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: Reserved Matters application - Redevelopment of site to create 16 Private Market residential units (6 dwellings and 10 flats) and 69 Affordable Housing units (27 dwellings and 42 flats), alterations to existing boundary and erect bus shelter, create 2 relocated vehicle accesses to west boundary, alterations to parking area, erect substation and associated works.

LOCATION: The Mallard Complex, Rue de la Villiaze, Forest.

APPLICANT: Infinity Group

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: 01/07/2026

This notification of grant of permission refers solely to the proposals referred to above as described in your application received as valid on 04/06/2026 and the drawings referred to below. This grant of permission is subject to the following conditions:-

Drawing Nos: Lovell Ozanne: 10810 LOA D48 ZZ D A 100 R04, 101 R02, 102 R04, 103 R02, 0110, 160 R05, 164, 0180.

10838 LOA D48 01 D A 0100 P02, 0101 P02, 0102 P02, 0200 P02, 0201 P02, 0202 P02, 0203 P02, 0204 P02, 0205 P02, 10838 LOA D48 ZZ D A 0600 P02, 903

10810 LOA D48 B01 D A 0200 R02, 10810 LOA D48 B02 D A 0200 R02, 10810 LOA D48 B03 D A 0200 R01, 10810 LOA D48 B04 D A 0200 R01, 10810 LOA D48 B05 D A 0200 R01, 10838 LOA D48 B06 D A 0200 R01, 10838 LOA D48 B07 D A 0200 R01, 10838 LOA D48 B08 D A 0200 R02, 10838 LOA D48 B09 D A 0200 R01, 10810 LOA D48 B01 D A 0700, 10810 LOA D48 B02 D A 0700, 10810 LOA D48 B03 D A 0700, 10810 LOA D48 B05 D A 0700, 10838 LOA D48 B06 D A 0700 R01, 10838 LOA D48 B07 D A 0700 R02.

10838 LOA D48 B10 D A 0200 R02, 10838 LOA D48 B11 D A 0200 R01, 10838 LOA D48 B12 D A 0200, 10838 LOA D48 B13 D A 0200 R03, 10838 LOA D48 B14 D A 0200 R02, 10838 LOA D48 B15 D A 0200 R01, 10838 LOA D48 B16 D A 0200 R05, 10838 LOA D48 B17 D A 0200 R03, 10838 LOA D48 B18 D A 0200 R01, 10838 LOA D48 B09 D A 0700, 10838 LOA D48 B10 D A 0700, 10838 LOA D48 B14 D A 0700 R02, 10838 LOA D48 B16 D A 0700 R01, 10838 LOA D48 B17 D A 0700 R01, 10838 LOA D48 B18 D A 0700 R02, 10838 LOA D48 B15 D A 0200 R01, 10838 LOA D48 B08 D A 0200 R02, 10838 LOA D48 B12 D A 0200, 10838 LOA D48 B11 D A 0200 R01, 10838 LOA D48 B13 D A 0200 R03

10838 LOA D48 ZZ D A 0900, 0901, 0902.

Guernsey Gardens: 001-004-2026, 002-004-2026, 003-004-2026.

Application Ref: RES/2026/0718

Property Ref: H001330000+H001350000

Conditions and reasons:-

1. The development to which this approval of reserved matter(s) relates shall be begun within 2 years from the date of the outline permission granted for that development.

Reason - To ensure compliance with section 18(1) of the Land Planning and Development (Guernsey) Law, 2005.

2. This approval of details is pursuant to outline planning permission reference OP/2025/0706 issued on 15/12/2025.

Reason - To define the permission for the avoidance of any doubt.

3. The development hereby permitted and all the operations which constitute or are incidental to that development shall be carried out in compliance with all such requirements of the building regulations as are applicable to them, and no operation to which such requirement complies 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 - To comply with section 17(2) of the Land Planning and Development (Guernsey) Law, 2005.

4. The development shall be carried out and completed in accordance with the approved phasing plan. The 69 dwellings to be provided within phases 2 and 4 of the overall scheme shall be used only as Affordable Housing as defined in the Land Planning and Development (Planning Covenants) Ordinance, 2011.

Reason - To ensure the delivery of the Affordable Housing proposed in accordance with the accepted justification for this development under Policy S5 of the Island Development Plan as other forms of housing would have different planning policy implications.

5. Notwithstanding the submitted details, an acoustic fence, the precise details and specification of which shall be submitted to and approved in writing by the Authority beforehand, shall be erected along the entirety of the eastern boundary of the site with Le Rondin School as the first element of work on the site, prior to any other development or phase of development being commenced. The acoustic fence shall be retained thereafter in perpetuity in accordance with the approved details.

Reason - To protect the amenities of and safeguard the wellbeing of the vulnerable children who attend Le Rondin School and the Child Development Centre whose needs can make them especially sensitive to environmental change.

6. A Construction Environmental Management Plan (CEMP), to be prepared in consultation with Le Rondin School, shall be submitted to and approved in writing by the Authority prior to the commencement of demolition or construction works with the exception of the construction of the boundary fence between the site and Le Rondin School and development of the main site access points. 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/neighbouring occupiers throughout the demolition and construction phases. This shall include procedures for providing regular updates, managing complaints, and recording and reviewing concerns raised by residents/occupiers.
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. This should include the Environoise acoustic report (updated as required) and the specification and temporary locations of the portable acoustic screen or equivalent measures.
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.

