

THE LAND PLANNING AND DEVELOPMENT (GUERNSEY) LAW, 2005

AND SECTION 19 OF THE LAND PLANNING AND DEVELOPMENT (GENERAL PROVISIONS) ORDINANCE, 2007

NOTIFICATION OF REFUSAL OF PLANNING PERMISSION

PROPOSALS: Demolish and alter section of wall to create vehicle access and parking area to east (roadside) boundary (revised scheme).

LOCATION: Woodbury, Fosse Andre, St. Peter Port.

APPLICANT: The Pensioneer Trustee Company (Gsy) Ltd

I refer to the application referred to below received as valid on 08/12/2025 regarding the above proposals as described more fully in the application and drawings referred to below.

Date of refusal of permission: 20/02/2026

Drawing Nos: Jason Hobbs Architectural Services Ltd - 6600/B/1

Application Ref: FULL/2025/1915

Property Ref: A211090000

The Development & Planning Authority has decided to refuse your application under the provisions of section 16 of the Land Planning and Development (Guernsey) Law, 2005 for the following reasons:-

1. The demolition of a section of a traditional roadside wall to create a vehicular access and parking area to the rear (south) of the property results in significant road safety and traffic management concerns by virtue of a combination of factors including; restricted sightlines towards oncoming traffic, the internal turning area does not allow vehicles to exit square to the carriageway, the close proximity to the junction between Fosse Andre and Coronation Road, and the use of mirror to mitigate against a fundamentally substandard access. This is contrary to Policy IP9: Highway Safety, Accessibility and Capacity of the Island Development Plan, with highway safety and traffic management also material considerations of this application.

OTHER REMARKS:-**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, against a decision to refuse an application for planning permission or outline planning permission to the Planning Tribunal on the merits. 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.

Copy of representations made

In reaching this decision the Development & Planning 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 to the Authority under section 11 will be included with this decision in accordance with section 19 of the Ordinance.

A J ROWLES

Director of Planning
Planning Service



PLANNING APPLICATION REPORT

Application No: FULL/2025/1915
Property Ref: A211090000
Valid date: 08/12/2025
Location: Woodbury Fosse Andre St. Peter Port Guernsey GY1 1XB
Proposal: Demolish and alter section of wall to create vehicle access and parking area to east (roadside) boundary (revised scheme).
Applicant: The Pensioneer Trustee Company (Gsy) Ltd

RECOMMENDATION - Refusal with Reasons:

REASONS FOR REFUSAL

1. The demolition of a section of a traditional roadside wall to create a vehicular access and parking area to the rear (south) of the property results in significant road safety and traffic management concerns by virtue of a combination of factors including; restricted sightlines towards oncoming traffic, the internal turning area does not allow vehicles to exit square to the carriageway, the close proximity to the junction between Fosse Andre and Coronation Road, and the use of mirror to mitigate against a fundamentally substandard access. This is contrary to Policy IP9: Highway Safety, Accessibility and Capacity of the Island Development Plan, with highway safety and traffic management also material considerations of this application.

OFFICER'S REPORT

Site Description:

The application site consists of a two-storey end of terrace property located on the junction between Coronation Road and Fosse Andre. The property does not benefit from onsite parking.

The property is bounded by a traditional roadside wall which wraps around the front, side and rear of the property. Part of the wall has been rendered over towards the side and rear of the property, whilst the wall at the front of the site is lower, features roadside railings and is of a different finish and appearance.

The site lies within a Conservation Area as designated in the Island Development Plan.

Planning permission was sought in 2025 (application ref: FULL/2025/0511) to demolish and alter the existing (east) roadside boundary wall in order to create a vehicle access point and parking area to the rear of the property. The application was refused in 2025 which was based on the following reason:

1. The demolition of a section of a traditional roadside wall to create a vehicular access and parking area to the rear (south) of the property results in significant road safety and traffic management concerns by virtue of a combination of factors including; the lack of a turning point, restricted sightlines towards oncoming traffic, the close proximity to the junction between Fosse Andre and Coronation Road, and likelihood of multiple manoeuvres to enter or egress from the site.

Relevant History:

Reference No	Description	Decision	Date
FULL/2025/0511 Woodbury	Demolish and alter wall to create vehicle access and parking area to east (roadside) boundary.	Refused	2025
FULL/2016/1908 Ethie	Remove section of roadside wall and erect new garage (revised).	Approved	2017
FULL/2015/2218 Ethie	Remove section of roadside wall and erect new garage (revised).	Refused	2015
FULL/2015/0994 Ethie	Remove section of roadside wall and erect new garage.	Refused	2015

Existing Use(s):

Residential.

