- Substantial increase in traffic resulting from a development of multiple houses:
 - o The road is a single vehicle width Ruelle Tranquille with few (privately owned) passing points which may not be available long term and is a no-through road used by many vulnerable users and agricultural vehicles;
 - o Official passing points would need to be formed and boundaries reduced in heights to improve visibility on blind bends;

- La Rue Gros Jean is a private road and the current proposal will present issues in respect of damage and maintenance, during the construction works and into the future;
- Damage to properties along the road, including erosion of earthbanks, particularly during the construction phase;
- The traffic associated with the former hotel should not be considered a precedent, this application in itself would place undue pressure on the lanes. The hotel has 20+ car parking spaces which will reduce down, but traffic will increase with permanent residential use over tourism and peak hours will change;
- An independent and evidenced traffic assessment should be undertaken;
- Parking is limited and no facility to manage overspill parking, which would be likely to use land outside of the ownership;
- The public footpath running alongside the property should be maintained;
- Services will need to be upgraded, to service additional units, including EV chargers, which will result in digging up the road;
- Is it true that if a development is for more than 5 dwellings there is an Open Market allocation.

1 letter of support was received raising the following points:

- The plans include several housing types, addressing a need in the Island without overcrowding the site;
- The proposals use existing built form, limiting impacts;
- Use of existing built form would reduce imports to the site and construction activity, and thereby impacts on neighbours;
- The buildings are low profile, limiting visual impacts;
- The number of properties is small enough that any traffic is insignificant.

Consultations:

Guernsey Water have no comments to make.

The Office for Environmental Health and Pollution Regulation do not raise any objections.

Commented following the submission of further information and reiterated the previous consultation response – no objections raised.

Agriculture, Countryside and Land Management Services comment as follows:

We are writing in response to the application to convert and alter the former Hotel Bon Port and ancillary buildings to residential units.

We note that the property borders the Cliffs Site of Special Significance (SSS) and welcome the commitment to retain all boundary features as outlined in section 3.11

of the letter accompanying the application. Retention of the vegetation, especially along the eastern boundary, will not only conserve a valuable habitat but also provide screening for the SSS.

Whilst a detailed landscaping scheme has not been provided, we note that a wildflower patch is proposed within the existing grassland and welcome the commitment to follow the published Wildflower Meadow guidance (as included in the drawing 'Master Site Plan Unit 6'). For the avoidance of doubt, in this instance it is recommended that the existing grassland is not cultivated or disturbed, and only over-sowing or plug planting of locally sourced native species area be used to enhance diversity if required.

In order to ensure any new plantings are appropriate to the site and to prevent the introduction or release of invasive non-native species (INNS) into the adjoining SSS, the Authority may wish to have seek prior approval of a detailed landscaping scheme.

The proposed development has the potential to result in disturbance to the adjacent SSS and impact on sensitive species for which the SSS was designated (including bats and birds), both during construction and long-term operation of the new dwellings. In order to avoid long-term light disturbance to the SSS, we recommend that no external lighting is installed to the east of the property and all other lighting conforms to The Institute of Lighting Professionals and the Bat Conservation Trust published guidance note (08/23; Bats and Artificial Light).

Suitable screening and fencing may be required during construction to prevent the entry of materials into the SSS, limit air, light and noise pollution and to protect the boundary features. These measures could be secured within a CEMP.

Therefore, should the application be approved, the authority may wish to condition the production of a landscaping scheme, lighting plan and CEMP in order to secure the recommendations noted above.

We note that the proposed application includes the demolition of a number of built structures. These have the potential to support nesting birds and roosting bats. It is recommended that a ground level roost assessment and breeding bird survey are undertaken by a suitably qualified ecologist ahead of any disturbance or building works on site. The results of these surveys should be used to inform whether mitigation measures are required to avoid causing injury, disturbance or death of any birds or bats and so will ensure that the works do not result in a breach of the Animal Welfare Ordinance (2012). If required, any mitigations measures should be agreed in advance with the States Veterinary Officers (SVO) and only undertaken under licence and in accordance with conditions and/or mitigation schemes approved by the SVO. Best practice guidance on undertaking a Ground Level Roost Assessment and surveys to inform appropriate mitigations are available with the Bat Conservation Trust guidelines.

Traffic and Highway Services comment as follows:

A site visit has been undertaken by a Traffic and Highways Services (THS) Officer, and the following observations are provided.

