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: Demolish existing building containing commercial, light industrial (Use Class 24), residential (Use Class 2) and retail (Use Class 9). Erect 4 storey building containing 11 flats (Use Class 2) and cafe/restuarant (Use Class 11) and associated works.

LOCATION: 32 Commercial Road, The Bridge, St. Sampson.

APPLICANT: Victory Construction 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: 28/09/2026

This notification of grant of permission refers solely to the proposals referred to above as described in your application received as valid on 17/03/2026 and the drawings referred to below. This grant of permission is subject to the following conditions:-

Drawing Nos: ArcTECH Freelance Architecture - VS-25-2238-05H, 06H, 07H, 08H, 09H, 10H

Application Ref: FULL/2026/0265

Property Ref: B003350000 + B003340000

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. A Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Authority prior to the commencement of any development, including site works. The development shall thereafter be carried out in full accordance with the approved CEMP, unless otherwise agreed in writing by the Authority.

The CEMP shall, as a minimum, include the following:

Community Liaison Strategy:
A scheme detailing how the contractor will engage with local residents throughout the demolition and construction phases. This shall include procedures for providing regular updates, managing complaints, and recording and reviewing concerns raised by residents.
Neighbour Impact Mitigation Measures:
A scheme outlining the measures to minimise disturbance to neighbouring occupiers, including management of noise, dust, vibration, site traffic, and deliveries to and from the site.
Construction Hours and Vehicle Movements:
Full details of the proposed hours of work, including all associated construction-related vehicular movements.
Construction Compound Details:
The location and layout of the construction compound, including areas for the storage of materials, contractor parking, and site welfare facilities.
Construction Traffic Management Plan:
A site plan identifying the proposed construction traffic access and egress routes to and from the site.
No demolition or construction work shall take place unless in accordance with the

approved details.

Reason - To ensure that the construction process is managed in such a way as to minimise adverse impacts on the amenity of the local area as far as possible.

5. There is evidence to suggest that the application site may be the subject of contamination. The developer is responsible for ensuring that any development satisfactorily addresses any risk from contamination. If contamination is found this should be reported immediately to the Authority and a scheme for decontamination, if shown to be necessary, submitted to and agreed in writing by the Authority. No building shall be occupied and no use of the site shall begin until any agreed scheme has been fully implemented.

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

6. The crushing, grinding or other size reduction, with machinery designed for that purpose, of bricks, tiles, concrete or other inert waste materials shall not take place at the site.

Reason - To ensure that the construction process is managed to minimise adverse impacts on the amenity of the local area.

7. All the mitigation measures proposed in the submitted Flood Risk Assessment report by Dorey, Lyle & Ashman dated 5th March 2026 and in the submitted Supplementary Flood Risk Assessment Detail dated 9th September 2026 shall be implemented in full prior to the commencement of any of the uses hereby approved and shall thereafter always be retained and maintained as approved.

Reason - To ensure the implementation and maintenance of the site-specific measures proposed to mitigate the effects of flooding.

8. The café and restaurant use hereby permitted shall not commence until full details of all kitchen extraction systems, odour control measures, fixed plant and equipment (including fans, condensers and refrigeration units), noise attenuation measures, hours of operation and servicing arrangements have been submitted to and approved in writing by the Authority. The approved details shall be implemented in full prior to the commencement of the use and thereafter retained and maintained as approved.

Reason - To ensure a satisfactory form of development and minimise adverse impacts on the amenity of the local area.

9. The café and restaurant use hereby permitted shall not commence until full details of commercial waste storage and collection arrangements have been submitted to and approved in writing by the Authority. The approved details shall be implemented in full prior to the commencement of the use and thereafter retained and

maintained as approved.

Reason - To ensure a satisfactory form of development and minimise adverse impacts on the amenity of the local area.

10. Specification and large-scale details of proposed doors and windows, balconies and fascia depth and design to the restaurant eaves shall be submitted to and agreed in writing by the Authority prior to any such work being carried out. The development shall be carried out only in accordance with the agreed details.

Reason - The information provided with the application does not include full details of the proposed features and the fascia design and proportions require further refinement. This condition is imposed to make sure that these features are of satisfactory detailed design.

11. No materials to be used on the exterior of the building shall be placed on the site until such time as samples of those materials have been submitted to/made available to the Authority. Only materials agreed in writing by the Authority shall be used in carrying out the development.

