

Braye Lodge Development Framework

Supplementary Planning Guidance December 2017

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1. Introduction

1.1. This Development Framework provides planning guidance for the residential development of the Braye Lodge Housing Allocation site. It provides broad, comprehensive and practical guidance on how policies in the Island Development Plan (IDP) will be applied to the site. Once approved, this Development Framework will become Supplementary Planning Guidance and will be taken into account when considering planning applications on the Braye Lodge site. The overall intention is to provide for development which will relate to the surrounding area.

2. Site Overview

2.1. The Braye Lodge Housing Allocation site is located partly within St Peter Port and St Martin Parishes. The Housing Allocation site area is approximately 0.4 hectares (2.4 vergées). The site consists of a former hotel which is currently used as a lodging house, a detached dwelling and a large associated parking area. The site is within the St Peter Port Main Centre Outer Area and is allocated in the Island Development Plan for housing development. This is a single site and one of 15 allocated for housing development in the Plan.

3. Planning Policy Context

3.1. Under the policies of the Island Development Plan (IDP), this site falls within the St Peter Port Main Centre Outer Area. As the site is designated as a Housing Allocation Site, IDP policies state that the site can only be developed for residential accommodation and, if appropriate, complementary development such as shops.

3.2. However, given the location of the site within reasonable distance of existing shops, services and facilities, complementary development is not necessary on site and as such the site should be developed solely for housing. Other policies in the IDP that are of particular relevance to this site are referred to throughout this Development Framework, and are summarised in Appendix 1. Image 1 shows the relevant extract from the IDP Proposals Map, illustrating the policy designations and local area. The Braye Lodge site is outlined in red.

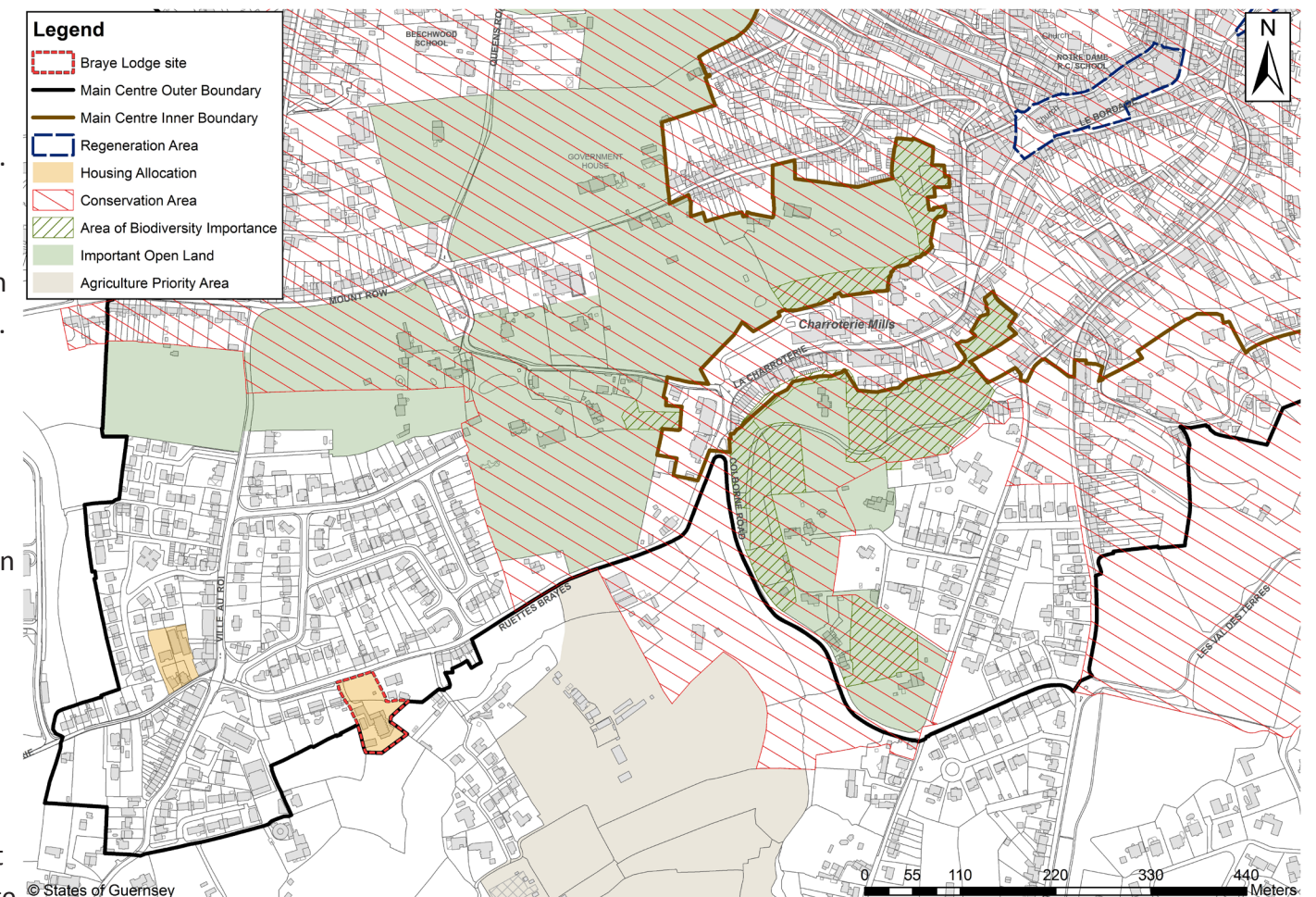


Image 1: Extract from the IDP Proposals Map showing the Braye Lodge housing allocation site outlined in red.

