

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 section of road frontage buildings along The Bridge and Commercial Road, erect fencing to south of the site (Commercial Road) and erect fence and create gated vehicle entrance to part of the site to the east (The Bridge). Relocate bus shelter at New Road junction.

LOCATION: Leale's Yard, Bridge Avenue, The Bridge, Vale.

APPLICANT: Policy and Resources Committee

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: 10/06/2026

This notification of grant of permission refers solely to the proposals referred to above as described in your application received as valid on 13/05/2026 and the drawings referred to below. This grant of permission is subject to the following conditions:-

Drawing Nos: States Property Unit: 7219-003e, 004b, 005b

Application Ref: FULL/2026/0698

Property Ref: C750 + C751 + B347 + B335A

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. The demolition of any of the buildings on site shall not commence until there has been submitted to and agreed in writing by the Authority a revised Demolition and Construction Environmental Management Plan (DCEMP) and Site Waste Management Plan (SWMP) for the works on site. The demolition of the buildings shall be carried out in accordance with the agreed details unless the Authority agrees to any variation in writing.

Reason - To make sure that the works hereby approved are undertaken in an acceptable manner and to avoid any unnecessary harm on the amenities of surrounding properties and the surrounding environment.

5. The works hereby approved shall not be undertaken other than in accordance with the ecological mitigation strategy (approved under application ref: FULL/2023/1549) set out in the report "Species Protection Plan for the Built Environment at Leale's Yard" (NE/ES/LY.02) and its recommendations in respect of the timing, methods and mitigations for demolition.

Reason - To make sure that important features of ecological interest are protected and satisfactory mitigation is completed.

6. No vegetation shall be cleared as part of these works unless otherwise agreed in writing by the Authority.

Reason - To make sure that important features of ecological interest are protected.

7. The tactile paving as hereby approved shall be extended to include areas A and B as shown on drawing reference 7219-004b and shall be installed on site as such prior

to the first use of the site access hereby approved.

Reason - In the interests of pedestrian and highway safety.

Expiry Date: This permission will cease to have effect on 09/06/2029 unless development is commenced by that date.

ADVICE AND OTHER REMARKS:-

With regard to condition 4 of the permission the revised DCEMP and SWMP shall take into account and provide information to address the comments raised by States Office of Environmental Health and Pollution Regulation (OEHPR) as detailed in their consultation response for application ref: FULL/2023/1549 enclosed with this decision.

The application site is located within an area of known archaeological importance and your attention is drawn to the provisions of the Island Development Plan, Annex VIII on Archaeological Assessment. If any items or features of archaeological interest are discovered during the course of works it is desirable that contact is made with the States Archaeologist. The Archaeology team can be contacted on 01481 220729 or 01481 220722, or mobiles 07781 102219 or 07911 721210.

The applicant is advised to enter into dialogue with Traffic & Highway Services to facilitate any necessary changes to existing parking arrangements, road markings, or signage required to enable the development.

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/2026/0698
Property Ref: C750 + C751 + B347 + B335A
Valid date: 13/05/2026
Location: Leale's Yard Bridge Avenue The Bridge The Bridge Vale
Guernsey GY3 5TB
Proposal: Demolish section of road frontage buildings along The Bridge
and Commercial Road, erect fencing to south of the site
(Commercial Road) and erect fence and create gated vehicle
entrance to part of the site to the east (The Bridge). Relocate
bus shelter at New Road junction.
Applicant: Policy and Resources Committee

RECOMMENDATION - Grant: Planning Permission with Conditions:

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

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

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

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

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

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

4. The demolition of any of the buildings on site shall not commence until there has been submitted to and agreed in writing by the Authority a revised Demolition and Construction Environmental Management Plan (DCEMP) and Site Waste Management Plan (SWMP) for the works on site. The demolition of the buildings shall be carried out in accordance with the agreed details unless the Authority agrees to any variation in writing.

Reason - To make sure that the works hereby approved are undertaken in an acceptable manner and to avoid any unnecessary harm on the amenities of surrounding properties and the surrounding environment.

5. The works hereby approved shall not be undertaken other than in accordance with the ecological mitigation strategy (approved under application ref: FULL/2023/1549) set out in the report "Species Protection Plan for the Built Environment at Leale's Yard" (NE/ES/LY.02) and its recommendations in respect of the timing, methods and mitigations for demolition.

Reason - To make sure that important features of ecological interest are protected and satisfactory mitigation is completed.

6. No vegetation shall be cleared as part of these works unless otherwise agreed in writing by the Authority.

Reason - To make sure that important features of ecological interest are protected.