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

12. A scheme for privacy screening to balconies, roof amenity areas and the glazing of certain windows facing neighbouring residential properties with obscure glass where considered necessary in the interests of neighbour amenity shall be submitted to and approved in writing by the Authority prior any such work being carried out. The development shall thereafter be carried out in accordance with the approved scheme and completed prior to the bringing into use or occupation of any such dwelling or amenity area and the windows that are to be obscure glazed and privacy screening to balconies and roof amenity areas shall always be retained as such.

Reason - To minimise the effect of the development on the privacy and amenities of nearby residents.

13. Prior to the first use of the proposed car parking within the building, precise details of the achievable visibility splay to the west in the direction of oncoming traffic and of mitigation measures to overcome any obstruction to visibility shall be submitted to and approved in writing by the Authority. The required mitigation shall be carried out within six months of such written approval being granted by the Authority and always maintained as such thereafter.

Reason - In the interests of highway safety.

14. Notwithstanding the submitted details, precise details of the bicycle and bin storage facilities shall be submitted to and approved in writing by the Authority. The bicycle and bin storage facilities shall be erected/installed in accordance with the approved details prior to the occupation of any dwelling within the development and

be retained thereafter in perpetuity.

Reason - To secure sustainable development and in the interests of amenity.

15. The development shall not be occupied until the solar panels, green roofs, electric vehicle charging points and all other sustainable design features set out in the application have been installed/completed/made operational.

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

16. The development hereby permitted shall be carried out in accordance with the Site Waste Management Plan submitted as part of this application, and no part of the development shall be occupied or brought into use until there has been submitted to the Authority a report providing verification that the development has been carried out fully in accordance with the agreed Site Waste Management Plan. Where there has been any variation from the Site Waste Management Plan as originally submitted, the report shall highlight and detail the reasons for this.

Reason - To ensure that the development is managed to minimise waste during the demolition of any existing buildings or structures or during construction, that existing materials are reused, recycled or disposed of either on or off site, and that residual waste will be dealt with appropriately, in accordance with the aims and objectives of Policy GP9.

Expiry Date: This permission will cease to have effect on 27/09/2029 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

States of Guernsey
Planning Service

PLANNING APPLICATION REPORT

Application No:	FULL/2026/0265
Property Ref:	B003350000 + B003340000
Valid date:	17/03/2026
Location:	32 Commercial Road The Bridge St. Sampson Guernsey
Proposal:	Demolish existing building containing commercial, light industrial (Use Class 24), residential (Use Class 2) and retail (Use Class 9). Erect 4 storey building containing 11 flats (Use Class 2) and cafe/restuarant (Use Class 11) and associated works.
Applicant:	Victory Construction Limited

RECOMMENDATION - Grant: Planning Permission with Conditions:

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6. The crushing, grinding or other size reduction, with machinery designed for that purpose, of bricks, tiles, concrete or other inert waste materials shall not take place at the site.

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impacts on the amenity of the local area.

7. All the mitigation measures proposed in the submitted Flood Risk Assessment report by Dorey, Lyle & Ashman dated 5th March 2026 and in the submitted Supplementary Flood Risk Assessment Detail dated 9th September 2026 shall be implemented in full prior to the commencement of any of the uses hereby approved and shall thereafter always be retained and maintained as approved.

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materials are reused, recycled or disposed of either on or off site, and that residual waste will be dealt with appropriately, in accordance with the aims and objectives of Policy GP9.

OFFICER'S REPORT

Site Description:

The site, 32 Commercial Road and 7 The Bridge, comprises a mix of uses including a shop, commercial/light industrial and residential and is located at the Bridge and along Commercial Road. The site is located within the St Sampson Main Centre Inner Area, as designated by the Island Development Plan (IDP). The site is also located within the Harbour Action Area and the Leale's Yard Regeneration Area. Most of the eastern section of the site is within the Core Retail Area and the Conservation Area.

Relevant History:

Pre-application advice was sought in this case.

Existing Use(s):

Mix of uses – retail, residential, commercial/light industry

Brief Description of Development:

The application relates to the demolition of the existing building and erection of a three and four storey building. On The Bridge the building will appear as a three-storey building whilst from Commercial Road the building is to be four storeys, incorporating garaging with nine car parking spaces at the ground floor level. A restaurant is proposed on the Bridge frontage over three floors with apartments behind. The upper floors of the remainder of the building are shown laid out as apartments.