Bon Port Hotel would typically be accessed via Les Aubrets, Rue des Clotures and La Rue Gros Jea. This route is approximately 700 m in length in total and terminates at the site. All of these lanes are designated Ruettes Tranquilles and are narrow/single-file, with approximately a dozen passing places, some of which require the use of private land, including field entrances. As shown in Appendix II of the planning letter, there are 10 residential dwellings on these roads with cumulative parking provision for at least 50 vehicles.

As part of the application, Strategic Planning & Property Ltd has submitted property details indicating that the hotel previously comprised 17 bedrooms, 3 self-catering units, and staff accommodation for 6 people. To service the hotel, the documentation indicates that there were more than 20 parking spaces on-site. The proposal seeks to develop the site using the existing buildings, split into two main areas.

The first area comprises four one-bed units and one three-bed unit, each with an allocated parking space within the existing car park, along with covered cycle parking provision for 10 bicycles. The second area is served by a new internal driveway leading to a single four-bed dwelling with a garage for three vehicles, giving a total of eight parking spaces across the whole site. THS notes that the plans show a large courtyard area in front of the four-bed property, which could result in additional informal parking for several more vehicles.

Under the Traffic Engineering Guidelines for Guernsey, policy NCR06 (Neighbourhood Roads & Country Lanes) advises that any proposed development must be suitable in terms of the volume and type of traffic it will attract. THS recognises that the Bon Port Hotel site is a sensitive location from a traffic management perspective, with the designation of the surrounding roads as Ruettes Tranquilles and their connection to coastal paths encouraging pedestrian movement.

From a road safety perspective, the access to the site is at the southern end of La Rue Gros Jean and therefore presents no sight-line issues for vehicles exiting the site. At the junction of Les Aubrets and Le Rocher, sight-lines are approximately 10 m to the east and 14 m to the west. The supporting planning letter concludes that the number and frequency of vehicle movements will significantly reduce when compared to the former hotel use, with fewer delivery vehicles and reduced late-night activity. THS supports the position set out by the applicant's planning advisor.

In conclusion, the proposal is considered very likely to result in a reduction in traffic movements when residential use is compared with the former hotel use. In this context and recognising the constraints of the road network in the immediate vicinity of the site, Traffic & Highways Services does not oppose the application.

Summary of Issues:

- The principle of change of use;
- Impacts on the character of the area and landscape provision;
- Impacts on neighbour amenity;
- Residential amenity and parking provision;
- Access and highway safety;
- Sustainability, accessibility and adaptability.

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).**

Change of use away from the present authorised use

As set out under Relevant History above, the authorised use of the site is as a hotel and any proposal for change of use away from that use normally falls to be considered against Policy OC8(C) (Visitor Accommodation Outside of the Centres – Change of Use). That policy sets out specific criteria against which any proposal for the change of use of visitor accommodation to non-visitor accommodation use must be assessed, requiring it to be demonstrated that it is not technically feasible for the accommodation to meet the required standard for the particular type of accommodation involved, or, where it is technically feasible, to demonstrate that it would not be possible to return a reasonable operating profit, and that the establishment has been actively and appropriately marketed for sale and lease for a period of 24 consecutive months and an appropriate offer has not been made.

In this case, notwithstanding the later submission of a structural report, the submitted information does not address the standard of the accommodation, or the feasibility of return to operation. Whilst reference is made to ongoing marketing of the premises, no details or evidence of such marketing is provided.

The submitted information does however confirm that the hotel has been closed since 2013, with no boarding permit issued since 2015. Furthermore the hotel was identified as one of the premises which could be considered for change of use under Class 12(4) of the Land Planning and Development (Exemptions) Ordinance, 2023, and an application for such change of use was subsequently accepted 07/03/2025. Whilst that change of use has not been implemented and the exemption has now closed, this history forms robust justification to accept the change of use without explicitly fulfilling the criteria of Policy OC8 and the proposed change of use can be considered as a minor departure from that policy under Section 12(2) of the Land Planning and Development (Guernsey) Law, 2005.

Principle of change of use for residential purposes

The Spatial Strategy as identified within the Strategic Land Use Plan, approved 30th November 2011 (SLUP), is for development to be concentrated within and around the edges of the urban centres of St Peter Port and St Sampson/Vale, with some limited development within and around the edges of the other main parish or local centres to enable community growth and reinforcement of sustainable centres.