Reason - To protect the amenities of neighbours and the surrounding area and safeguard the wellbeing of the vulnerable children who attend Le Rondin School and the Child Development Centre whose needs can make them especially sensitive to environmental change.

7. No part of the development hereby approved shall exceed a maximum height above ground level (AGL) of 13m AGL.

Reason - To ensure there is no adverse impact on the operation of Guernsey Airport in the interests of public health and safety.

8. No unit of residential accommodation hereby approved shall be first occupied until and unless the proposed car sharing scheme, however named, has been brought into operation at the site in accordance with precise details of such operation as shall be submitted to and agreed in writing by the Authority beforehand, and the car sharing scheme shall thereafter be maintained in operation in accordance with those approved details for as long as any part of the development is occupied unless the Authority gives its written permission for any variation.

Reason - In order to reduce or mitigate the impacts of the development upon the highway network by reducing reliance on the private car for journeys to and from the site.

9. The proposed bus shelter, the precise details of which shall be submitted to and approved by the Authority beforehand, shall be provided within Phase 1 of the approved development or in accordance with a programme previously agreed in writing by the Authority.

Reason - In order to reduce or mitigate the impacts of the development upon the highway network by reducing reliance on the private car for journeys to and from the site.

10. Notwithstanding the submitted details, precise details of the bicycle and bin storage facilities proposed within each phase of development 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 phase of development to which it relates and be retained thereafter in perpetuity.

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

11. No materials to be used on the exterior of the buildings 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. Notwithstanding the submitted details, precise details of the timber screens proposed relating to first and second floor circulation areas to blocks of flats shall be submitted to and approved in writing by the Authority. The screens shall be erected in accordance with the approved details prior to the occupation of any flat within the block to which it relates and be retained thereafter in perpetuity.

Reason - To secure the satisfactory development in the interests of amenity.

13. Precise details of any external lighting proposed within each phase of development shall be submitted to and agreed in writing by the Authority. Any such lighting shall be installed in accordance with the approved details prior to the occupation of any dwelling within the phase of development to which it relates.

Reason - To make sure the level of lighting is not excessive in order to secure a sustainable form of development and one which does not unduly interfere with residential amenity or traffic and pedestrian safety.

14. Precise details of the public art to be provided within each phase of development shall be submitted to and agreed in writing by the Authority. The public art provision shall be carried out and completed in accordance with the approved details prior to the occupation of any dwelling within the phase of development to which it relates.

Reason - To secure the provision of public art in accordance with Island Development Plan Policy GP18: Public Realm and Public Art.

15. The landscaping scheme shall be fully completed, in accordance with the details submitted as part of this application and hereby approved, in the first planting season following the first occupation of any part of the development or phase of development or completion of development whichever is the sooner, or in accordance with a programme previously agreed in writing by the Authority. Any trees or plants removed, dying, being severely damaged or becoming seriously diseased, within 5 years of planting shall be replaced in the following planting season by trees or plants of a size and species similar to those originally required to be planted.

Reason - To make sure that the appearance of the completed development is satisfactory and to help assimilate the development into its surroundings.

16. A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all hard and soft

landscape areas (including lighting), other than domestic gardens, and which shall include measures to ensure that areas of permeable hard surfacing continue to function as intended, shall be submitted to and agreed in writing by the Authority. The agreed landscape management plan shall thereafter be implemented prior to the occupation of any dwelling within the phase of development to which it relates and shall continue to be implemented thereafter unless otherwise agreed in writing by the Authority.

Reason - To ensure that communal hard and soft landscaped areas are properly maintained in the interests of the character and appearance of the development, the amenity of future occupants, and sustainable development.

17. In relation to Phase 2 of the development hereby approved, the existing boundary hedges and other vegetation surrounding the field to the south of The Mallard Complex shall be retained and managed at their existing height, unless otherwise agreed in writing by the Authority.

Reason - To ensure these existing landscape features are retained and managed in the interests of amenity.

18. The development hereby permitted shall not be occupied or brought into use until there has been submitted to the Authority verification by a competent person approved under the provisions of the phase I, phase II reports as well as the Remediation Method Statement undertaken by Omnia that any remediation scheme required and approved (reference A12486-2/1.0 and accompanied by a covering letter dated 19th June 2026) has been implemented fully in accordance with the approved details (unless varied with the written agreement of the Authority in advance of implementation). Unless otherwise agreed in writing by the Authority such verification shall comprise:

a. as built drawings of the implemented scheme;
b. photographs of the remediation works in progress;
c. certificates demonstrating that imported and/or material left in situ is free from contamination.

Thereafter the scheme shall be monitored and maintained in accordance with the scheme approved under this condition.

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

19. The bird and bat boxes and all other biodiversity design features set out in the application and the accompanying ecological assessment report prepared by Environment Guernsey dated February 2026 shall be installed/completed/made operational in accordance with the approved details prior to the occupation of any dwelling within the phase of development to which they relate.

Reason - In the interests of biodiversity/ecology and in accordance with the Guernsey Strategy for Nature, 2020.

20. The solar panels, ducting for electric bicycle charging points, and ducting for electric vehicle charging point cabling proposed within each phase of development shall be installed and made operational prior to the occupation of any dwelling within the phase of development to which they relate.

Reason - In the interests of sustainable development.

21. 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 15/12/2027 unless development is commenced by that date.