Three, two-bedroom and one, one-bedroom apartments are proposed on the first floor, three, two bedroom and one, three-bedroom maisonette at second floor level and with a further three two-bedroom apartments and the primary living accommodation for the maisonette at third floor level. Overall, the development provides a total of 11 flats, 9x2-bed, 1xone-bed and 1x3-bed.

The proposed development comprises several flat roofed elements, predominantly behind parapets. Elevations are relatively traditionally fenestrated, following amendments to the design, with the notable exception of a highly glazed second floor to the restaurant, facing east onto The Bridge. Balconies and roof terraces are provided for the flats. Walling materials comprise composite rainscreen panels finished in smooth render and horizontal grey boarding, above a coursed stone

cladding band to the ground floor. The roofs and fenestration are indicated to be aluminium. The development includes banks of south-facing rooftop solar panels.

The original submission included a Flood Risk Assessment by Dorey, Lyle & Ashman Ltd which highlights the Guernsey Coastal Defences – Flood Risk Assessment Studies (2012) which identified very extensive areas of flood risk associated with the potential weiring of still water across the Bridge Road with modelling undertaken to predict wave overtopping rates and flood mapping taking into account expected increases due to climate change. The report notes that the road is closed to one-way traffic once a year due to tidal water with flooding in Lowlands Road where water funnels down Nocq Road but water drains rapidly. The scheme has been designed to consider flood risk with integral barriers and ground/lower ground floor structures designed for negative buoyancy forces (1:100-year return period event). The note sets out that the building occupies the complete footprint of the site and protection measures will have no impact or adverse effect on neighbouring properties or surrounding area.

Further details of the site-specific flood risk mitigation strategy and technical measures to achieve flood resilience were received on 11th September 2026. This information sets out the proposed approach to use and management of temporary flood barriers at garage openings, the arrangement of accommodation to avoid sensitive uses such as residential accommodation at ground floor level, and to construct the development using a concrete cavity drainage /pressure relief system to equalise hydrostatic pressure caused by rising groundwater in the event of extreme water-level events.

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

Island Development Plan policies:
MC2: Housing in Main Centres and Main Centre Outer Areas
MC5(C): Industry, Storage and Distribution Uses in Main Centres and Main Centre Outer
Areas - Change of Use
MC6: Retail in Main Centres
MC9(B): Leisure and Recreation in Main Centres and Main Centre Outer Areas - Change of Use
GP4: Conservation Areas
GP8: Design
GP9: Sustainable Development
GP10: Comprehensive Development
IP6: Transport infrastructure and support facilities
IP7: Private and Communal Car Parking
IP9: Highway Safety, Accessibility and Capacity

Leale's Yard Regeneration Area Development Brief
Local Planning Brief for the Harbour Action Areas

Representations:

Five letters of representation were submitted on the application as originally submitted:

Support

- Regeneration and development of the Bridge is supported but the outcome of imposing designs must be carefully considered
- It is good to see people willing to invest
- Development/maintenance of these buildings is welcomed as they have been left to deteriorate
- Café and restaurant along with residential accommodation is welcomed

Neighbour amenity

- The development will overlook the rear windows of the studio (Sacred Hand Tattoo)
- The development will overlook and overshadow adjoining buildings and detract from the amenity of existing residents of the area
- Potential noise pollution
- Do not allow this to be an area where modern designs ruin outlook for others

Existing building

- The existing building makes a valuable contribution to the historic streetscape and is an integral part of the cultural and architectural identity of the area (early 1900s character and Victorian era parade of shops)
- The building appears capable of repair and renovation which should be the preferred approach to preserve the architectural integrity of the area and supporting sustainable development principles (with a competent structural engineer and conservation accredited surveyor)
- Consideration should be given to the listing/protection of the building

Design

- New development should respond sensitively to the context and should reinforce the unique identity of the place – retain frontage buildings with sensitive development behind (careful consideration to scale, massing and overall impact)
- If replacement is required, it should be an exact and faithful replication of the existing to preserve the character
- The Bridge has a mix of designs ranging from pre-1920s to modern day
- The design is too modern and intrusive – possible redesign of front façade?
- The building is too tall, oversized and lacks distance between buildings
- Design to the rear of no. 9 is imposing, incongruous with the surrounding area and detracts from the beauty of the Bridge
- Glazing to the Bridge is acceptable but the height and style would be an eyesore

Other matters

- The applicant has not liaised with owners/occupiers of adjoining buildings
- The development will exacerbate existing parking pressures in the area and cause the loss of existing residents' parking
- Disruption to access and residential amenity of neighbours during the lengthy construction process
- Flood risk in a situation where Commercial Road has already been liable to heavy flooding