7. The tactile paving as hereby approved shall be extended to include areas A and B as shown on drawing reference 7219-004b and shall be installed on site as such prior to the first use of the site access hereby approved.

Reason - In the interests of pedestrian and highway safety.

INFORMATIVES

With regard to condition 4 of the permission the revised DCEMP and SWMP shall take into account and provide information to address the comments raised by States Office of Environmental Health and Pollution Regulation (OEHPR) as detailed in their consultation response for application ref: FULL/2023/1549 enclosed with this decision.

The application site is located within an area of known archaeological importance and your attention is drawn to the provisions of the Island Development Plan, Annex VIII on Archaeological Assessment. If any items or features of archaeological interest are discovered during the course of works it is desirable that contact is made with the States Archaeologist. The Archaeology team can be contacted on 01481 220729 or 01481 220722, or mobiles 07781 102219 or 07911 721210.

The applicant is advised to enter into dialogue with Traffic & Highway Services to

facilitate any necessary changes to existing parking arrangements, road markings, or signage required to enable the development.

OFFICER'S REPORT

Site Description:

The application site is within the Bridge Main Centre Inner Area and forms a large part of the Leale's Yard Regeneration Area, for which a Development Framework (DF) was adopted and published by the Development & Planning Authority (D&PA) in May 2020. The site also includes part of the Core Retail Area on the Bridge frontage and part of the St Sampson Harbour Action Area, all as defined in the Island Development Plan (IDP).

Relevant History:

OP/2024/1536	Revised Outline Planning Application to vary plans previously approved under outline consent OP/2022/0761 relating to the demolition of all buildings on site and the mixed use redevelopment of Leale's Yard involving the formation of new vehicular accesses to the Bridge and Nocq Road, the provision of 296 residential units, circa 4,058sqm of retail floor space, circa 5,380sqm of office space, circa 787sqm of commercial floorspace, a multi-storey car park and associated landscaping, service roads and infrastructure (Environmental Impact Assessment Development).	Granted 15/11/2024
FULL/2023/1549	Demolish buildings and walls and erect fencing and gates around site in preparation for redevelopment of site.	Granted 21/05/2024
OP/2022/0761	Outline Planning Application for the demolition of all buildings on site and the mixed use redevelopment of Leale's Yard involving the formation of new vehicular accesses to the Bridge and Nocq Road, the provision of 338 residential units, circa 5,800sqm of retail floor space, circa 8,000sqm of commercial floorspace, a multi-storey car park and associated landscaping, service roads and infrastructure (Environmental Impact Assessment Development).	Granted 16/11/2022
FULL/2022/1471	Removal of roofs to existing buildings.	Granted 22/11/2022

OP/2016/0552	Outline planning application for the mixed-use re-development of part of the Leale's Yard site involving the creation of 303 new residential units and 1,074m ² of commercial/retail/community space; together with creation of associated parking and ancillary/public realm areas.	Granted 24/08/2016
FULL/2016/0541	Demolition of existing buildings on the Bridge/derelict buildings within the site; and the development of two buildings together comprising 109 new residential units and 1,049m ² of ground floor commercial/retail space, together with associated car parking/ancillary areas; a new traffic junction at The Bridge; improvements to the Nocq Road junction; and internal road network and associated public realm spaces within the development (Environmental Impact Assessment Development)	Granted 24/08/2016
FULL/2012/2276	Demolish existing buildings and structures and clear site.	Granted 14/09/2012
FULL/2010/2660	Erect hoarding, gates and fencing, alter wall to existing wall to provide site security	Granted 06/10/2010
PAPP/2009/0988	demolish existing buildings on the site and redevelop to provide retail and residential units with associated car parking, petrol filling station, public realm and landscape works, and alterations to the surrounding highway network including new vehicular and pedestrian access points.	Permission in principle granted 22/02/2011

Existing Use(s):

The application site is predominantly vacant land and includes former industrial buildings along with vacant shops on the Bridge frontage and a residential property on Nocq Road.

Brief Description of Development:

Planning permission was granted in May 2024 to: *“demolish buildings and walls and erect fencing and gates around the site in preparation for the redevelopment of the site”* As part of that permission condition 5 restricted the demolition of three road frontage buildings fronting the roundabout junction onto the Bridge and a further two buildings along Commercial Avenue.

Planning permission is sought for the demolition of these buildings, together with an additional small building on Commercial Avenue (labelled 19 on the submission drawings), alongside those already approved for demolition.

A new vehicular access point, comprising a 12-metre-long driveway into the site and gated at the entrance, will be created via an additional arm from the roundabout. This access will be temporary to facilitate enabling works for the wider Leale's Yard development phase.