ADVICE AND OTHER REMARKS:-

Please note that a crane permit from Guernsey Airport will be required prior to commencement of construction of 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

States of Guernsey
Planning Service

PLANNING APPLICATION REPORT

Application No:	RES/2026/0718
Property Ref:	H001330000+H001350000
Valid date:	04/06/2026
Location:	The Mallard Complex Rue de la Villiaze Forest Guernsey GY8 0HG
Proposal:	Reserved Matters application - Redevelopment of site to create 16 Private Market residential units (6 dwellings and 10 flats) and 69 Affordable Housing units (27 dwellings and 42 flats), alterations to existing boundary and erect bus shelter, create 2 relocated vehicle accesses to west boundary, alterations to parking area, erect substation and associated works.
Applicant:	Infinity Group

RECOMMENDATION - Grant: Reserved Matters with Conditions:

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1. The development to which this approval of reserved matter(s) relates shall be begun within 2 years from the date of the outline permission granted for that development.

Reason - To ensure compliance with section 18(1) of the Land Planning and Development (Guernsey) Law, 2005.

2. This approval of details is pursuant to outline planning permission reference OP/2025/0706 issued on 15/12/2025.

Reason - To define the permission for the avoidance of any doubt.

3. The development hereby permitted and all the operations which constitute or are incidental to that development shall be carried out in compliance with all such requirements of the building regulations as are applicable to them, and no operation to which such requirement complies 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 - To comply with section 17(2) of the Land Planning and Development (Guernsey) Law, 2005.

4. The development shall be carried out and completed in accordance with the approved phasing plan. The 69 dwellings to be provided within phases 2 and 4 of the overall scheme shall be used only as Affordable Housing as defined in the Land Planning and Development (Planning Covenants) Ordinance, 2011.

Reason - To ensure the delivery of the Affordable Housing proposed in accordance with the accepted justification for this development under Policy S5 of the Island Development Plan as other forms of housing would have different planning policy implications.

5. Notwithstanding the submitted details, an acoustic fence, the precise details and specification of which shall be submitted to and approved in writing by the Authority beforehand, shall be erected along the entirety of the eastern boundary of the site with Le Rondin School as the first element of work on the site, prior to any other development or phase of development being commenced. The acoustic fence shall be retained thereafter in perpetuity in accordance with the approved details.

Reason - To protect the amenities of and safeguard the wellbeing of the vulnerable children who attend Le Rondin School and the Child Development Centre whose needs can make them especially sensitive to environmental change.

6. A Construction Environmental Management Plan (CEMP), to be prepared in consultation with Le Rondin School, shall be submitted to and approved in writing by the Authority prior to the commencement of demolition or construction works with the exception of the construction of the boundary fence between the site and Le Rondin School and development of the main site access points. 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/neighbouring occupiers throughout the demolition and construction phases. This shall include procedures for providing regular updates, managing complaints, and recording and reviewing concerns raised by residents/occupiers.
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. This should include the Environoise acoustic report (updated as required) and the specification and temporary locations of the portable acoustic screen or equivalent measures.
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.

Reason - To protect the amenities of neighbours and the surrounding area and

safeguard the wellbeing of the vulnerable children who attend Le Rondin School and the Child Development Centre whose needs can make them especially sensitive to environmental change.

7. No part of the development hereby approved shall exceed a maximum height above ground level (AGL) of 13m AGL.

Reason - To ensure there is no adverse impact on the operation of Guernsey Airport in the interests of public health and safety.

8. No unit of residential accommodation hereby approved shall be first occupied until and unless the proposed car sharing scheme, however named, has been brought into operation at the site in accordance with precise details of such operation as shall be submitted to and agreed in writing by the Authority beforehand, and the car sharing scheme shall thereafter be maintained in operation in accordance with those approved details for as long as any part of the development is occupied unless the Authority gives its written permission for any variation.

Reason - In order to reduce or mitigate the impacts of the development upon the highway network by reducing reliance on the private car for journeys to and from the site.

9. The proposed bus shelter, the precise details of which shall be submitted to and approved by the Authority beforehand, shall be provided within Phase 1 of the approved development or in accordance with a programme previously agreed in writing by the Authority.

Reason - In order to reduce or mitigate the impacts of the development upon the highway network by reducing reliance on the private car for journeys to and from the site.

10. Notwithstanding the submitted details, precise details of the bicycle and bin storage facilities proposed within each phase of development 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 phase of development to which it relates and be retained thereafter in perpetuity.

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

11. No materials to be used on the exterior of the buildings 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. Notwithstanding the submitted details, precise details of the timber screens proposed relating to first and second floor circulation areas to blocks of flats shall be submitted to and approved in writing by the Authority. The screens shall be erected in accordance with the approved details prior to the occupation of any flat within the block to which it relates and be retained thereafter in perpetuity.

Reason - To secure the satisfactory development in the interests of amenity.

13. Precise details of any external lighting proposed within each phase of development shall be submitted to and agreed in writing by the Authority. Any such lighting shall be installed in accordance with the approved details prior to the occupation of any dwelling within the phase of development to which it relates.

Reason - To make sure the level of lighting is not excessive in order to secure a sustainable form of development and one which does not unduly interfere with residential amenity or traffic and pedestrian safety.

14. Precise details of the public art to be provided within each phase of development shall be submitted to and agreed in writing by the Authority. The public art provision shall be carried out and completed in accordance with the approved details prior to the occupation of any dwelling within the phase of development to which it relates.