Two further letters of representation have been received following the receipt of revised plans:

- The height of the building is of concern
- The building will be out of character for the area
- The garden roof terrace and terrace on level 1 will result in overlooking and loss of privacy to the accommodation at Liberte, Commercial Road – this contradicts statements provided about providing privacy for neighbours
- The use of the terrace will result in unacceptable noise nuisance
- Entrance doors with glass stairwells will invade privacy
- There is no unloading bay proposed – where will shopping, furniture deliveries, window cleaners etc. stop
- The revised plans are worse than the original

Consultations:

Office of Environmental Health and Pollution Regulation

Have reviewed the proposed plans and supporting documentation for the above application and have concerns regarding the proximity of existing and proposed residential receptors in relation to noise, odour, construction disturbance and general amenity, and about potential land contamination at the site, as follows:

Construction Environmental Management Plan

The proposal involves demolition and redevelopment within a constrained location. Whilst there are a limited number of existing residential properties in the immediate vicinity of the proposed development site, resident amenity should be considered during all stages of the redevelopment project, and I recommend that the following condition is attached to any permission granted for the application:

- A Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Authority prior to the commencement of any demolition works. The development shall thereafter be carried out in full accordance with the approved CEMP, unless otherwise agreed in writing by the Authority.

As a minimum, the CEMP shall include the following:

Community Liaison Strategy:
A scheme detailing how the contractor will engage with local residents throughout the demolition and construction phases. This shall include procedures for providing regular updates, managing complaints, and recording and reviewing concerns raised by residents.
Neighbour Impact Mitigation Measures:
A scheme outlining the measures to minimise disturbance to neighbouring occupiers, including management of noise, dust, vibration, site traffic, and deliveries to and from the site.
Construction Hours and Vehicle Movements:
Full details of the proposed hours of work, including all associated construction-related vehicular movements.
Construction Compound Details:
The location and layout of the construction compound, including areas for the storage of materials, contractor parking, and site welfare facilities.
Construction Traffic Management Plan:
A site plan identifying the proposed construction traffic access and egress routes to and from the site.

No demolition or construction work shall take place unless in accordance with the approved details.

Onsite crushing

The Waste Management Plan mentions inert waste will be 'crushed for fill elsewhere'. Crushing is very noisy and produces dust. Due to both the constrained location and proximity to nearby residents, crushing should not take place onsite, and I recommend that the following condition is attached to any permission granted for the application:

- The crushing, grinding or other size reduction, with machinery designed for that purpose, of bricks, tiles, concrete or other inert waste materials will not take place at the site.

Land contamination:

I have interrogated the States' Digimap system and records, which show that part of the site was used as a workshop, with garages and storerooms also utilised. Without further information being available about the historic uses of the site there is the potential for land contamination to be present, and I have concerns that there could be contamination of metals and hydrocarbons from recorded previous uses. Other sources of contamination could also be present.

I would advise that the applicant is made aware of this potential risk, and I recommend that a discovery strategy condition is attached should permission be granted.

Noise and Acoustic Amenity

It is noted that the proposed internal layout results in the kitchen and bathroom of Unit 8 located directly below the sleeping accommodation Unit 10, and the family bathroom of Unit 10 located directly above the sleeping accommodation of Unit 8. No acoustic assessment or construction details have been provided. This raises concern regarding potential transmission of airborne and impact noise between units, and I recommend that the following condition is attached to any permission granted for the application:

- Construction work shall not commence until a scheme of acoustic insulation and sound attenuation measures between residential units has been submitted and approved by the Authority. All works which form part of the scheme shall be completed in accordance with the approved details before any part of the residential units are occupied. The scheme shall have regard to the principles contained within the World Health Organisation community noise guidelines / achieve the internal ambient standard within BS8233:2014 to minimise noise in residential dwellings. Following approval and completion of the scheme, a competent person employed by the developer shall undertake a test to demonstrate that the attenuation measures proposed in the scheme meet the internal ambient noise standard within BS8233:2014 to protect the residential unit from noise, and the results of the test submitted to and approved by the Authority.

Informative/note for the above condition:

It is not best practice to site bathroom and kitchen facilities above bedrooms. Whilst the document published by the Building Research Establishment titled 'Sound Control for Homes' has outdated aspects we would urge the applicant to have reference to the design elements of the document.