Brief Description of Development:

In light of the refused permission FULL/2025/0511, a revised scheme to create car parking provision to the rear of the property has been submitted to seek to overcome the concerns raised.

The agent's covering letter dated 1st December 2025 sets out that:

- A turning point has been incorporated into the design.
- A mirror can be installed to assist with sightlines, together with scalloping the boundary wall.
- A precedent has been set by the garage on the opposite side of the proposed access point known as 'Ethie'.
- The proposed parking space will reduce congestion on the road.
- The creation of a parking space would negate the need to stop in the road for any periods of time to offload any materials.
- A further reduction in roadside wall and overgrowth would be possible to improve sightlines if required.

- The traffic speed limit along the road is 25mph, although the actual speed of traffic is lower due to existing traffic calming measures as set out in the appeal process for 'Ethie' in 2016.
- No requirement to remove existing car parking spaces along Coronation Road.

The proposed access point will be 4m in width. A 4m section of the roadside wall adjoining the proposed access point will be lowered to 900mm high to increase the visibility splay, and scalloped up to 2.1m high.

The drawings show the parking area to incorporate a turning point finished with permeable brick paving. The parking area shows provision for one small size car (measured 3.7m in length).

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

GP4 Conservation Areas
 GP8 Design
 GP9 Sustainable development
 GP13 Householder Development
 IP9 Highway Safety, Accessibility and Capacity

Representations:

None.

Consultations:

Traffic and Highway Services' comments:

"Traffic & Highways Services (THS) have reviewed the revised plans and covering letter submitted on 6 January 2026 by The Pensioneer Trustee Company. These comments should be read in conjunction with the previous THS response to the application submitted by Mr D. Le Marquand on 30 May 2026, which THS did not support on road safety and traffic management grounds.

A site visit has been undertaken and the following observations are made. The site is located on Fosse André, with the proposed access situated on the east side of the property onto Coronation Road. Coronation Road is a one-way (north–south) neighbourhood route with a posted speed limit of 25 mph. The eastern boundary wall currently stands at 2.1 m in height, reducing to 1.65 m near the front of the property. The proposal involves removing a section of this wall to create a 4 m-wide access. Drawing 6600/B/1 indicates an 'L'-shaped block-paved parking/turning area of approximately 7.5 m × 9 m. The remaining wall to the north of the access would be reduced to 900 mm for 4 m before returning to its existing 2.1 m height.

Directly opposite the proposed access is a yellow line protecting access to a private garage. On-street parking for cars and motorcycles occupies most of the western side of Coronation Road. As a result, southbound traffic (approaching from the left) travels close to the nearside kerb—directly adjacent to the proposed access point.

Using the standard 2 m setback from the carriageway edge, the achievable sightline to oncoming southbound traffic is approximately 14 m, significantly below the required standard. The proposed access would also be located approximately 18 m from the Fosse André/Coronation Road junction, falling short of the minimum 20 m separation required.

Several inaccuracies are noted in the applicant's drawings, including the position of yellow lines and the final two parking spaces at the northern end of Coronation Road. THS has corrected these positions for assessment purposes (fig.1&2). The parking spaces are not as close to the junction as claimed, and their correct length is 10 m. The vehicle used in the applicant's swept-path analysis measures only 3.8 m, which is below the size of a representative vehicle. For consistency, THS has continued to use the applicant's dimensions for illustration, but this limitation is noted.