4. Surrounding Area

Services, Facilities and Access

4.1. The site lies within a 15 to 20 minute walk of the St Peter Port town and its shops and services. The St Martins Local Centre including shops and services is also within a 15 to 20 minute walk. Other nearby facilities include the Princess Elizabeth Hospital, the Medical Specialist Group and a petrol station with associated convenience shop.

4.2. The site is accessed off Ruettes Brayes which is an arterial route into the St Peter Port town centre and is classified as a Traffic Priority Route. The area is well served by local bus routes, with stops at the top and bottom of Ruettes Brayes and the P2 Parish Link stopping along Ruettes Brayes. There are footpaths on the main roads within the area, including Ruettes Brayes, providing good connections to Town and all its services and facilities. The site is located along a straight section of the highway and includes low roadside walls.

Surrounding Built Development

4.3. Built development surrounding the site is predominantly residential. To the north of Ruettes Brayes and to the north-west of the site, the properties forming part of the Ville Au Roi estate are elevated above the highway on a plateau with their gardens backing onto the highway. The properties are generally two storeys and of mixed design including pitched and hipped roofs. To the north and north-east of the site there is a ribbon development of traditional two and two and a half storey dwellings fronting onto the highway.

4.4. To the south of Ruettes Brayes and to the west of the site, is a ribbon development of four one and a half storey 1970s style dwellings. The dwellings are situated parallel with and below the highway. To the east of the site is a two storey 1970s style dwelling situated below the level of the highway and set within a generous plot. Beyond this is a row of three pairs of semi-detached two storey dwellings fronting onto the highway.

4.5. The building line to the north and south of Ruettes Brayes is varied with the properties to the south of Ruettes Brayes and immediately adjacent to the site having little presence within the street scene due to the dwellings being positioned below the level of the highway. This also has the effect of making the site more prominent.

4.6. Buildings around the site are generally one and a half, two and two and a half storeys with change in levels exaggerating or reducing the apparent scale and massing of properties from the highway. The form, scale and character of buildings in the surrounding area vary, though the predominant building materials are painted render with slate and pan-tile roofs. Boundary walls are predominantly constructed of granite.

4.7. There are no protected buildings, protected monuments or protected trees in the immediate area and no known sites of archaeological importance on the site or within the immediate area. However, there are glimpses of The Mill between trees and across the site when viewed from Ruettes Brayes.

Landscape and Views

4.8. The site is on the outskirts of town and the surrounding character reflects the transition from an urban environment towards less built up and more rural landscapes. The site forms part of an upland landscape and bounds the South Eastern Plateau with the backdrop of a valley. The site itself forms part of a built up area focused around the junction between Ville Au Roi and Ruettes Brayes to the west and the Ville Au Roi estate to the north. This built up area is separated from the Town settlement extending along La Charroterie by a largely undeveloped valley which is interspersed with pockets of mainly residential properties.