Café / Restaurant – Plant, Equipment and Odour Control

The submitted plans and documents do not include any information regarding the proposed café and restaurant use in relation to:

- kitchen extraction systems;
- odour control measures;
- fixed plant and equipment (e.g. fans, condensers, refrigeration units); and
- hours of operation and servicing arrangements.

Given the sensitivity of the existing and proposed residential environment, full details of these matters are required.

I understand that the installation of any fixed plant will require separate planning approval, and I advise the applicant that this department would require any submission to include:

- Make and model of proposed plant/equipment
- Manufacture's full specification information
- Proposed hours of operation
- Distance to the closest noise sensitive property (this includes domestic gardens)
- Evidence that the noise level the proposed plant/equipment will operate at would be at least 5 dB(A) below the lowest background noise level at any time
- Details of any proposed attenuation measures to reduce the noise level
- Details of any odour control equipment to be installed, including any sound insulation of the equipment.

Should the Planning Officer deem it necessary to deal with this matter at this stage, I recommend that the following condition is attached to any permission granted for the application:

- The café and restaurant use hereby permitted shall not commence until full details of all kitchen extraction systems, odour control measures, fixed plant and equipment (including fans, condensers and refrigeration units), noise attenuation measures, hours of operation and servicing arrangements have been submitted to and approved in writing by the Authority. The approved details shall be implemented in full prior to the commencement of the use and thereafter retained and maintained as approved.

Waste and Servicing (Commercial Use)

The submitted plans and documents do not include any information regarding the proposed café and restaurant use in relation to commercial waste storage and collection arrangements, including food waste management.

I recommend that the following condition is attached to any permission granted for the application:

- The café and restaurant use hereby permitted shall not commence until full details of commercial waste storage and collection arrangements have been submitted to and approved in writing by the Authority. The approved details shall be implemented in full prior to the commencement of the use and thereafter retained and maintained as approved.

I would be grateful if these issues are considered during the determination of this application.

Traffic and Highway Services (23rd July 2026)

The proposed development is located at the eastern end of Commercial Road, which is classified as a neighbourhood road within the Island's road hierarchy. Commercial Road is lightly trafficked, operates as a one-way system from Nocq Road towards the Bridge shopping parade access road and parking area, and is subject to a 25-mph speed limit.

The application seeks permission for a residential development comprising 11 flats together with a two-storey café/restaurant positioned on the corner plot facing the Bridge. The ground floor of the residential block is allocated to parking and storage, providing 10 secure parking spaces served by four separate access apertures onto Commercial Road. These access points range between 4.4m and 5.2m in width, as detailed on drawing VS-25-2238-05G. The carriageway at this location measures approximately 4.5m in width.

Due to the limited internal turning area, vehicles will be required to reverse into the parking spaces. THS do not consider this arrangement, in isolation, to present a traffic management concern given the low traffic volumes on Commercial Road. However, THS note that vehicles occupying spaces 1, 3, 5, 6, 9 and 10 (drawing VS-25-2238-05G) would be unable to align squarely with the access aperture when exiting onto the carriageway, which may restrict manoeuvrability and increase reliance on multi-point turning movements.

THS also note an inaccuracy within the applicant's covering letter, which states that Commercial Road benefits from "at least two vehicle accesses", including primary access from the Bridge and secondary access from Nocq Road, with additional access encouraged from the Lowlands Industrial Estate. This is incorrect. Commercial Road is accessible to vehicles only from Nocq Road and no vehicular access exists from the Bridge. Consequently, the proposed access arrangement is further constrained by the one-way traffic flow and limited approach options available to motorists.

THS have particular concerns regarding the proposed parking layout. Vehicles parked within spaces 1, 3, 5, 6, 9 and 10 would be unable to position themselves square to the access aperture whilst simultaneously achieving the required 2.4m setback from the carriageway edge. As a consequence, drivers would be unable to obtain the necessary visibility when emerging from the site.

The applicant has submitted swept path analysis to demonstrate the intended manoeuvring movements of vehicles exiting onto Commercial Road. THS agree that some vehicles would be capable of manoeuvring into the carriageway by 'tacking' across the available road width and that this manoeuvring arrangement would not be considered to give rise to a traffic management concern.

However, it is not the manoeuvre itself that gives rise to concern, but the significantly restricted visibility available from the point of emergence. Using a datum point set back 2.4m from the carriageway edge, the achievable visibility in the oncoming traffic direction measures between 4.8m and 5.0m across all four proposed access points. This falls substantially below the minimum visibility standard of 33m required at this location and represents a significant road safety concern.