Reason - To secure the provision of public art in accordance with Island Development Plan Policy GP18: Public Realm and Public Art.

15. The landscaping scheme shall be fully completed, in accordance with the details submitted as part of this application and hereby approved, in the first planting season following the first occupation of any part of the development or phase of development or completion of development whichever is the sooner, or in accordance with a programme previously agreed in writing by the Authority. Any trees or plants removed, dying, being severely damaged or becoming seriously diseased, within 5 years of planting shall be replaced in the following planting season by trees or plants of a size and species similar to those originally required to be planted.

Reason - To make sure that the appearance of the completed development is satisfactory and to help assimilate the development into its surroundings.

16. A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all hard and soft landscape areas (including lighting), other than domestic gardens, and which shall include measures to ensure that areas of permeable hard surfacing continue to function as intended, shall be submitted to and agreed in writing by the Authority. The agreed landscape management plan shall thereafter be implemented prior to the occupation of any dwelling within the phase of development to which it relates and shall continue to be implemented thereafter unless otherwise agreed in writing

by the Authority.

Reason - To ensure that communal hard and soft landscaped areas are properly maintained in the interests of the character and appearance of the development, the amenity of future occupants, and sustainable development.

17. In relation to Phase 2 of the development hereby approved, the existing boundary hedges and other vegetation surrounding the field to the south of The Mallard Complex shall be retained and managed at their existing height, unless otherwise agreed in writing by the Authority.

Reason - To ensure these existing landscape features are retained and managed in the interests of amenity.

18. The development hereby permitted shall not be occupied or brought into use until there has been submitted to the Authority verification by a competent person approved under the provisions of the phase I, phase II reports as well as the Remediation Method Statement undertaken by Omnia that any remediation scheme required and approved (reference A12486-2/1.0 and accompanied by a covering letter dated 19th June 2026) has been implemented fully in accordance with the approved details (unless varied with the written agreement of the Authority in advance of implementation). Unless otherwise agreed in writing by the Authority such verification shall comprise:

a. as built drawings of the implemented scheme;
b. photographs of the remediation works in progress;
c. certificates demonstrating that imported and/or material left in situ is free from contamination.

Thereafter the scheme shall be monitored and maintained in accordance with the scheme approved under this condition.

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

19. The bird and bat boxes and all other biodiversity design features set out in the application and the accompanying ecological assessment report prepared by Environment Guernsey dated February 2026 shall be installed/completed/made operational in accordance with the approved details prior to the occupation of any dwelling within the phase of development to which they relate.

Reason - In the interests of biodiversity/ecology and in accordance with the Guernsey Strategy for Nature, 2020.

20. The solar panels, ducting for electric bicycle charging points, and ducting for electric vehicle charging point cabling proposed within each phase of development shall be installed and made operational prior to the occupation of any dwelling

within the phase of development to which they relate.

Reason - In the interests of sustainable development.

21. 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.

INFORMATIVES

Please note that a crane permit from Guernsey Airport will be required prior to commencement of construction of the development.

OFFICER'S REPORT

Site Description:

The application relates to the Mallard Complex on Rue de la Villiaze, and land falling within a wider Agriculture Priority Area (APA) to the south. The site is located within the Airport Consultation Zone and the majority of the site falls within the Forest West Local Centre. The overall site area is approximately 2.4 hectares (14.6 vergées). Approximately 0.98 hectares of the site to the south of the Mallard is outside the Local Centre Boundary and in an Agriculture Priority Area.

The Mallard is a mixed-use establishment comprising visitor accommodation, a cinema, restaurant, health and beauty salon, and training facilities. The Venture Inn pub lies to the north of the Mallard Complex, adjacent to a detached bungalow known as 'TSalta'. Le Rondin School is to the east. These uses are all within the boundary of the Local Centre. The southern area of land falling within the APA which is outside of the Local Centre Boundary is laid to grass with high hedging on its boundaries.

Relevant History:

OP/2025/0706 - Outline planning application for residential development for 85 units of affordable and private housing (34 dwellings and 51 flats) involving creating

two new vehicle accesses to west boundary, reconfiguration of parking area and associated works (revised) – Granted 15/12/2025.

Existing Use(s):

The Mallard Complex, which is mixed-use comprising visitor accommodation, a cinema, restaurant, health and beauty salon, and training facilities, and adjoining land (Agricultural Use Class 28) to the south.

Background:

This application for the approval of Reserved Matters follows the granting of Outline planning permission for residential development comprising 85 units of affordable and private housing (34 dwellings and 51 flats - amounting to 69 units of Affordable Housing and 16 private market units) at an Open Planning Meeting held on 15th December 2025.

Outline permission is defined in Schedule 2 to the 2005 Law as planning permission subject to the reservation of matters for subsequent approval. These matters, known as 'reserved matters', are listed in section 18(1) of the General Provisions Ordinance and comprise siting, design, external appearance, means of access and landscaping. In this case, all the listed matters other than the means of access were reserved.

The principle of the development was considered at the Outline application stage and was found to be acceptable on an exceptional basis as a development of strategic importance under IDP Policy S5. The proposals were also considered acceptable in principle in relation to traffic, parking and highway safety and having regard to the effect on the character and appearance of the locality, on the setting of Protected Buildings in the vicinity and on neighbour amenity, including on Le Rondin School and its pupils.