1. Looking north from site car park



2. Looking north from site car park



3. Looking east from Ruelle Brayes



4. Looking east along Ruettes Brayes



5. Looking west from Ruelle Brayes



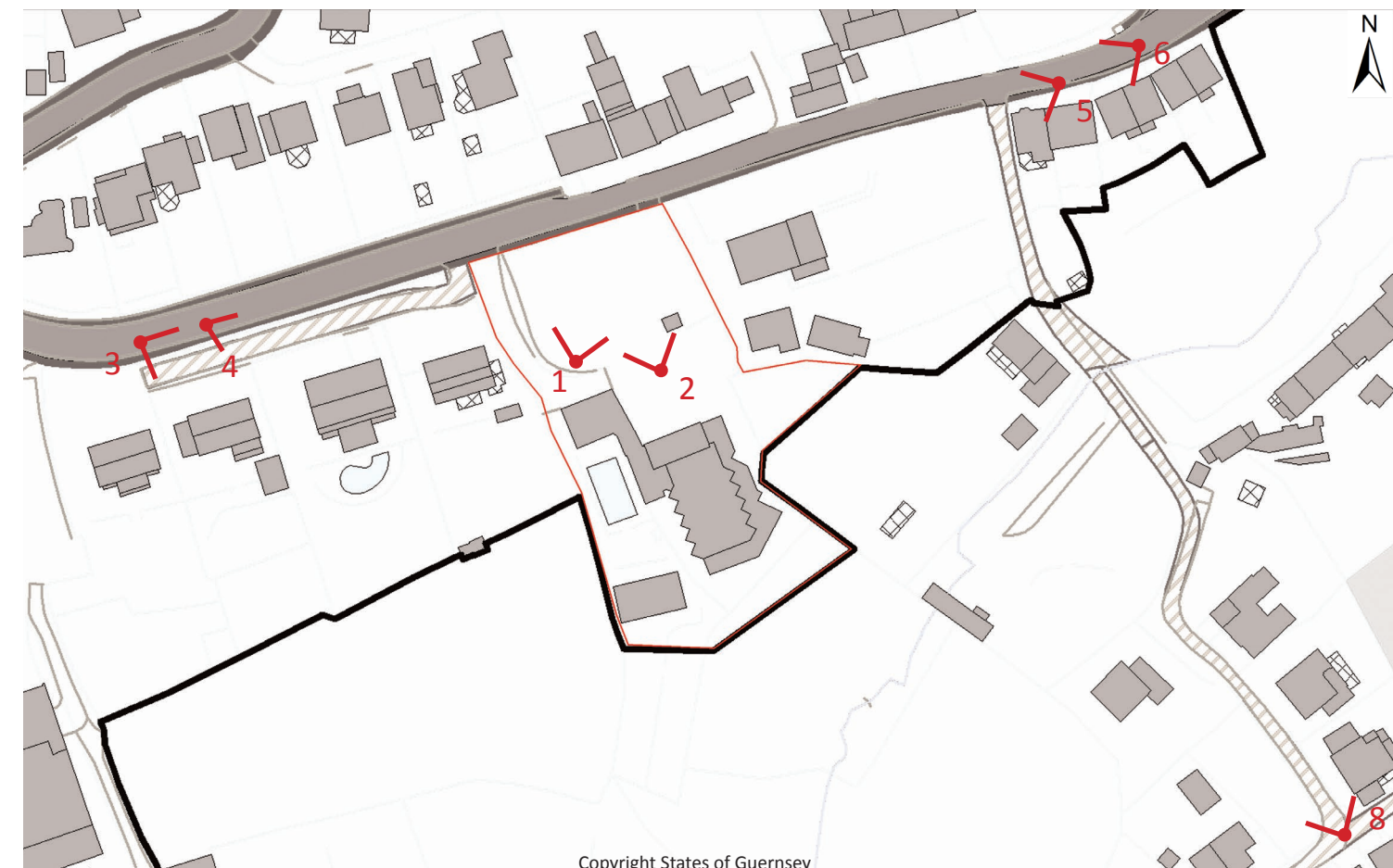
6. Looking west along Ruelle Brayes



7. Looking north-east from Steam Mill Lane, (not shown on map)



8. Looking north west from St Peter's Valley



Location of viewpoints 1-8

5. Site Description

5.1. The Braye Lodge Housing Allocation covers an area of approximately 0.4 hectares (2.4 verges).

5.2. The site consists of a traditional three storey pitched roof building with later single and two storey flat roof extensions. The site is set back approximately 45 metres from the highway and elevated slightly (approximately two metres) above the highway. The building is a former hotel which is currently used as a lodging house. There is a one and a half storey 1960s style dwelling to the south-west of the main building. The buildings are finished with painted rendered walls and pan-tile roofs. In front of the buildings is a large hard surfaced parking area. The set back of buildings on the site and the large expanse of hard surfacing detracts from the character and appearance of the area.

5.3. The topography of the site and surrounding area is varied. The site gently slopes down from west to east. From north to south there is a dip down from the highway, the site then gently slopes up by a couple of metres to the existing building before steeply dropping down the valley slope beyond the existing building and beyond the south boundary of the Housing Allocation site. To the east the adjacent property is between approximately 2 to 4 metres lower with a retaining wall along the boundary. To the west the adjacent property is at a similar level to the site although the rear garden of the adjacent property rises approximately 2 metres above the site.

5.4. The site is served by two accesses from Ruettes Brayes, designated as an in and out. Low roadside walls enable good sightlines although the sightlines from the exit in the north-east corner are partially restricted by planting on the neighbouring property to the east.

5.5. The boundaries of the site consist of high granite retaining walls with hedging above to the east, high granite and blockwork retaining walls to the south, a granite wall with hedging above to the west and a low granite wall along the north roadside boundary.

5.6. Mature trees to the east of the site contribute to the landscape character and provide an important backdrop and screening to the site, however the majority of these trees are located outside of the site boundary. Apart from this, there is little soft landscaping on the site with hedging along the west boundary of the car park offering little to the landscape character of the area. Beyond the site to the south-east is a grassed valley floor with a stream which is under the same ownership.

5.7. Public utility services are available in Ruettes Brayes. The foul drainage network does not extend down the public highway to the site so as at present any foul drainage will need to be pumped. The foul water pumping station to the south-east of the parking area may require relocating on the site to accommodate the development. Any change to the current pumping arrangements would need approval from Guernsey Water. Regarding potable water, the water main in the road has

sufficient capacity and any development should allow for a water system designed for pressure of around 3 bar (30 metre head).