Fundamentally, the available space within the site is insufficient to accommodate the proposed amount of parking whilst maintaining adequate visibility for vehicles emerging onto Commercial Road. This issue is further compounded by the provision

of four separate access apertures. Whilst these may be necessary to accommodate the structural design of the building, the arrangement significantly restricts the width available for visibility splays and limits opportunities to improve the access geometry.

In conclusion, THS considers that the proposed development fails to provide the minimum visibility standards required for safe vehicle egress onto Commercial Road. The achievable sightlines from all four proposed accesses fall significantly below the required 33m standard and, notwithstanding the low traffic volumes on the road, would result in an unacceptable risk. Accordingly, Traffic and Highways Services do not support this application on road safety grounds.

Traffic and Highway Services (further comments 7th August 2026)
Further to our discussion last Friday regarding the substandard sightlines and the proposed changes to the accesses intended to improve them, namely retaining the westernmost access with the addition of a window to increase visibility, removing the two central accesses, and retaining the easternmost access, it was also suggested that traffic mirrors could be installed to assist vehicles exiting both accesses.

To assist with assessing these proposed changes, I have undertaken some basic measurements using the previously supplied drawing to determine what may be achievable. It is accepted that these measurements may not exactly reflect any revised proposal submitted by the applicant and are intended solely to provide preliminary feedback from THS. Having discussed the matter with a senior member of the THS team, I would make the following comments:

- The proposal to add a window to the west of the development would extend the achievable sightline for the western access to approximately 16 metres. Any window installed for this purpose would need to have a sill height no greater than 900mm above ground level. However, this would still result in an interrupted sightline, creating a blind spot approximately between 3.5m and 8m from the access.
- The proposed eastern access would need to be significantly wider to improve the visibility splay. Even if the access width were increased to 10m, the achievable sightline would only be approximately 9m.
- The same issue identified in the original THS response regarding vehicles being unable to position themselves square to the carriageway remains relevant to parking spaces 1 and 3. Should a vehicle be parked in space 2, it would not be possible for vehicles using the adjacent spaces to position themselves square to the carriageway at the centre of the access, as required by the Technical Standards.

The proposed installation of lateral visibility mirrors would constitute a traffic aid, typically used at constrained or "closed" junctions where visibility is restricted by existing walls, buildings, or other physical constraints. However, THS would not consider the use of mirrors to be an acceptable alternative where required sightline standards cannot be achieved.

Reliance on mirrors would create an unreasonable dependency for drivers exiting the site and would reduce a driver's ability to accurately judge the speed and distance of approaching vehicles. Additionally, visibility may be compromised by distortion, adverse weather conditions, dirt accumulation, or glare from reflected light. These factors could introduce additional road safety risks that do not currently exist at this location. THS acknowledges that Commercial Road is not heavily trafficked and that vehicle speeds are generally low. However, the removal of on-street parking associated with this development may lead to a slight increase in vehicle speeds. In recognition of these local conditions, whilst a 33m sightline is the required standard, THS would consider a reduced sightline of 20m to be acceptable at this location.

Accordingly, THS remains of the view that the proposed mitigation measures would not adequately address the visibility deficiencies associated with the accesses. Furthermore, THS would reiterate that the proposed development would be well served by existing long- and short-stay parking facilities within the local centre, together with the excellent provision of scheduled bus services and established pedestrian and cycling infrastructure.

Having fully assessed the revised proposals, THS remains unable to support this application.

Summary of Issues:

The key issues in this case relate to the principle of the proposed redevelopment, the impact of the redevelopment on the character and appearance of the conservation area and locality having regard to the Development Framework, IDP policies and Local Planning Brief. Further issues include the amenities of occupiers and neighbours of the development and matters relating to access/parking and flood risk.

Assessment against:

1 - Purposes of the law.

The objectives set out in Section 1(2) of The Land Planning and Development (Guernsey) Law, 2005, 'the Law', have been considered and this report forms part of the assessment, with policy issues set out in Section 2 below.

2 - Relevant policies of any Plan, Subject Plan or Local Planning Brief.

