

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: Remove section of wall to create vehicle access to north-east boundary.

LOCATION: The Wing, Willow Grange, Route St. Clair, St. Sampson.

APPLICANT: Mr Darryll Le Poidevin

I refer to the application referred to below received as valid on 27/02/2026 regarding the above proposals as described more fully in the application and drawings referred to below.

Date of refusal of permission: 26/05/2026

Drawing Nos: Block Layout Plan (date stamped 28 Jan 2026), 2 photos (date stamped 27 Feb 2026)

Application Ref: FULL/2026/0160

Property Ref: B00686C000

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 wall to create a new vehicular access point to serve the Wing (Willow Grange), would result in significant road safety and traffic management concerns on a Traffic Priority Route, by virtue of a combination of factors including, the geometry, layout and close proximity of the proposed parking area to the road (Route St. Clair), together with the lack of a turning point within the application site, and the inability to condition how a vehicle accesses or egresses safely from the property without undermining the safety of other road users. Consequently, the proposal would result in substandard functional design and would lead to unacceptable road safety and traffic management issues, contrary to Policy GP8 and IP9 of the adopted Island Development Plan.

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/2026/0160
Property Ref: B00686C000
Valid date: 27/02/2026
Location: The Wing Willow Grange Route St. Clair St. Sampson Guernsey
GY2 4DT
Proposal: Remove section of wall to create vehicle access to north-east
boundary.
Applicant: Mr Darryll Le Poidevin

RECOMMENDATION - Refusal with Reasons:

REASONS FOR REFUSAL

1. The demolition of a section of a wall to create a new vehicular access point to serve the Wing (Willow Grange), would result in significant road safety and traffic management concerns on a Traffic Priority Route, by virtue of a combination of factors including, the geometry, layout and close proximity of the proposed parking area to the road (Route St. Clair), together with the lack of a turning point within the application site, and the inability to condition how a vehicle accesses or egresses safely from the property without undermining the safety of other road users. Consequently, the proposal would result in substandard functional design and would lead to unacceptable road safety and traffic management issues, contrary to Policy GP8 and IP9 of the adopted Island Development Plan.

OFFICER'S REPORT

Site Description:

The application site consists of a 2 ½-storey house (Villa End) and attached, independent 2-storey wing (known as the Wing, or Willow Grange) which was granted planning permission in 2017 under application ref: FULL/2017/0052.

The building is set back from and slightly below the level of Route St Clair, with a roadside boundary defined by a low granite wall. The vehicular access point, located south-east of Villa End, is shared by both Villa End and the Wing which was granted planning permission in 2017 under application ref: FULL/2017/2016.

The site is flanked by residential properties to the north, south and west.

The site is located in the Main Centre Outer Area and is the subject of no other designation under the Island Development Plan. The property is not a protected building, nor is it sited within a Conservation Area.

It is noted that prior to the subdivision, car parking provision was located to the north of the dwelling house.

Relevant History:

Reference No	Description	Decision	Date
FULL/2018/3063	Erect 2 detached dwellings with associated parking at rear of existing dwellings.	Granted	2019
FULL/2017/2016	Create new vehicular access	Granted	2017
PREA/2017/1730	Form roadside vehicular access and create parking.	Pre-application enquiry	2017
FULL/2017/0052	Sub-divide existing dwelling to create two residential units and erect new dwelling to rear.	Granted	2017

Existing Use(s):

Residential

Brief Description of Development:

Planning permission is sought to demolish a section of wall to create a new vehicular access point to the front of the property along the north-east boundary.

The loose stone wall in question is circa 500mm high as noted in the application and is situated at the entrance to a private access road serving two dwellings known as 'Causeway Barn' and 'Willow Lodge'. A gravel area to the front of the Wing demarcates the parking area associated with the semi, the paving is associated with the neighbouring dwelling Villa End in which it is understood that the Wing has a right-of-way over.

The applicant has noted that the wall is approximately 6m in length and its removal is to improve accessibility to the dwelling as well as safeguarding the neighbour's two small children.

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

- GP1 Landscape Character and Open Land
- GP8 Design
- GP9 Sustainable development
- GP13 Householder Development
- IP9 Highway Safety, Accessibility and Capacity

Representations:

The Authority has received three representations objecting to the proposal. Grounds for objection principally relate to the following issues: -

- Ownership of land.
- Highway safety and traffic management issues.
- Impact on the character and appearance of the area due to loss of the wall.
- Previous condition attached to planning permission FULL/2017/2016.
- Impact on neighbour amenity.
- Pedestrian safety.

Consultations:

Traffic and Highway Services' comments:

"A site visit has been carried out by the Traffic and Highways Services Officer, and the following observations are made.

The Wing, Willow Grange is located on Route Militaire, a busy Traffic Priority Route with a posted speed limit of 35 mph. The dwelling was created when the original property was subdivided in 2017 (FULL/2017/0052) to form two dwellings, with a new 4m-wide access constructed at that time. This existing access directly abuts the carriageway, provides good sightlines, and allows a representative vehicle to egress square to the road. It serves Villa End and is located to the southeast of the site, with the manoeuvring and parking area positioned immediately adjacent.