9. Braye Lodge



10. Frontage of site from Ruelle Brayes



11. Covered swimming pool and dwelling to rear



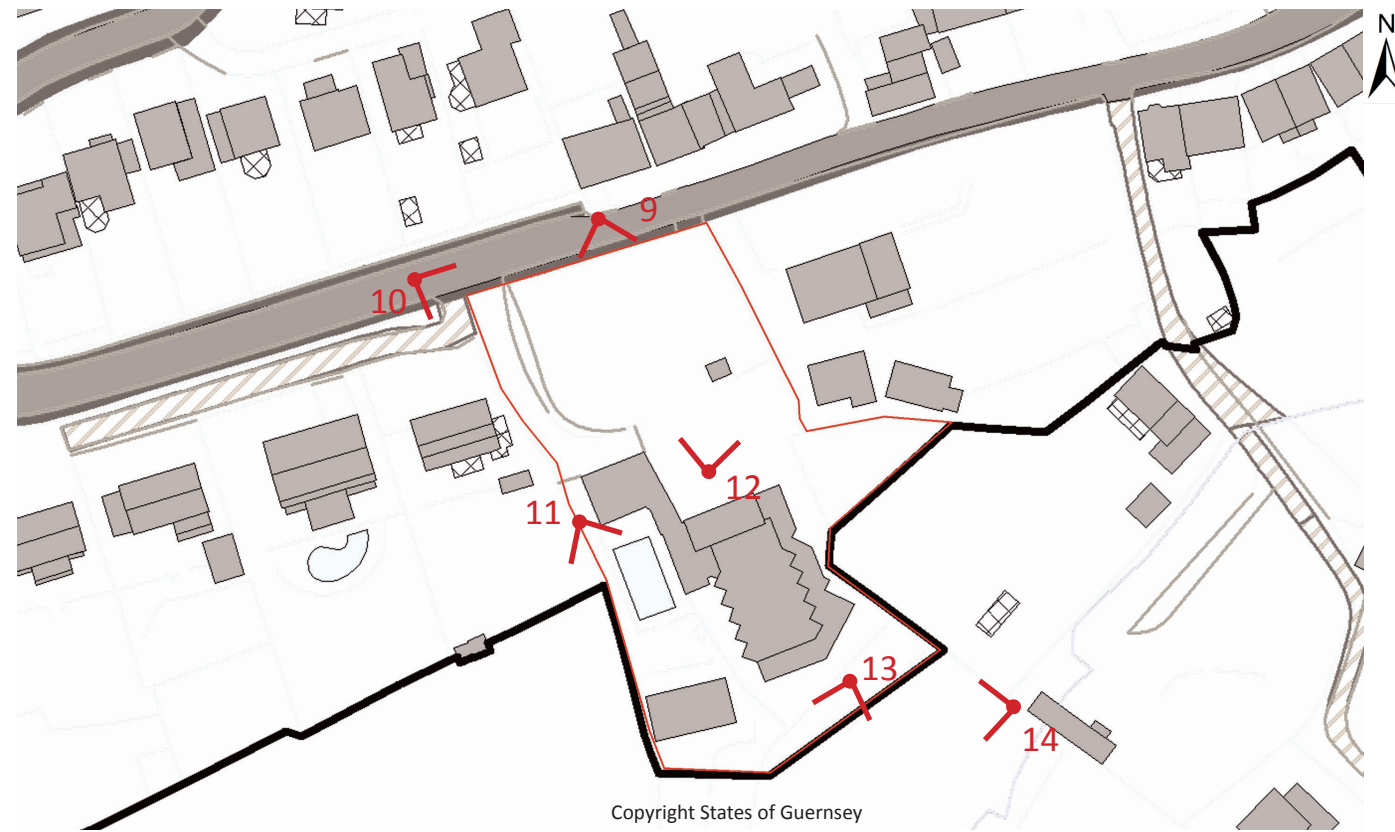
12. View towards east boundary



13. High retaining wall to rear



14. Rear boundary from valley



Location of viewpoints 9 -14

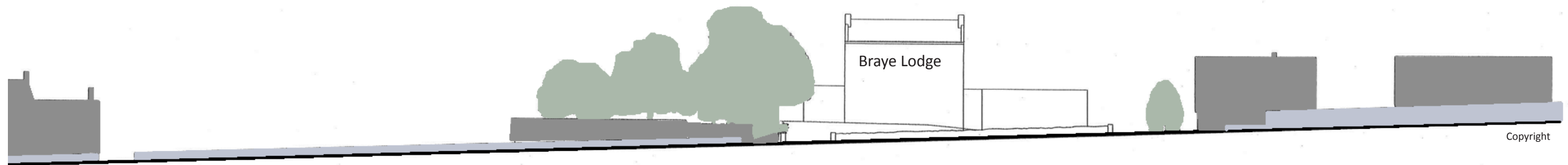
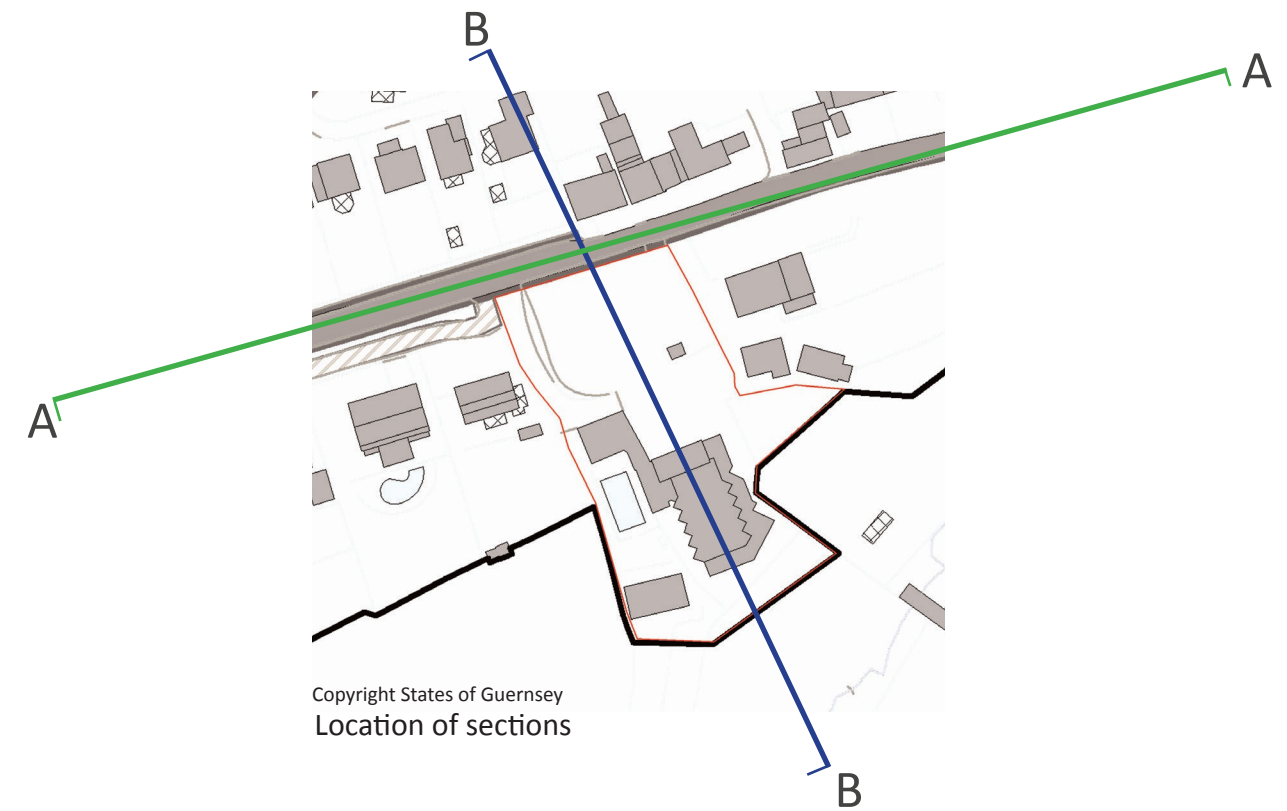


Image 2: Section AA

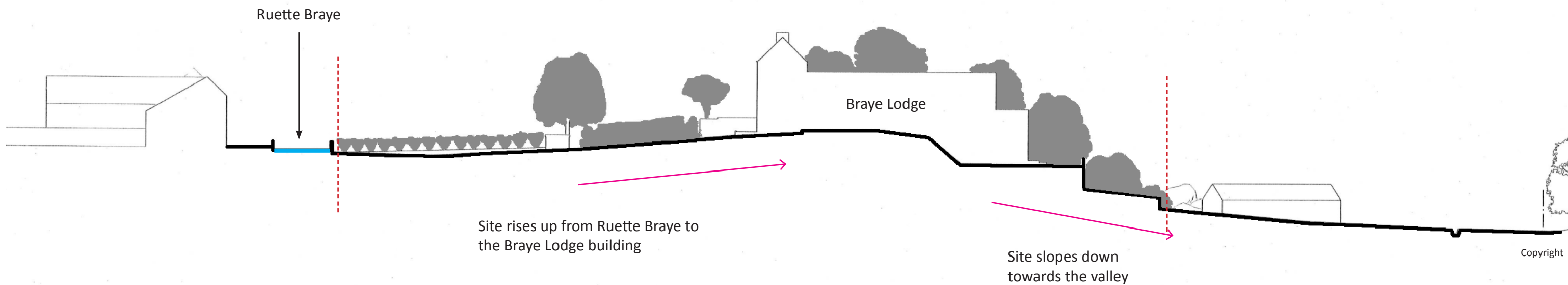


Image 3: Section BB

6. Site Analysis

6.1. Proposals for development need to take into account the constraints and opportunities that the site presents so that the design and layout respond to the specifics of the site. The main constraints and opportunities of this site are described below and these are acknowledged within the Development Guidelines in the next section.

Views

6.2. Due to the change in levels and the nature of adjoining properties, the development on this site could form a prominent skyline feature, so views into, as well as out of the site will be important and should be considered in the layout, scale and design of any proposed development.

Demolition of Buildings

6.3. The traditional three storey element of the existing building makes a limited contribution to the character of the area and its demolition could be considered. The modern single and two storey flat roof extensions and the detached dwelling to the south-west do not make a positive contribution to the character and appearance of the area and their demolition would be encouraged, having regard to policy GP9.