The Spatial Policy of the Island Development Plan, expressed through Policy S1 (Spatial Policy), reflects this approach, seeking to, *“concentrate the majority of new development in the Main Centres and the Main Centre Outer Areas to maintain the vitality of these areas...and to allow for development Outside of the Centres in identified specific circumstances, in accordance with the Strategic Land Use Plan.”*

This approach is reinforced through Policy S4 (Outside of the Centres) and the introduction to Part 3 of the Plan *Policies for Outside of the Centres* which, whilst acknowledging that the Plan makes provision for certain types of development in these locations, states that proposals for new housing will not generally be supported in these areas.

Policy OC1 (Housing Outside of the Centres) sets out potential exceptions to this direction, stating that the creation of new dwellings will only be supported where it is achieved through the subdivision of an existing dwelling or the conversion of an existing redundant building, and directs proposals for conversion of redundant buildings to be considered principally under Policy GP16(A) (Conversion of Redundant Buildings).

Conversion of the existing buildings

The proposal is assessed against the criteria of Policy GP16(A) below.

a. it is demonstrated that the building is no longer required or capable of being used for its current or last known purpose;

The principle of the change of use has been addressed above.

b. the conversion will result in the establishment of either residential, social and community, industrial, storage and distribution, convenience retail in coastal locations in accordance with Policy OC4, visitor accommodation or office use or provide facilities for outdoor formal recreation or informal leisure and recreation uses;

The proposal would result in the establishment of a residential use. The allocation of Open Market status falls outside of the Land Planning and Development (Guernsey) Law and cannot be controlled by or form a material consideration of this planning application.

c. the existing building is of sound and substantial construction and is capable of conversion without extensive alteration or rebuilding;

Following the approach taken by the Planning Tribunal in relation to an appeal under GP16(A) (Rue Coutance Ref: PAP/008/2019), this criterion must be assessed in two parts. Firstly, whether the building is of sound and substantial construction (in relation to the use originally intended), and secondly, an assessment as to whether the building is capable of conversion without extensive alteration or rebuilding.

In respect of the first point, following deferral, a Structural Report has been provided in support of the application. That report identifies deterioration and a lack of maintenance throughout, however finds that the wall structures generally appear in reasonable condition, with the exception of the south wall of the self-catering wing (chalets) which exhibits varying degrees of cracking. This is however noted to be likely to be due to the drainage run along that elevation and could be repaired. Roofs are generally identified as being in reasonable condition, with no distortion to the ridge lines, however, due to evidence of damp, mould and efflorescence, it is identified as likely that timber elements (including floors and roof structures) are likely to be suffering from rot. On balance, whilst there is clearly deterioration of the existing buildings, they are considered to be of sound and substantial construction for the purposes of this policy.

In relation to the second part, the floor space of each building or part of a building which is proposed to form a new unit exceeds the requirements of the Guernsey Technical Standards to form that unit and would therefore, in principle, be capable of conversion for such use.

The works proposed to facilitate the conversions are set out in the Brief Description of Development above. In determining the previously cited appeal, and taking into account paragraph 19.17.7 of the IDP, the Tribunal concluded that work necessary to bring the building fabric up to current Building Regulation standards in terms of freedom from damp and thermal and sound insulation, together with the installation or alteration of internal partitions, are known to be a common feature of schemes involving the conversion of buildings and therefore such works were considered to be neutral in terms of their impact on the objectives of Policy GP16(A). The remaining works proposed to each building or part thereof to form Units 1-4 and 6, as itemised above, are not considered to amount to extensive alteration or rebuilding. The works required to the existing building fabric to form Unit 5 are more extensive and borderline in terms of conversion however, on balance, taking into account the extent of fabric retained within that unit, and the extent of works relative to the overall retention of built form at the site, these are considered to comply with the requirements of this criterion.

d. the proposals would have no adverse impacts on the special interest of a protected building and that such interest is appropriately and proportionately preserved and, where possible, enhanced;

There are no protected buildings at or within the vicinity of the site, and neither this criterion, nor those of Policy GP5 (Protected Buildings), nor the statutory duties of the Law in respect of protected buildings would be engaged.

e. the proposals would have no unacceptable impacts on the contribution a building of character makes to the character and appearance of the area;

The existing buildings at the site are visible from La Rue Gros Jean approaching the site from the north-west, from the public footpath running along the south-west side of the application site and in longer views from the wider cliff path network, including across the valley to the north. The existing built form is not however of particular character and does not make a particular positive impact in those views.