The existing bus shelter located at the proposed site entrance will be relocated to a new position to the south, at the end of New Road. Additional hoardings will be erected along sections of Commercial Road and the Bridge frontage, and a chain-link fence will be installed to the rear of properties along La Hougue Du Valle.

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

Island Development Plan Policies:

- MC10 – Harbour Action Areas
- MC11 – Regeneration Areas
- GP1 – Landscape Character and Open Land
- GP4 – Conservation Areas
- GP5 – Protected Buildings (setting)
- GP7 – Archaeological Remains
- GP8 – Design
- GP9 – Sustainable Development
- GP10 – Comprehensive Development
- IP9 – Highway Safety, accessibility and Capacity

Leale's Yard Regeneration Area Development Framework SPG May 2020
Strategy for Nature SPG, 2020

Representations:

By letter dated 23rd May 2026 St Sampson Douzaine stated the following:

"General

St Sampson Douzaine welcomes measures undertaken to prioritise redevelopment of the former Leales Yard site and notes that the application to demolish a section of road frontage buildings along The Bridge and in Commercial Road together with the erection of improved fencing will assist with this initial phase of work.

Regarding the proposed new access road into the site and the associated measures for pedestrians and bus users, the Douzaine does wish to raise some concerns both from a road safety and traffic management perspective.

It is recognised that a new access road to the site is essential to ensure that vehicles can safely enter and exit the area without having to drive through the busy Bridge

parking area. Although temporary in nature, it should be acknowledged that the proposed changes to the roundabout and location of existing bus stops will, in all probability, be in place for several years.

Proposed pedestrian facilities

The existing mini roundabout is already a complex junction with relatively high numbers of vehicles approaching from all three principal arms; namely Vale Avenue, North Side and The Bridge. Currently vehicles exiting from the Bridge parking area slip road largely rely on the courtesy of drivers heading northbound to allow them to exit safely.

The creation of a fifth arm to the junction will certainly add to the complexity of determining right of way, especially during peak times, and it is for this reason that the Douzaine has raised road safety concerns relating to the proposed creation of an informal crossing point right at the head of the proposed new access road.

Reference is made in the Traffic consideration paper to the provision of other courtesy crossings on The Bridge. However, the existing ones are set back several metres behind the stop line to enable drivers to consider pedestrian and vehicle movement risks separately. Similar arrangements are also in place in St. Peter Port at Salerie Corner and at the Cambridge Berth / Weighbridge. It should also be recognised that all existing pedestrian crossing facilities at the northern end of The Bridge by the mini roundabout are laid out as formal zebra crossings, again set back from the stop lines to allow the risks associated with pedestrian and vehicle movements to be separated.

The proposed new access road into Leale's Yard is a two-way road facilitating heavy goods vehicle movements and is to be located within an already complex mini roundabout handling high volumes of traffic. Whilst vehicle movements into and out of the site might be minimal during the demolition phase, the walking route is heavily traversed by pedestrians.

Accordingly, the proposed creation of a courtesy crossing at the head of the proposed new access road is not considered to be the best solution in terms of pedestrian safety. Whilst it is recognised that pedestrians generally prefer to follow as direct a route as possible, it is important to ensure their safety in this area and in the opinion of the Douzaine this could be better achieved by installing a formal zebra crossing set back from the junction or, as an absolute minimum, a properly marked courtesy crossing (using different colour tarmac or paving).

Proposed relocation of bus stops

The proposed relocation of the primary northbound bus stop to an area adjacent to the junction with New Road where there is adequate space for a bus shelter to be installed is supported, together with an adjustment to the location of the existing zebra crossing. However, it should be recognised that traffic exiting New Road will be temporarily delayed whilst passengers board or alight buses.

Given the distance from the north of The Bridge to New Road, it is understandable that an additional bus stop is proposed in Vale Avenue. However, it should be noted that at this location there is inadequate space for a shelter or for bus passengers to wait without forcing pedestrians into the road. If frequently used, it could also cause traffic congestion in both directions as buses stop to allow passenger to board or alight unless some of the on-road parking at the southern end of Vale Avenue is removed.

It is therefore important that consideration is given to mitigating any traffic congestion that might arise during this phase of the work by reviewing existing parking arrangements in Vale Avenue. Perhaps now is the time to speak to Guernsey Electricity or other landowners about off-road parking opportunities in the area.

Conclusion

In the longer-term serious consideration will need to be given to amending and improving the existing parking and road layout of the Bridge frontage and it is to be expected that all relevant opportunities to assist in this process will be accommodated within future phases for the development of Leale's Yard.