Street Scene

6.4. The existing expanse of hard surfaced car parking has a detrimental effect on the character and appearance of the area. Adjacent properties to the east and west are set back from the highway and set below street level providing limited street presence.

Topography

6.5. Dwellings should follow the topography and step up the hill to contribute to local character and should avoid blank walls at ground level.

Architectural styles

6.6. There is no dominant architectural style in the area with examples of both traditional and contemporary styles.

Adjoining uses

6.7. The adjacent property to the east is at a lower ground level which could result in overlooking and overshadowing.

Existing boundaries

6.8. The combination of granite walls and/or soft landscaping are characteristic of the area and should be retained and enhanced.

Access Arrangements

6.9. The existing low granite roadside walls and nature of the highway provides scope to provide an appropriate access for the residential development of the site that would meet the minimum Traffic Engineering Guidelines for Guernsey.

Landscaping

6.10. Where appropriate existing trees within the site along the east boundary should be retained and additional planting should be undertaken to break up the outline of the development in views of the site from the surrounding area. Consideration should be given to plant selection to avoid shading of neighbouring properties, particularly to the east. Options to enhance the biodiversity, landscape and amenity value of the valley to the south of the Housing Allocation site should be explored.

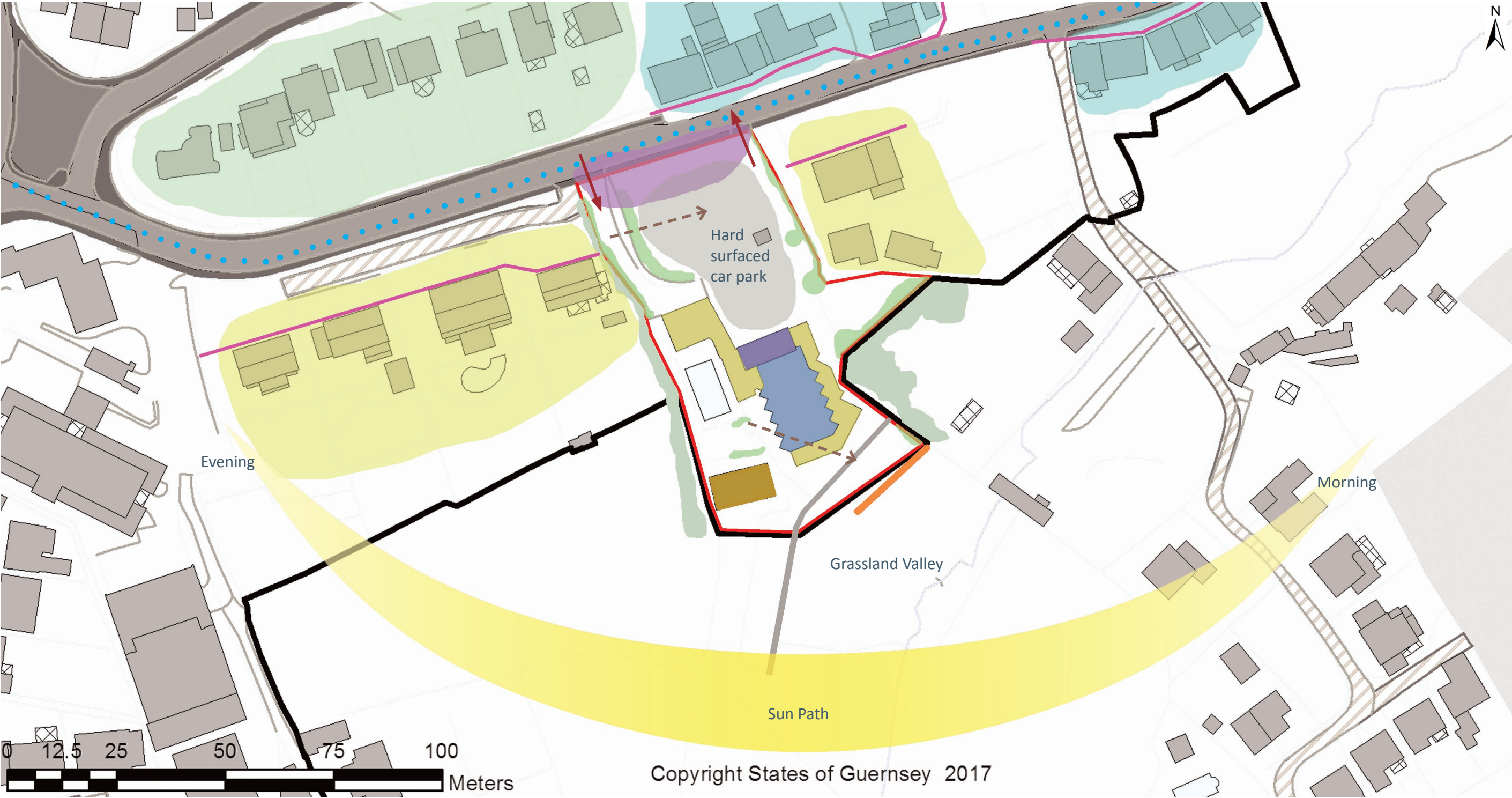


Image 4: Site Analysis

	Site Boundary		Dwellings above street level with gardens backing onto the road		Single storey flat roof		Existing Planting		Drainage
	Main Centre Outer Area Boundary		Dwellings below street level		2 storey flat roof		Building Line		Bus route
	Existing access		Dwellings providing an active frontage at street level		3 storey pitched roof		High retaining wall		
			Lack of frontage		1 1/2 storey pitched roof		Low retaining wall		

7. Development Guidelines

7.1. The following guidelines must be read in association with the preceding analysis and context, and development proposals should respond appropriately to the constraints and opportunities identified.