However, the submitted layout was indicative and was not approved as part of the grant of outline planning permission which related only to the principle of the description of development proposed along with the means of access to the site. The assessment was based on the supporting information and indicative drawings submitted with the outline application.

Conditions were applied to the grant of Outline planning permission and further design refinement in several important areas was required prior to the submission of any reserved matters application. A revised CEMP was also required by condition to ensure that the construction phase would be managed effectively. It was also noted that the effect on the setting of the Protected Buildings in the vicinity would be further assessed at reserved matters application stage.

Reserved matters were required by condition to be submitted within one year of the granting of the Outline consent, with the development to be commenced within two years from that grant.

Brief Description of Development:

The application is for the approval of Reserved Matters for the Redevelopment of the site to create 16 Private Market residential units (6 dwellings and 10 flats) and 69 Affordable Housing units (27 dwellings and 42 flats), alterations to existing boundary and erect bus shelter, create 2 relocated vehicle accesses to west boundary, alterations to parking area, erect substation and associated works.

In support of the application the following documents have been submitted: -

- Design Statement, including the following appendices: -
    - ARUP Technical Note dated 19th February 2026
    - Environoise Acoustics report dated 23rd March 2026
    - Environment Guernsey Limited Ecological Statement dated February 2026
    - Waste Management plan
    - Omnia Contamination report
    - Active Travel Statement and Evie Limited Shared Mobility Hub report
    - Sustainability statement
    - Maximum building heights information
    - Boundary conditions information
    - Public Art statement
- Environoise Acoustics report dated 7th May 2026
- Omnia site assessment dated March 2026
- Omnia remediation method statement dated May 2026
- Letter from Guernsey Housing Association dated 14th April 2026

The proposed buildings are a mix of two and three storeys finished in render, brickwork and timber cladding. The application details the proposed phasing plan, comprising four phases of development commencing with the new road entrances and alterations to the Mallard car park, and concluding with Block F and associated external works.

To address conditions attached to the grant of Outline planning permission, all dwellings include roof mounted solar PV panels, detailed landscaping proposals are provided which include details of tree protection measures and native planting to support biodiversity. Integrated bat and bird boxes and bat-friendly lighting are proposed. The application includes provision for EV charging infrastructure for all parking spaces and a shared-mobility scheme is proposed.

Revised plans have been submitted during consideration of the application with further details of bicycle storage and bin stores within the scheme along with agreement by the applicant to the inclusion of an acoustic fence along the eastern boundary of the site with Le Rondin School. Additional details have also been received confirming the proposed arrangements for the use of topsoil on the site.

Due to the nature of these revisions and further details it was not necessary to re-advertise the application for public comment.

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

Island Development Plan Policies:
S1 - Spatial Policy
S3 - Local Centres
S5 - Development of Strategic Importance
LC2 - Housing in Local Centres
OC1 - Housing Outside of the Centres
OC5(A) – Agriculture Outside of the Centres - within the Agriculture Priority Areas
GP1 - Landscape Character and Open Land
GP5 - Protected Buildings – Setting of protected buildings in the vicinity of the site
GP7 - Archaeological Remains
GP8 - Design
GP9 - Sustainable Development
GP10 - Comprehensive Development
GP11 - Affordable Housing
GP17 - Public Safety and Hazardous Development
GP18 - Public Realm and Public Art
IP6 - Transport Infrastructure and Support Facilities
IP7 – Private and Communal Car Parking
IP9 - Highway Safety, Accessibility and Capacity

Parking and Traffic Impact Assessment Supplementary Planning Guidance
Mallard Development Framework Supplementary Planning Guidance (April 2022)
Strategy for Nature Supplementary Planning Guidance

Representations:

Submissions have been received and discussions held during consideration of the application for and on behalf of Le Rondin School concerning various issues of concern to the school, most particularly relating to the provision and specification of a suitable acoustic barrier, provision and details of a Construction Environmental Management Plan including provision for noise monitoring at the boundary, and regarding the proposed planting schedule including a planting toxicity assessment. Separate discussions have taken place regarding potential removal/relocation of the existing emergency access from the school.

In its formal representation on the application, the Education Governance Board (EGB) of Le Rondin School raises the following matters: -

- The EGB has not had the opportunity to review the acoustic fence specification or to commission independent assessment of its suitability and therefore cannot confirm that the proposed package of mitigation measures adequately addresses its concerns, or whether the proposed acoustic fence will maintain the internal noise standards required for specialist teaching

environments and meet the standards in Design Bulletin (DB) 93 (Acoustic Design of Schools).

- Conditions are requested to be imposed regarding matters including the height, design, specification, installation, performance effectiveness, monitoring and assessment and maintenance of the proposed acoustic fence.
- The EGB has not been provided with the developer's final CEMP and has therefore been unable to assess whether the proposed management arrangements are adequate to protect the school's operation during the construction period, through sufficiently robust and enforceable provisions. The Board requests that the CEMP contains specific, unconditional and enforceable commitments in respect of noisy working, plant operation, deliveries and set-down times, developed in direct consultation with the school prior to the commencement of any works.
- A condition is requested requiring continuous live acoustic monitoring at the school's boundary throughout the construction period, with agreed trigger levels for cessation of work and resolution of the exceedance established before works commence by reference to DB93 and in direct consultation with the school.
- The EGB is actively working to resolve emergency access to the school and is hopeful that an exit via the western boundary will not be required.
- The EGB states its commitment to constructive engagement with the Authority and developer and all other relevant parties and requests that future engagement between the developer and school is conducted on a collaborative and constructive basis.