Fig.1 Original drawing

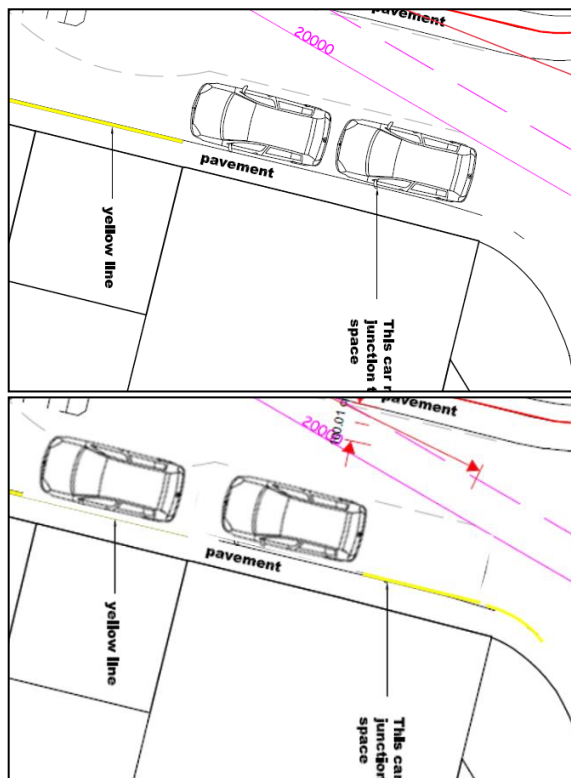
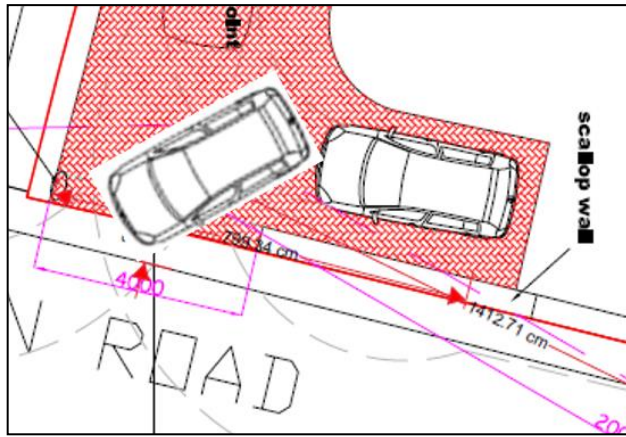


Fig.2 Corrected drawing

While the proposal includes an internal turning area, THS has concerns that a representative vehicle would be unable to turn and exit square to the carriageway due to the restricted geometry of the 'L'-shaped layout. Vehicles would likely exit at approximately 45 degrees, further reducing the already substandard sightline (fig.3). There is sufficient space within the site to enlarge the paved turning area, which would improve the ability to exit square to the road. THS also notes that an oncoming sightline of approximately 18 m (to the Fosse André junction) could be achieved if the northern boundary wall were scalloped to 900 mm for around 8 m. Although still below standard, this would at least provide visibility of vehicles entering Coronation Road.

Fig.3 Approximate position for vehicle egressing from Woodbury House



The covering letter from Jason Hobbs Architectural Services Ltd (JHAS) acknowledges that it is not possible to comply with the standard sightline requirement based on their proposals but would look to add a mirror onto the wall at the south of the access for the 'safety and visibility for traffic and pedestrians'.

THS does not support this approach. Visibility mirrors may be used as an aid where physical constraints limit visibility, but they must not compensate for a fundamentally substandard access. Drivers emerging from a private access should not be required to look right for oncoming traffic approaching from the left. Reliance on a mirror introduces additional risks, including distorted or restricted visibility in poor weather, reduced ability to judge speed and distance, glare or reflection affecting driver vision, and increased driver dependence on a secondary device rather than direct observation.

The applicant references the 2016 approval at Ethie as a precedent. THS does not consider the comparison valid. Regular parking on the eastern side of Coronation Road forces traffic to the western side, meaning the 1 m sightline measurement at Ethie was taken from the western edge of the parking bays, not the nearside kerb (fig.4). Although the sightline at Ethie is below standard, the junction is clearly visible and the egressing vehicle does not obstruct traffic flow. The yellow line outside Ethie was extended as part of the approval, enabling vehicles to stop, open the garage, and manoeuvre with minimal impact on traffic (fig.5). THS has observed this location on several occasions and has not identified operational issues. Ethie is also located on the favourable (eastern) side of the road, away from the traffic flow, and is more than 20 m from the junction—neither of which applies to the Woodbury proposal (fig.5).