Density and Housing Numbers

7.2. Any development proposal must involve a comprehensive scheme for the whole of the site in order to make the most effective and efficient use of the land. The density and form of development shall be designed to integrate well with the overall character of the surroundings. New dwellings will be expected to respect the form, bulk and massing in the vicinity and be in the range of 2 to 3 storeys. Due to the change in levels there would be potential to allow development if suitably designed and located, to increase in height stepping up the slope to the south.

7.3. Securing an efficient and effective use of the developable land will be highly dependent on the design response to other criteria and to material planning considerations. For example, satisfactory and appropriate architectural design and scale, the impact on the amenities of neighbouring residents and the provision of suitable amenity space for residents. Based on a mixture of 2 and 3 storey dwellings there may be an opportunity to provide a medium density residential development of between 25-50 dwellings per hectare which will provide a yield of between 10 and 20 dwellings for the site. However, it is important to note that this density and yield are indicative. The site may be able to yield more, or less dwellings, subject to meeting all the development and design guidelines as set out in this Framework.

Siting of Development

7.4. The development of the site should include buildings fronting onto Ruettes Brayes which create a positive and active street frontage. Due to the varied building line and levels along the highway, there could be scope to either follow the building line of adjacent properties or to create a new building line closer to the highway.

Mix and Type of Housing

7.5. Policy MC2: Housing in Main Centres and Main Centre Outer Areas requires an appropriate mix and type of dwellings to be provided. The mix and type of dwellings should be reflective of the demographic profile of households requiring housing based on the most up to date evidence available, balanced with the need to respect the surrounding character of the area and the requirement to demonstrate the most effective and efficient use of land. The exact mix will be determined at the point of any planning application on the site, informed by the most up to date information such as Housing Needs Studies and other relevant information held by the States of Guernsey.

7.6. Developments which result in a net increase of 20 or more dwellings are required to provide a proportion of the developable land for affordable housing in accordance with Policy GP11.

Potential Effect on Neighbours

7.7. Buffer zones should be established on the site to protect adjacent properties that would otherwise have current amenities affected by the development of the site, particularly the property to the east which is at a lower ground level than the site. A mixture of landscape, planting and spatial buffers should also afford privacy to new dwellings on the site.

Access, Parking and Transport Infrastructure

7.8. The development should provide a single point of access onto Ruettes Brayes with visibility splays, layout and design which meets the minimum Traffic Engineering Guidelines for Guernsey and Part P of the Building Regulations. This could either be through utilising the existing western access or relocating the access. However, by virtue of the reduction in the width of the highway, it is recommended that the access is formed within the western section of the front boundary and the existing eastern exit is blocked up.

7.9. In accordance with policy IP7: Private and Communal Car Parking, and Parking Standards Supplementary Planning Guidance, appropriate levels of parking must be provided on site for cars, motorcycles and bicycles. However the strict application of standards can sometimes have an undesirable impact upon the appearance or function of a particular development and although the provision of parking should be expected to comply with Supplementary Planning Guidance: Parking Standards and Traffic Impact Assessment, it will be interpreted flexibly where it is considered that a better overall development can be achieved. The parking standards are set out on pages 6 and 7 of the Supplementary Planning Guidance. Cycle parking should be considered at the outset of the design process and be covered, secure and easily accessible in order to comply with policy IP6: Transport Infrastructure and Support Facilities. Proposals must also demonstrate compatibility with policy IP9: Highway Safety, Accessibility and Capacity where the road network must be able to cope with the increased demand resulting from the new development.

Sustainable Design

7.10. Policies GP8 and GP9 seek a high standard of design which respects and where appropriate enhances the character of the environment. Proposals should consider in the design, layout and orientation of buildings, their form of construction and materials used to deliver more sustainable development and reduce energy demand. This includes accessibility to and within the building for people of all ages and abilities offering flexible accommodation that is able to respond to people's needs over time.

Landscape Design

7.11. A comprehensive landscaping and planting strategy will be required as part of any development proposals and should consider opportunities to help screen the development, to minimise the impact on the amenities of neighbouring residents and to increase biodiversity on the site.