In summary, St Sampson Douzaine is supportive of the proposed initial measures to aid the much overdue redevelopment of Leale's Yard subject to the important road safety and traffic management concerns highlighted above.

No other representations were received.

Consultations:

Traffic and Highway Services by memorandum dated 1st June 2026 stated the following:

"The application comprises the enabling works for the wider Leale's Yard development in terms of creating a vehicle access into the sight at the northern end of The Bridge. This response addresses this application in terms of the access being temporary for the development phase of Leale's Yard. Per previous feedback from THS in respect of an access at the location shown on the plans, once developed the mini-roundabout at the northern end of The Bridge will need to be a signalised junction given the additional vehicle movements in and out of the Leale's site.

The above notwithstanding, THS has considered the access location under this application and is satisfied that the creation of this access is the best available option in terms of mitigating conflict between vehicles needing access and egress to/from the site, when compared with the other available points of access (Bridge Avenue and Commercial Road). THS would accept the figures quoted in the supporting letter in relation to the number of anticipated traffic movements per hour and also accept that the increase in vehicle movements represented by the creation and use in the demolition phase of this access represents a very small increase in overall vehicle movements at the mini-roundabout.

In relation to the plans supplied, THS are satisfied that the bell mouth design of the access as shown on the plans enables clear visibility splays of vehicles approaching the mini-roundabout from the other road sections. The access has had to be designed to be clearly seen by other motorists at the roundabout as an entry and exit point to/from the roundabout, this has been achieved by the use of Give-Way road markings at the kerb boundary with the roundabout. This does however mean that there is some potential conflict with pedestrians walking / crossing the road section (across the entrance), but given the Give-Way road markings, drivers egressing the site should be slowing towards the junction.

In respect of the tactile paving at either side of the access, THS would request that the tactile paving is extended to the front of the adjacent buildings (rear of the pedestrian footway) – the reasoning to ensure that sight impaired pedestrians (who would be more likely to move along the building frontage) cannot ‘miss’ the tactile paving which represents the crossing point.

THS support both the recessing of the security gates within the access and the provisioning of the pedestrian access path at the southern side of the access.

In relation to the relocation of the bus stop and bus shelter:

THS support the relocation of the bus shelter to the junction with New Road. It will require further work (not shown on the plans) to move the existing pedestrian zebra crossing a short distance, in order that when a bus stops to alight or board passengers, that the bus is not stopped on the existing crossing. THS officers have outlined the required works previously to SPU.

In order to service bus passengers that wish to alight or board at the Vale Avenue end of The Bridge, THS will provision a bus stop within Vale Avenue (there is not sufficient footway width to enable a shelter though) – THS will determine the location and implement any changes to existing parking or road markings / signs that would be impacted / need to change to facilitate this.

Overall, THS supports the application as outlined, but will welcome dialogue with SPU as necessary if planning permission is granted.”

Office of Environmental Health and Pollution Regulation

By letter dated 4th June 2026 stated the following:

“FULL/2023/1549

I write further to my review of the report dated 6th March 2026 prepared in relation to satisfying the requirements of condition 6(a) of FULL/2013/1549.

I can confirm that having reviewed the report I can confirm that the requirements of condition 6(a) have been met and as such the intrusive investigation can proceed. It is

noted that this will require controlled demolition of some structures so that exploratory holes can be dug.

The possible contamination of the identified doubt is of concern and I would encourage the investigation of this with immediate effect. The results ascertained should be shared with the Office of Environmental Health and Pollution Regulation when they are available.

FULL/2026/0698

I have reviewed the additional application which includes the demolition of the frontage of buildings. It is noted that demolition of the majority of the buildings on the site has already been consented. I would also caveat this with reference to the contaminated land report (see comments above), there should only be breaking of ground on site to allow for exploratory holes to be made. No further works to break ground should take place until further progress has been made in relation to the contaminated land investigation.

Having considered the application documents and previous comments made by OEHPR I can confirm that the previous application consented all of the buildings to be demolished and I would therefore recommend that condition 4 is also applied to this consent."

Summary of Issues:

Principle of demolition of these additional buildings and whether the proposed works would have any impact on:

- The character of the Conservation Area;
- Protected species;
- Neighbouring properties;
- Highway Safety and traffic issues

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 taken into account in the assessment of this application.

As noted above, planning permission has been granted under application ref: FULL/2023/1549 for the demolition of the majority of buildings on the site. The current application seeks consent to demolish the road frontage buildings, the demolition of which was restricted by condition 5 of that permission, together with

an additional building (labelled 19 on the submitted plans), and to carry out other works as described in the 'brief description of development' section of this report above.