Fig.4 Position for vehicle egressing Ethie at 2m datum point

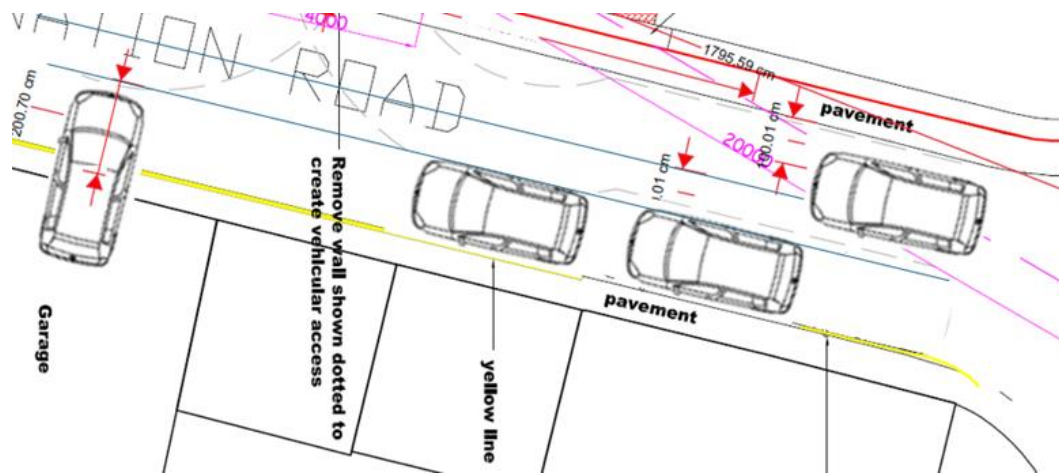


Fig.5 Oncoming sightline and view of junction egressing from Ethie at 2m datum point



Fig.6 Position of on street parking in Coronation Road viewed from Fosse Andre



THS identifies several significant concerns: the minimum required sightline to oncoming traffic cannot be achieved; the internal turning area does not allow vehicles to exit square to the carriageway, further reducing visibility; the proposed access is less than 20 m from a junction; and a visibility mirror cannot be considered an acceptable

mitigation for a fundamentally substandard access. For these reasons, THS opposes the application on road safety and traffic management grounds."

Summary of Issues:

- Whether the proposal would affect the character and appearance of the Conservation Area.
- Whether the functional design is acceptable and would not negatively impact on highway safety or traffic management.
- The impact of the development on neighbour amenity.

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).**

Conservation Area:

Under Section 38 of The Land Planning and Development (Guernsey) Law, 2005 the Authority has a duty to pay *"special attention to the desirability of preserving and enhancing the character and appearance"* of Conservation Areas. This duty is encapsulated in Policy GP4 (Conservation Areas) which states that *"proposals for development within a Conservation Area will be supported where the development conserves and, where possible, enhances the special character, architectural or historic interest and appearance of the particular Conservation Area."*

As set out in the officer's report as part of application ref: FULL/2025/0511, the application site does not benefit from off-street parking provision, therefore the creation of parking provision on site is considered to be a reasonable aspiration of the property owner (Policy GP13), provided there would be no overriding concerns raised with regards to the functional design of the development and its impact on highway safety and traffic management, or the impact on the character and appearance of the Conservation Area.

The proposed access width is limited to 4m, and will reduce a section of the boundary wall to 900mm high, extending 4m in length from the proposed access point.

Whilst it is recognised that lowering a 4m section of the boundary wall to 900mm high will have a limited adverse effect on the Conservation Area, the degree of harm is not considered to be unacceptable when taking into account the limited width of the access point and the altered appearance of the granite roadside wall, and so for the purposes of Policy GP4, the proposal would 'conserve' the Conservation Area.

Functional design, highway safety and traffic management:

Despite the revisions to the scheme as outlined above, Traffic and Highway Services highlight several concerns with regards to the design of the proposed development and the effect this would have on both road safety and traffic management.

These concerns are based on the facts that; the minimum required sightline to oncoming traffic cannot be achieved; the internal turning area does not allow vehicles to exit square to the carriageway (thereby further reducing visibility); the proposed access is less than 20m from a junction; and a visibility mirror cannot be considered an acceptable mitigation for a fundamentally substandard access.

THS also make the point that the application for Ethie is not directly comparable and therefore should not serve as a precedent for consideration of this application. The obvious differences are that the site is located on the opposite side of the road, the junction between Coronation Road and Fosse Andre is clearly visible, and the egressing vehicle from the garage of Ethie does not obstruct the flow of traffic. THS also note that the site has been observed on several occasions and has not identified operational issues following the grant of permission in 2017 (FULL/2016/1908). In any case, all applications are considered on their individual merits against relevant planning policy and thus are determined on the facts and circumstances of each particular case.

Neighbour amenity:

By virtue of the nature of the works proposed, the proposal will not have a significant impact on the amenities of neighbouring residents given that the proposal will not result in issues such as overlooking, overshadowing, overbearingness, substantial noise or disturbance to neighbours.

In conclusion, the proposal is recommended for refusal due to the traffic management and road safety issues identified above. 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: 19/02/2026