The requirements of Policy GP8 (Design) however go further than this criterion and require a development to achieve a good standard of design which makes an efficient and effective use of land and respects the character of the local built environment, whilst providing soft and hard landscaping where this reinforces local character and mitigates the impacts of the development.

In this case, the proposal comprises the reuse of existing buildings, comprising an efficient use of resources and would not significantly alter the external envelope of the existing built form, the greatest impact being the removal of the flat roof elements to the west of the main building and the addition of a pitched roof over Unit 5, both of which would comprise positive alterations. The proposals would not therefore result in significant impact on the local built environment or the wider landscape.

Limited landscaping is proposed as part of the proposals, and that landscaping is designed either to define boundaries of the new units or to provide biodiversity enhancements, as opposed to mitigating any visual impacts of the built form. Given the limited impacts of the proposed alterations, it is not however considered necessary to require further landscaping to address the requirements of GP8.

In terms of hardsurfacing, the existing parking court to the south of proposed Units 2-5 would be retained/resurfaced (unclear from the submitted plans) and softened with planting, patios would be formed to the rear of each of those units, a new driveway would be formed to the north of those units to access Unit 6 and a parking court would be formed to the west of that unit, on the footprint of existing buildings. The materials proposed to these areas are not specified, however the extent is reasonable and the covering letter notes the surfacing would be permeable. Details and implementation can be managed by condition.

f. the conversion and any ancillary development associated with it can be implemented without having any unacceptable adverse impacts on the character and openness of the landscape;

As noted above, the proposal would not significantly alter the built form on site, and the conversions would not have any unacceptable impacts on the character and openness of the surrounding landscape.

The whole of the application site has historically been used in association with the use of the hotel and would form part of the curtilage of that building. The division of that space to form gardens for Units 2-5 would be of limited impact on the wider landscape character.

The land on which it is proposed to form the access drive to Unit 6 previously comprised a large parking area, which has grown over since closure of the hotel, and the current proposal would comprise a reduction over the extent of surfacing previously found in this location. The land is not considered to be agricultural and the proposals would not therefore result in any loss of agricultural land, nor would the requirements of the Strategy for Nature be engaged. Access to the agricultural land to the north is shown to be retained.

The land to the east of the site comprises a Site of Special Significance, and the comments made by ACLMS above are noted. The site is not however located within the SSS and the legal and policy requirements relating to SSSs do not therefore apply to this application. Whilst appropriate planting to enhance the characteristics of the SSS would be encouraged, as outlined above, the Strategy for Nature is not engaged in this case, nor would there be significant alteration to the exterior of the built form which might warrant additional landscape amelioration. It would not therefore be reasonable to require such additional landscaping as a condition of this permission. Taking into account the previous use of the site as a hotel and the proposed use of the eastern part of the building as a single dwellinghouse, together with the limitation of use to within the existing built form, it is not considered reasonable or necessary to manage external lighting in this case. Were the built form to extend further to the east, towards the SSS, this position may be reviewed. To ensure there is no disturbance to the SSS during the construction work proposed under this application (e.g. the placement of a site compound) and to address concerns regarding traffic management (discussed further below) it is however recommended that a proportionate Construction Environmental Management Plan is required by condition.

g. the conversion would not require more than modest extension to the existing building for it to be achieved;

No extensions are proposed any of the buildings as part of the conversion.

h. the proposal would have no unacceptable adverse impacts on the amenities and enjoyment of neighbouring properties and the surrounding area.

As noted above, the nearest residential properties are located to the north-west of the application site. The dwellings on those properties are located to the north-west of the properties and are set and oriented away from the application site (c45m at

the closest point). The buildings at the application site are similarly set and oriented away from those properties, with the exception of Unit 1. That unit was previously used as staff accommodation and the current proposals would not alter that building in any way which would increase impact on the neighbouring property, nor would there be any impediment to the existing access to the neighbouring property.