Four letters of representation have been received from local residents. The matters raised are summarised as follows: -

- Accuracy of the submitted plans in relation to indication of mature trees on boundary, depiction of representors' property and ambiguity concerning proposed block J. The representors are concerned that a decision could be made on inaccurate information and request amendments to the plans and a further period of public consultation.
- The number and density of dwellings is excessive and the scale of development not reflective of the character and existing pattern of development in the Parish.
- The scale and height of the proposed buildings, particularly those on the southern part of the site, are out of character with the surroundings and would dominate neighbouring properties.
- The level of proposed parking provision is inadequate and likely to result in overspill parking onto surrounding roads. Application documents should clearly distinguish between parking allocated to the existing Mallard complex and that for the proposed development.
- Particular concerns about the height of and potential overlooking from Blocks M, N and O on the southern boundary. Full height windows proposed to bedrooms and bathrooms should be amended to remove overlooking.
- Significant concerns regarding the height and massing of Blocks A, B and G along Rue de la Villiaze which are considered out of character with nearby

properties, particularly Block G at three full storeys being c.2m higher than The Mallard and only c.1m from the pavement, creating an overbearing street presence out of keeping with the area.

- Strongly object to Block N, particularly the open-sided communal stair and access areas on the south elevation. Request that these be enclosed to eliminate overlooking.
- Perimeter buildings should not exceed 1.5 storeys high, with taller three-storey buildings positioned more centrally within the site.
- Request a condition on any planning permission that the tall Leylandii hedge be retained and replaced at end of life with similar screening. Remain concerned that future occupants of the development might challenge the hedge under High Hedges legislation.
- Impact on Forest Primary School, school capacity and question how additional demand would be accommodated and at what cost.
- The project architects have incorrectly stated that the southern field is not in agricultural use, although this was corrected at the Open Planning Meeting at which Outline permission was granted, and appear to infer that no residential development is proposed on this land, although the submitted application contradicts this.
- The architects state that the site is one of only two sites capable of delivering Affordable Housing at meaningful scale in a short timeframe, which is disputed.
- The bus shelter is incorrectly positioned as 95%+ of bus users are likely to be waiting on the west side of the road to travel towards Town and the shelter will be open to prevailing winds from the south-west, a suggested better design being that at the Airport which includes a seating rail and gives better protection from inclement weather.
- The architects refer to a States of Guernsey ebike subsidy scheme which no longer operates.
- The architect's/developer's active travel document was not drawn up by external experts and does not truly address active travel for pedestrians, cyclists, disabled people or bus users.
- Naming the development Les Landes would be inappropriate, with La Rue des Landes 100m to the north of the site, and a suggested better name would be Carey Quarter (The Mallard).
- The landscape proposals indicate the existing high conifer hedge to be retained but a representor is in discussion with the developer to secure its replacement with alternative species along their common boundary.
- Concerns about the size and massing of the residential blocks, in particular at the south end of the site (blocks M, N and O). At 11.23m ridge height block N is taller than the Mallard premises. All these blocks are of a scale more appropriate to an urban environment and are close to the south boundary with little or no amenity space. If built further north and reduced in height problems of overlooking properties to the south would be much reduced.
- The development flies in the face of the Ecological Assessment recommendation to confine the developed landscape and incorporate extensive green space to reduce the loss of existing habitats. The size and

number of proposed units together with roadways and paths around the southern part of the site make a mockery of this advice.

- The letter from the GHA expresses support in principle but admits they are yet to agree to partner with the developer. This is thought to be essential to the fulfilment of the project and the application should not be approved without the appropriate commitment from the GHA.

The Constable of Forest has stated that they were copied into one of these letters of representation and share the concerns raised in the letter. They request to be kept informed as to the status of the application and whether any of the concerns can be addressed.

Consultations:

Traffic & Highway Services

Having previously responded to the Development Framework and Outline Planning Application relating to this site, I can confirm that I have reviewed the matters listed under the reserved matters relating to road safety, active travel, cycle parking and shared vehicle / mobility and the provisioning of bus layby & shelter as detailed in Section 6 (items iv – vii) and also the commentary relating to the road safety and traffic management in terms of CEMP.

I have also reviewed the drawings provided in terms of the design of accesses & the position / geometry of the bus layby and can confirm that the designs shown for both the north and south access and bus layby meet the technical standards as previously set out.

On the basis of the above, THS raises no concerns in relation to the reserved matters and will work with the developer as needed throughout the phased development of the site.

The Office of Environmental Health and Pollution Regulation

The following conditions are recommended to be attached to any consent: -

Construction Environmental Management Plan

A Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Authority prior to the commencement of demolition or construction works with the exception of the construction of the boundary fence between the site and Le Rondin School and development of the main site access points. 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. This should include the Environoise acoustic report and the specification and temporary locations of the portable acoustic screen or equivalent measures.

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.

Contaminated land

The development hereby permitted shall not be occupied or brought into use until there has been submitted to the Authority verification by a competent person approved under the provisions of the phase I, phase II reports as well as the Remediation Method Statement undertaken by Omnia that any remediation scheme required and approved (reference A12486-2/1.0 and accompanied by a covering letter dated 19th June 2026) has been implemented fully in accordance with the approved details (unless varied with the written agreement of the Authority in advance of implementation). Unless otherwise agreed in writing by the Authority such verification shall comprise:

a. as built drawings of the implemented scheme;
b. photographs of the remediation works in progress;
c. certificates demonstrating that imported and/or material left in situ is free from contamination.