Legal context

The purposes of the Land Planning and Development (Guernsey) Law, 2005, are to protect and enhance, and to facilitate the sustainable development of, the physical environment of Guernsey. Section 34 of the Law explains the general functions of

authorities in respect of protected buildings. This states that: It is the duty of any department of the States when exercising its functions under this Law –
(a) to secure so far as possible that the special historic, architectural, traditional or other special characteristics of buildings listed on the protected buildings list ("protected buildings") are preserved, and
(b) in particular, in exercising its functions with respect to a protected building or any other building or land in the vicinity of a protected building, to pay special attention to the desirability of preserving the protected building's special characteristics and setting.

Section 38 of the Law explains the general functions of authorities in respect of conservation areas. This states that:
In the exercise, with respect to any building or other land in a conservation area, of any powers under this Law or any other enactment, special attention shall be paid to the desirability of preserving and enhancing the character and appearance of that area.

In respect of these statutory duties, the word 'preserve' is taken in its ordinary meaning as set out in Chamber's dictionary, which is 'to keep safe from harm or loss'.

The purposes of the Law are reflected in the Island Development Plan, the principal aim of which is to help maintain and create a socially inclusive, healthy and economically strong Island, while balancing these objectives with the protection and enhancement of Guernsey's built and natural environment and the need to use land wisely. Relevant policies will be addressed below in assessing the key issues.

Section 13 to Part IV of The Land Planning and Development (General Provisions) Ordinance, 2007, sets out a number of general material considerations, the following of which are considered to be relevant in this instance:
(b) the character and quality of the natural and built environment which is likely to be created by the development,
(c) the appropriateness of the development in relation to its surroundings in terms of its design, layout, scale, siting and the materials to be used,
(d) the likely effect of the development on the character and amenity of the locality in question.

<u>The principle of the proposed redevelopment</u>

The site is within the Main Centre Inner Area boundary of The Bridge where new residential and retail development is acceptable in principle. The site frontage is within the Core Retail Area. The proposed café/restaurant constitutes a retail use which is appropriate in principle in this location.

The States' Strategic Housing Indicator (SSHI) is used to inform housing mix and type for individual sites based on the most up-to-date data available. The IDP policies place a strong expectation that, where proposals can accommodate a variety of

dwellings, then this should be reflective of the demographic profile of households requiring housing although, as an indicator, the SSHI should be used to inform and guide development in order to still allow developers to respond to market conditions and enable development to support households which have more complex or exceptional needs.

Nine of the proposed 11 residential units are 2-bedroom with one one-bed and one 3-bed unit. Although the current SSHI does not show a need for 3-bedroom units, in the context of the overall scheme the proposed mix and type of units is acceptable in principle in terms of its contribution to meeting the identified housing need.

The proposed use and development of the site would not in principle conflict with the approved policy provisions relating to the Leale's Yard Regeneration Area or the Harbour Action Area.

<u>The impact of the redevelopment on the character and appearance of the Conservation Area and locality</u>

The site is located prominently on the main Bridge frontage within the Bridge Conservation Area. The existing building is not Protected but is of character and representations express concerns regarding the principle of its demolition and redevelopment.

There is a statutory duty to pay special attention to the desirability of preserving and enhancing the character and appearance of Conservation Areas. This duty is reflected in Policy GP4 of the IDP. Policy GP8 relates to design and requires a particularly high standard of design within more sensitive areas such as the Conservation Areas.

IDP Policies GP4 and GP8 do not seek to restrict the architectural style of new development in Conservation Areas, instead making clear that providing the scale, mass, detail and special interest of the surrounding built form has been considered, and that a particularly high standard of design is achieved, then either contemporary or traditional design approaches that respect and complement the character of the surrounding area may be appropriate.

Although the reuse of existing buildings is preferred, following deferral, one reason for which related to the overall scale (3D form) and appearance (architectural composition and materials) of the proposed building and in particular its effect on the Bridge frontage, it is considered that the revised proposals introduce a 3D form and appearance that is respectful of its immediate context and the character and appearance of the Bridge Conservation Area. The application complies with IDP Policy GP4 and GP8.

There are no Protected Buildings in the immediate vicinity of the site, the nearest being the Ray & Scott premises to the south. The proposed development would have no adverse impact on the setting of any Protected Building.

Overall, having regard to the benefits of the proposed scheme in terms of providing 11 homes and a substantial new restaurant/café facility in a highly sustainable location on the Bridge, in accordance with broader States' objectives for regeneration of the area, it is concluded that the effect of the development on the character and appearance of the Conservation Area and the quality of design proposed are acceptable, subject to conditions requiring further details of external materials and of certain specific architectural features, including the design and width of the fascia band to the eaves of the restaurant which would benefit from further refinement.