Concerns are however raised in representation regarding the impacts on neighbouring properties arising from a perceived increase in traffic following completion of the development, and during the construction phase. As discussed below, the vehicle movements associated with the proposed development would however be likely to comprise a reduction over the former use of the site, and the occupants would be permanent residents of the area. Any impacts would therefore be reduced over the former use of the site. In terms of construction traffic, as noted above, a proportionate Construction Environmental Management Plan will be required by condition and this would set out the parameters for site access, to minimise impacts on neighbouring property. Any works required in the surrounding roads relating to the installation of infrastructure to facilitate the conversion would be managed by the developer/Traffic and Highway Services, and the installation of such infrastructure could not comprise a reason to resist the application.

Other matters

Residential amenity and parking provision

The converted buildings would provide an appropriate level of accommodation for the size of dwelling proposed. The size and quality of the outdoor space associated with Units 2-5 would be appropriate to the size of dwelling proposed, and the amenity space serving Unit 6 would be generous, with views over the bay. The amenity space serving Unit 1 would be limited for a property of the size proposed however, taking into account the surrounding context and access to the clifftops, this is not considered sufficient to warrant objection to the application. Overall the proposed dwellings would provide a good living environment, in accordance with Policy GP8(d) and Annex I: Amenities.

The application proposes 3 enclosed parking spaces and a large area of external hardstanding to service the 6 bed dwelling located within the main hotel building, and the garaging could also provide cycle storage. At the front of the site, 5 parking spaces are proposed on the existing parking area, sized to create accessible spaces if needed. This would provide a single space for each of the 1 bed units, together with a shared cycle store for those units. This would comprise an appropriate provision for those units. The 3 bed unit would also benefit from only a single space, and there would be no visitor parking or additional provision for parking on the adjacent roads. In this case, whilst ordinarily the planter shown between the parking spaces would be welcomed, it is suggested that this area would be better used for the provision of an additional space, to accommodate visitors to the site. Subject to the resolution of this matter through planning condition, parking provision would be sufficient and would accord with the requirements of Policy IP7.

Access and highway safety

The road network is assessed above in the Traffic and Highway Services consult response, noting the length and narrow width of the access lanes, limited number of passing places and use of the lanes by vulnerable users, including cyclists and pedestrians.

As above, the application proposes 6 dwellings, served by 5 (with a possible increase to 6 or 7) parking spaces to the front of the site and a further 3 enclosed spaces with potential for additional external parking associated with the dwelling to the rear. The application material indicates that there were 20+ spaces available when the site was active, and notes vehicle movements would have included delivery vehicles, events buses, taxis, etc. Whilst it is noted that there are not 20 spaces on the remaining hardstanding to the front of the site, when the hotel was active there was a substantial parking area available to the north of the building group, which had capacity for numerous vehicles. The hotel however had 20 guest rooms, which would indicate the maximum occupancy at any one time, although it is not known what proportion of those occupants would have had vehicles. The hotel also had a bar and restaurant and on occasion held large events, and attendance would have been higher at those times. Overall, as set out within the Traffic and Highway Services consult response, it is considered that the proposed change of use would comprise a reduction in vehicle movements over those experienced when the hotel was active, and consequently a reduced impact on road safety. This assessment is supported by the Traffic Impact Assessment provided as part of the application.

There is no indication that the proposals would in any way disrupt any existing public rights of way. The grant of planning permission cannot overturn any such rights and is given without prejudice to third party rights and privileges.

Sustainability, accessibility and adaptability

In terms of accessibility to and within the building and the provision of flexible accommodation, the submitted information states the proposed parking is disability compliant, and that the proposed units would all have level threshold access and ample internal hallway space upon entry. Unit 1 is noted to have space for a stair lift and/or standing lift as required, Units 2-5 are noted to be ground floor only, with open plan accommodation, and Unit 6 already contains a lift. Internal floor layouts are stated to be easily adaptable. The proposed accommodation would therefore be in accordance with the requirements of Policy GP8 f) & g).

Confirmation has also been received that the proposed development has been designed to take into account matters of energy efficiency and to meet or exceed the current Building Regulations in accordance with Policy GP9. Proposals include increased insulation, installation of photovoltaic panels, laying of permeable paving, and installation of EV charge points. Details of the various elements and implementation can be managed by condition.

Conclusion

Overall, and in light of the additional information provided, it is considered that the proposal put forward under this application would accord with the purposes of the Law, material considerations and relevant planning policies.

Consequently, it is recommended that the application be approved, subject to the conditions set out above.

Date: 01/06/2026