In determining the previous application, permission to demolish the road frontage buildings, now the subject of this application, was restricted to ensure that redevelopment of the site would follow soon after their demolition. This was intended to prevent the creation of an unsightly gap in the street, which would detract from the appearance and character of the Conservation Area.

At the time that application was determined, aside from imposing such a condition, the Authority had no other effective means of preventing or addressing the creation of a gap site should redevelopment be delayed for a prolonged period. However, since the grant of that permission on 11 February 2025, the *Land Amenity Improvement Notice Ordinance, 2024* has come into force. This provides the Authority with a mechanism to take action to address such a situation should it arise.

On this basis and given that outline permission has already been granted for the redevelopment of the site, together with its prioritisation for redevelopment by the States since acquisition, the principle of demolishing these buildings is considered acceptable and would not unacceptably harm the character of the Conservation Area such that permission should be refused. Furthermore, the proposed gated entrance, fence, hoardings and the replacement bus shelter would not unacceptably harm the character of the Conservation Area.

The application site is situated within the vicinity of protected buildings towards the northeast corner (Mill Hey Cottage, Orotava & La Hougue Du Valle Flats). The Authority has a duty under Section 34 of the Land Planning and Development (Guernsey) Law, 2005, to secure so far as possible that the special interest of a protected building is preserved, and 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. With regards to the setting of protected buildings, this duty is encapsulated in Policies GP5 and GP8. Taking into account that the proposal intends to demolish derelict and unsightly buildings the proposal would not unacceptably harm the setting of any protected buildings and the proposal accords with Policies GP5 and GP8 in this respect.

As part of the previous demolition application (ref: FULL/2023/1549) a detailed Demolition and Construction Environmental Plan (DCEMP) and Site Waste Management Plan were submitted. These documents also addressed the relevant matters required to discharge condition 21 of the Outline planning consent for the redevelopment of the site. With the exception of Building 19 (a small single storey building along Commercial Avenue), all buildings now proposed for demolition were included within those documents.

In considering application ref: FULL/2023/1549, OEHPR was consulted and raised no objections, but did raise concerns. However, concluded that given that both of the documents will remain live, will run with the permission during the demolition phase of the development, and will be the subject of amendments, review and updates as matters develop, that the points of concern raised *“be addressed in the next revision of the documents.”* To ensure that demolition is appropriately managed and to ensure that harm on the amenity of the surrounding area and the environment is minimised, it is recommended that should planning permission be granted, a condition is included requiring a revised DCEMP and a revised SWMP to be submitted to address the points of concern raised on the previous application prior to the commencement of any works on site.

The previous application also included a Species Protection Plan (SPP) which, with the exception of Building 19, covered all buildings now proposed for demolition. The States Agriculture Countryside and Land Management Service (ACLMS) was consulted on that application and recommended that any permission be subject to a condition requiring the demolition of the buildings in accordance with the approved SPP. It is recommended that such a condition is repeated should permission be granted.

In terms of highway safety, the States Traffic and Highway Services (THS) were consulted on the application and were made aware of the comments submitted by the St Sampson Constables.

THS noted that the proposed arrangement would be temporary to facilitate enabling works associated with the redevelopment of the site. They further advised that, upon completion of the redevelopment of the site as a whole, the mini-roundabout at the northern end of The Bridge will need to be replaced with a signalised junction to accommodate the increased vehicle movements associated with the Leale’s Yard site.

Notwithstanding this however THS consider that the temporary access proposed as part of this application *“is the best available option in terms of mitigating conflict between vehicles needing access and egress to/from the site, when compared with the other available points of access (Bridge Avenue and Commercial Road).”* THS also noted that the use of this access during the demolition phase would result in only a very small increase in vehicle movements at the mini-roundabout. They have welcomed the proposed bell-mouth design, the inclusion of ‘Give Way’ markings at the kerb boundary, and the provision of tactile paving. However, they recommend that the tactile paving be extended in front of the adjacent buildings to ensure that visually impaired pedestrians are able to identify the crossing point. No objections were raised by THS, subject to potential minor works (such as the relocation of signage), in relation to the provision of a new bus stop on Vale Avenue or the relocation of the bus shelter to the end of New Road, to the south of its current position. It is recommended however that an informative be included on any permission advising the applicant to enter into dialogue with THS to facilitate any

necessary changes to existing parking arrangements, road markings, or signage required to enable the development.

Considering the above, and in the absence of any objection from THS any harm on highway safety resulting from the proposal would not be so substantial to warrant the refusal of planning permission.

For the reasons contained within this report the proposal complies with the relevant policies of the IDP and it is recommended that planning permission be granted subject to the conditions and informatives as referred to above.

Date: 10/06/2026