The amenities of occupiers and neighbours of the development

Some neighbouring residents and occupiers have voiced concerns regarding potential overlooking and overshadowing impacts from the development as proposed.

Give the location and orientation of the proposed development, along with neighbouring land uses and built development, it is considered that the scheme would not result in unacceptable overshadowing of adjoining properties such that planning permission could be reasonably refused on this basis.

Given the tight urban grain of development this location, and that the proposals include some windows, balconies and rooftop amenity areas which may result in potential for some overlooking at close quarters into adjoining residential properties, it is recommended that a condition be imposed requiring further consideration of this aspect and provision of appropriate mitigation if found to be required prior to the bringing into use of the residential accommodation or amenity areas concerned.

In accordance with the recommendations of the Office of Environmental Health and Pollution Regulation (OEHPR), it is also recommended that a Construction Environmental Management Plan be required for approval prior to the commencement of work, to ensure that the demolition and construction phases are managed so as not to unacceptably detract from neighbour amenity, and that other reasonable safeguards for amenity are put in place through further conditions as recommended by the OEHPR. A condition regarding noise and acoustic amenity to the proposed flats, as suggested by OEHPR, is not however recommended for inclusion in this instance as this issue is addressed elsewhere under Part E of the Guernsey Building Regulations.

Access/parking

The proposed scheme, as amended, includes provision for nine car parking spaces within the ground floor of the building, accessed from Commercial Road. There is no policy requirement to provide car parking in this location, and Traffic & Highway Services do not support the scheme on the basis that it has not been shown by the applicant that adequate egress visibility can be provided for vehicles exiting the site.

Various measures have been proposed by the applicant to overcome these concerns, including widening the access points, providing a gable window to the car park to enhance visibility and locating mirrors opposite the access points. The latest proposals also include providing a build-out/footpath and other traffic-calming measures on the highway in front of the site.

Although this issue has not been fully resolved through the submitted application, in order to not further delay consideration and having regard to the variety of potential measures proposed along with the nature of Commercial Road, which has low traffic volumes, a right-angled bend to the west of the application site and relatively limited vehicle speeds, it is concluded that the matter can reasonably be reserved by planning condition for further consideration and resolution in the event that permission for the development is granted.

Space exists within the ground floor area for bicycle parking and details of this provision along with electric charging points can be managed by planning condition.

Flood risk

The application has been accompanied by information relating to flood risk and how this is proposed to be managed, primarily through use of temporary flood barriers at garage openings, the arrangement of accommodation to avoid flood-sensitive uses such as residential accommodation at ground floor level, and to construct the development using a concrete cavity drainage /pressure relief system to equalise hydrostatic pressure caused by rising groundwater in the event of extreme water-level events.

In the context of ongoing work by the States for the provision of an Enabling flood defence at the Bridge, it is concluded that the proposed measures and approach to flood risk are acceptable in this case. Implementation and maintenance of the proposed measures can be managed by planning condition.

Other matters

IDP Policy GP9 relates to various aspects of sustainable development. The proposed development includes banks of rooftop solar panels along with green roofs and electric charging points, the implementation of which can be managed by planning conditions.

The application includes a site waste management plan and conditions are required to manage implementation and monitoring of this.

Conclusion

Overall, the proposed development complies with planning policy in terms of the principles of land use and form of development. It would provide a substantial

number of modern residential units and significant new restaurant/café facilities in line with wider regeneration objectives for The Bridge, without significant adverse effects on the character and amenity of the locality. Where potential adverse impacts could occur, such as in relation to highway safety or the amenity of neighbours, planning conditions are recommended to ensure these specific matters are given further consideration and a satisfactory conclusion reached prior to the relevant stage of development. Other conditions are recommended where some further information or refinement of details of the scheme would be beneficial.

3 - General material considerations set out in the General Provisions Ordinance.

In addition to the consideration of policy issues, Section 13 of the Land Planning and Development (General Provisions) Ordinance, 2007 identifies other material planning considerations which could be relevant. These include the appropriateness of the development in relation to its surroundings in terms of design, layout, scale, siting and materials; the likely effect on the character and amenity of the locality; any possible fall-back position by way of extant planning permissions or exempt development; the likely effect on the reasonable enjoyment of neighbouring properties. These issues where relevant are considered above.

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

The proposal would have no adverse impact on protected trees, buildings or sites.

Date: 25th September 2026