Thereafter the scheme shall be monitored and maintained in accordance with the scheme approved under this condition.

Guernsey Airport

Following discussion with the Airport team, we agree that we are content provided the changes are minor from the previously approved application and there is no increase in building heights above 13m.

Given the site location, a crane permit will be required during the build phase, which may be worth highlighting to the applicant.

Summary of Issues:

- Density, mix and type of housing
- Design and impacts on character and appearance
- Traffic, parking and highway safety
- Impact on the setting of protected buildings in the vicinity
- Effect on adjoining properties
- Other matters

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).

Density, mix and type of housing

The density, mix and type of housing proposed are considered acceptable and are consistent with the Outline planning permission which related to the principle of the scheme.

The application is accompanied by a letter from the Guernsey Housing Association which confirms that they have given in-principle approval to work with the developer to deliver the proposed 69 Affordable homes on the site.

A suitable planning condition can be imposed to ensure the provision of the Affordable Housing proposed in accordance with the accepted justification for this development at Outline stage under Policy S5 of the Island Development Plan and compliance with the proposed phasing of development which specifies that the 69 Affordable dwellings are provided within phases 2 and 4 of the overall scheme. Phase 2 of the development relates to the southern part of the site and contains 54 Affordable homes. Phase 4 is a block of one-bedroom flats to the east of the site which contains a further 15 Affordable homes.

Design and impacts on character and appearance

Concerns have been raised in the representations received regarding the scale, height and massing of the proposed development and the proximity of some blocks to the road and to boundaries. However, the design, layout, scale and appearance of the proposed buildings are considered acceptable having regard to their likely effects on the character and visual amenity of the locality and are consistent with the Outline planning permission which related to the principle of the scheme.

The proposals accord with IDP Policy GP8: Design and Policy GP9: Sustainable Development. The proposed development achieves a good standard of architectural design and demonstrates effective and efficient use of land, whilst providing adequate levels of amenity and landscaping. All units are designed to Lifetime Homes standards and include roof mounted solar PV.

The accuracy of the submitted plans and supporting information has been carefully considered having regard to the representations received, however the submitted details enabled consideration of the submitted proposals and their likely impacts to be fully assessed. There was consequently no requirement to extend the period of public consultation beyond its statutory length or to seek amendment or withdrawal of the application on this basis.

The application is accompanied by a comprehensive landscaping scheme which has been compiled in accordance with the requirements of the Outline permission and the application is supported by an Ecological Statement dated February 2026. The detailed landscaping proposals include details of tree protection measures and native planting to support biodiversity. Integrated bat and bird boxes and bat-friendly lighting are proposed. Planning conditions can be applied to require implementation of the proposed landscaping and ecological measures, and in relation to a lighting scheme and a landscape management plan.

Revisions have been secured during consideration of the application in relation to the details of cycle parking/storage and bin stores. These revisions were of a minor nature and did not necessitate re-advertisement of the application. Further details of these features and their implementation can be required by condition.

The proposals include acceptable provision for public art as part of the naming strategy for the site. Further details and implementation of the public art can be secured by planning condition.

Conditions relating to further details of external materials, the design of the timber screens proposed to first and second floor circulation areas to some blocks of flats, and regarding implementation of sustainable development features and the waste management plan are required pursuant to IDP Policies GP8 and GP9.

Traffic, parking and highway safety

The application includes details of the proposed accesses, bus layby and shelter, active travel provisions and the results of a survey of parking requirements for the Mallard complex. Traffic & Highway Services has been consulted and raises no concerns in relation to the reserved matters and will work with the developer as needed throughout the phased development of the site.

The application includes provision for EV charging infrastructure for all parking spaces and a shared-mobility/car-sharing scheme is proposed.

Planning conditions can be imposed to require implementation of the shared-mobility scheme and the details of and provision of the proposed bus shelter. There is no scope as part of the current proposed development to provide bus waiting facilities on the opposite side of the road. The detailed design of the shelter can take account of comments received about providing adequate protection from prevailing winds.

Although representors have queried the adequacy of the proposed parking facilities, and whether these are intended to be dedicated or shared, the submitted details are clear as to the proposed parking provision which is considered justified on the evidence presented within the application.

Subject to the above, the application accords with the Outline permission granted, and there are no grounds to refuse the application in relation to traffic, parking or highway safety issues.

Impact on the setting of protected buildings in the vicinity

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 15 to Part IV of The Land Planning and Development (General Provisions) Ordinance, 2007, sets out additional material considerations that apply to protected buildings, referring back to the considerations set out under Section 14 in respect of protected monuments, of which the following is relevant:

a) the desirability of preserving the special interest by reason of which the protected monument is listed,
b) the opportunity that the development may afford to restore, enhance or improve the protected monument or its setting.

Policy GP8 states that, within areas of higher protection, such as, inter alia, where development relates to protected buildings or their settings, development will be expected to conserve the particular special interest of those buildings and refers further assessment to the relevant policy relating to protected buildings, namely Policy GP5. The policy text to Policy GP5 is not directly applicable in this case, where

works are not proposed directly to a protected building, however the pre-facing text states that policy provides for appropriate development, and to manage change, of the historic environment in order to secure, as far as possible, the particular special interest of protected buildings whilst at the same time taking into consideration the requirement to meet the social and economic aims of the States of Guernsey and the reasonable aspirations of property owners. Policy GP9 (b) states that proposals for new development will be supported where it has been demonstrated that, inter alia, the development will not have an adverse effect on the special interest of protected buildings.