The Wing is the northern subdivided dwelling, with its parking area located directly in front of the property, parallel to the carriageway. This area is bordered to the north and east by a low granite wall. To enter or exit the parking space, a driver must currently manoeuvre directly in front of Villa End's front door.

The applicant seeks permission to create a dedicated access by removing the curved section of wall at the northeast corner of The Wing. The proposed access would lead onto a private shared driveway at approximately a 45-degree angle, immediately before the driveway meets the carriageway. This driveway is jointly owned by Villa End and Causeway Barn (to the west) and runs parallel to the northern boundary. THS notes that prior to the 2017 subdivision, land to the north of the property was used as private parking accessed from this driveway. That area has since been fenced off and now forms a small terraced garden for The Wing.

The submitted plans consist of annotated photographs and street maps, which are not to scale. However, the estimated width of the proposed access is 5m, and the shared driveway's access to the carriageway is 6.4m wide. The carriageway itself is 6m wide at this point and lies directly opposite the junction with Robergerie. Using a 2.4m setback, both the oncoming and approaching sightlines exceed 50m, comfortably above the minimum required standard.

THS notes that due to the angle at which a representative vehicle would exit the proposed space, it would not be possible to egress square to the carriageway. However, the visibility splay is sufficiently generous that a driver turning their head over the right shoulder would still be able to see the required distance without difficulty. The absence of an internal turning area is mitigated by the proximity of the private access road, which would allow a representative vehicle to enter from the carriageway, then reverse 90 degrees into the proposed space.

However, THS has significant concerns regarding the swept path of a vehicle turning right (southbound) when exiting the shared driveway. No swept-path analysis has been provided, but based on the likely position of a representative vehicle before entering the carriageway (Fig. 1), it would not be possible to complete the right turn without either: a) steering into the opposite junction (Robergerie) and then reversing back into the carriageway to complete the turn, or b) pulling into the carriageway and then 'tacking' back into the driveway before re-entering the carriageway southbound.

Fig. 1 Estimated position of egressing vehicle onto the carriageway



Another option would be for a returning vehicle to drive forwards into the proposed space, then reverse out at 90 degrees into the shared driveway, enabling a square approach to the carriageway. However, this manoeuvre would only be possible for vehicles approaching from the north.

The safest option would be for drivers to turn left from the parking area into the rear of the shared driveway, where a large turning area exists. However, as with similar applications, THS notes that it is not possible to impose a planning condition requiring use of this turning area, particularly as it does not fall within the applicant's land parcel.

In conclusion, THS has significant concerns regarding this proposal. While the visibility available from the proposed access exceeds the minimum required standard, the geometry of the access and the position of a representative vehicle prior to entering the

carriageway would not allow a safe or practical right-turn manoeuvre. In the absence of swept-path evidence, THS considers it highly likely that a vehicle would need either to enter the opposing junction at Robergerie and reverse back into the carriageway, or to pull into the carriageway and 'tack' back into the driveway before re-entering southbound. Both scenarios present unacceptable road-safety and traffic-management risks on a Traffic Priority Route.

Furthermore, although a safer turning option exists within the wider shared driveway, this area does not fall within the applicant's land parcel and cannot be relied upon or conditioned as part of any planning permission.

For these reasons, THS opposes this application on road safety and traffic management grounds."

Summary of Issues:

- Whether the functional design is acceptable.
- Whether the proposed vehicle access point is acceptable and would not negatively impact on highway safety or traffic management.
- Whether the proposal would affect the character and appearance of the surrounding area.
- 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).**

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.

Impact on the character and appearance of the surrounding area

The loss of the curved wall to the front of the house would result in a driveway width of approximately 5m.

Whilst it is recognised that the wall does positively contribute to the character and appearance of the area, the application site is not a protected building, nor does it stand within a Conservation Area, and the wall does not itself form part of the roadside boundary treatment fronting onto Route St. Clair. Given these factors, the impact of the development on the character and visual amenity of the area is not considered to be so substantial to reasonably justify refusal on these grounds.

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.

Design, highway safety and traffic management:

It is recognised that sightlines from the proposed access point would achieve the minimum required standard, despite not being square to the carriageway.

As set out in Traffic and Highway Services' (THS) comments, the geometry of the parking area coupled with its close proximity and relationship to the road would result in a situation whereby a planning condition(s) could not be attached to the decision to manage how a vehicle accesses and egresses safely from the proposed parking area that would not undermine the safety of road users.

Based on the information submitted, the proposed access point would not allow a safe or practical right-turn manoeuvre and therefore it is highly likely that a vehicle would need either to enter the opposing junction at Robergerie and reverse back into the carriageway, or to pull into the carriageway and 'tack' back into the driveway before re-entering southbound. Both scenarios present unacceptable road-safety and traffic-management risks on a Traffic Priority Route.

Overall, the proposal would result in substandard functional design and would lead to unacceptable road safety and traffic management issues by virtue of a combination of factors including, the geometry, layout and close proximity of the proposed parking area to the road, together with the lack of a turning point within the application site and the inability to condition how a vehicle accesses or egresses safely from the property without undermining the safety of other road users. The proposal would be contrary to Policy GP8 and IP9 of the adopted Island Development Plan.

Due to the significance of the concerns raised, it is recommended that planning permission be refused on this basis.

Date: 21/05/2026