The potential effect on Protected Buildings has been assessed for the current Reserved Matters application in the light of the relevant policies and statutory duties.

There are several protected buildings within the vicinity of the application site. The proposed development has been assessed in terms of its potential effect on the setting of these protected buildings having regard to the visual relationship between the protected building and the proposed development taking account of the indicative location, scale and appearance of buildings, together with associated development and infrastructure (e.g. roads, car parking, bicycle parking). In the case of Protected Buildings at La Villiaze, New Road (PB1420 – situated 140 metres to the south-west) and Taranaki, La Rue De L'Epinel (PB1730 – situated 180 metres to the south-east) there would be a negligible negative effect on the setting. Policy GP5 requires any negative effect on the setting of a protected building to be balanced against the reasonable aspirations of the property owner and/or the social and economic benefits of the development. It is concluded that the benefits of the development outweigh the negligible effect on setting.

Further protected buildings are located within the wider area (including Cambrai, Le Bigard (PB1413), Le Cas Rouge, Le Cas Rouge (PB1419), Le Manoir de la Foret, Rue Du Manoir (PB1418), Shamrock Villa, Le Bigard (PB1414), La Carriere, La Rue du Bigard (PB1412), Les Caches, La Rue des Villets (PB1673) and Apple Tree Farm, Les Villets (PB1652)) however, taking into account the distance and relationship to those properties, and the absence of shared boundaries, there is no potential for the proposed development to affect the setting of those buildings.

The Reserved Matters application complies with Policies GP5, GP8 and GP9 in relation to the setting of protected buildings and meets the statutory duty set out within Section 34 of the Law.

<u>Effect on adjoining properties</u>

The Mallard Development Framework states as follows:
"Development should be respectful of the adjoining built form and scale which should be in keeping with the surroundings. Careful consideration needs to be given to issues of overlooking, overshadowing and outlook, both in terms of existing residents of neighbouring properties and also residents of any new development on site. This is

particularly important at the boundary with Le Rondin School where existing planting should be improved to enhance visual screening and noise attenuation between the two sites."

Representations were received and considered at the Outline planning application stage on behalf of Le Rondin School and from other residential neighbours of the site. Matters raised relating to the impact on Le Rondin School and its pupils relate both to the development itself and the construction phase, given the sensitivity of this neighbouring use.

A final updated Construction Environmental Management Plan (CEMP) has not yet been received. However, the applicant has agreed to the inclusion of an acoustic fence along the eastern boundary of the site with Le Rondin School, the details of which are being finalised and which would be provided as the first element of work on the site prior to any other development taking place. As the application as originally submitted included a non-acoustic fence in the same location, this commitment did not necessitate re-advertisement of the application. Precise details of the acoustic fence and its implementation can be secured by planning condition.

The Office of Environmental Health and Pollution Regulation (OEHPR) has been consulted on the application and recommends the imposition of a condition in relation to the requirement for a CEMP. The Outline permission required consultation on the CEMP with Le Rondin School and this requirement for consultation would remain.

Regarding the effect of the development on other neighbours, the representations received have been carefully considered however the proposals are not considered to have potential to adversely affect the privacy and amenity that neighbouring residents to the south of the site might reasonably expect to enjoy, principally due to the considerable intervening distance. The proposals are considered to respect the privacy and amenity of these and other residential neighbours of the site.

<u>Other matters</u>

The development was previously screened for EIA against the matters set out in Schedule 4 of the EIA Ordinance and it was concluded that an EIA is not required. This conclusion applies equally to the current Reserved Matters application.

The application included a consultant's report and remediation method statement dealing with land contamination issues, which have been subject of consultation with the OEHPR. In addition, further details have been received confirming the proposed arrangements for the use of topsoil on the site. The OEHPR has concluded that the proposals are acceptable and recommends that a planning condition be imposed relating to verification and monitoring of the proposed remediation measures.

Guernsey Airport previously required that the buildings do not exceed 13m above ground level. No objection is raised to the current proposal which does not increase the heights of buildings and remains within this limit. A crane permit will be required during the build phase.

Whilst comments were received about local school capacity, the Committee *for* Education, Sport and Culture was previously consulted as part of liaison between the Planning Service and Le Rondin School during the processing of the outline planning application and no comments were made regarding this aspect. The Outline permission established the principle of the quantum and type of housing proposed on this site. Should there be instances where schools are over-subscribed there are defined mechanisms in place within the Island's education system to manage this.

Concern has been expressed by neighbours that present screening by the high conifer boundary hedge could be reduced under the High Hedges Law if the development were allowed to go ahead. It should be noted however that under the High Hedges (Guernsey) Law, 2016, a High Hedge Notice cannot require the reduction in the height of a hedge to less than 2 metres above ground level or the removal of the hedge. Planning conditions can however be imposed requiring implementation of the submitted landscaping scheme and retention of the existing hedge. Any substantive changes to the hedge would then require prior planning consent.

The archaeological potential of the site is regarded as low with no specific mitigation measures anticipated.

Date: 30th June 2026