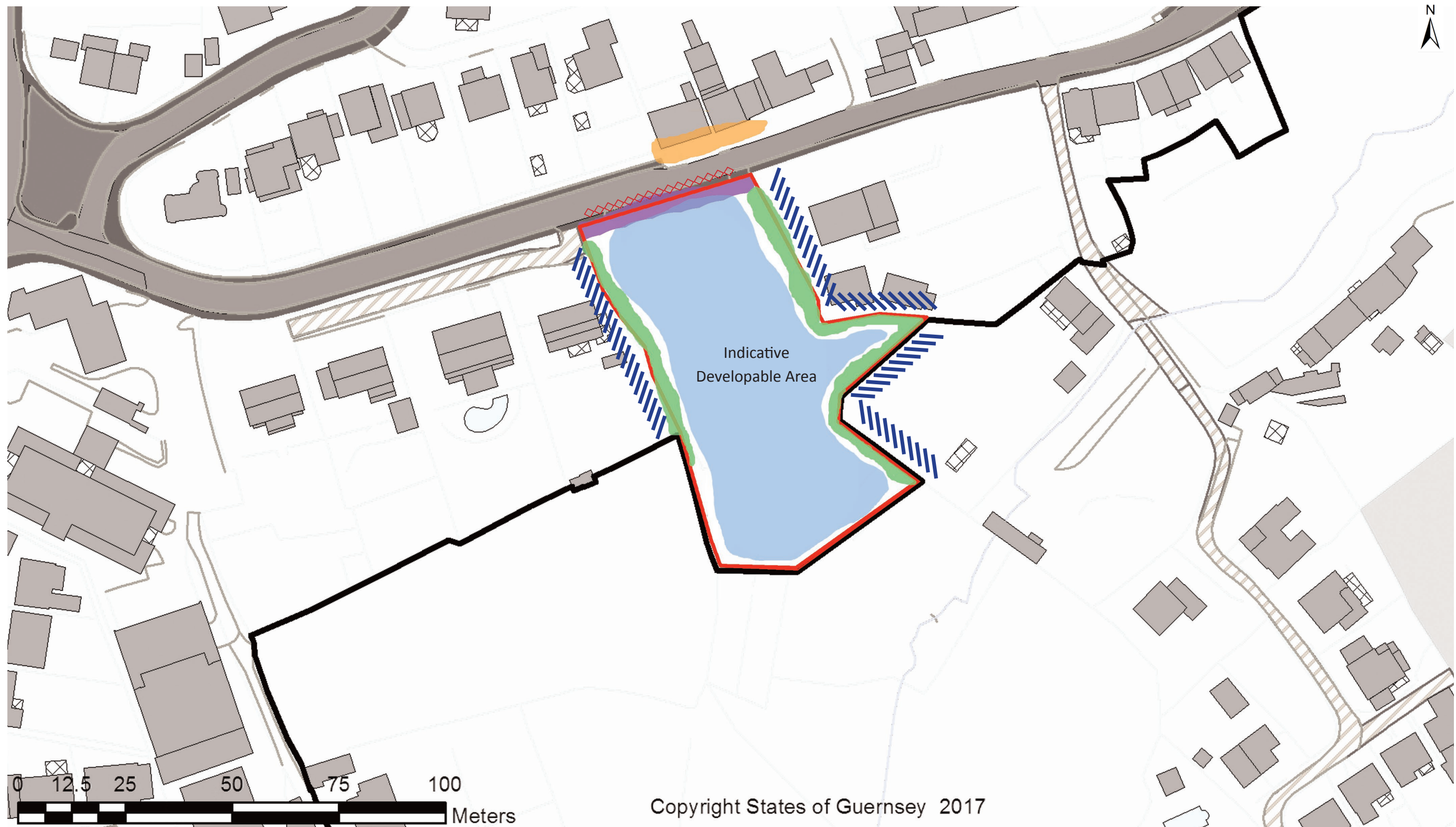
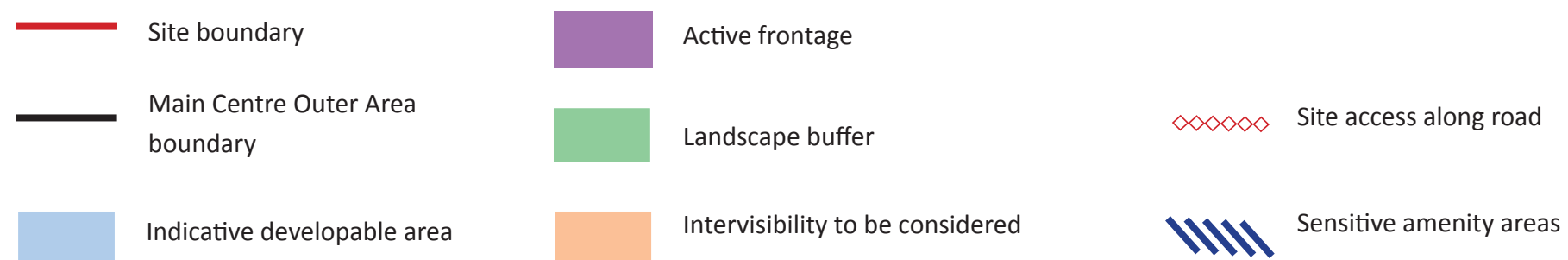


Image 5: Development Guidelines



7.12. Surface water drainage must all be dealt with on site to reduce the flood risk to properties lower down Ruettes Brayes. It is recommended that any paving to the estate road is permeable and the use of Sustainable Urban Drainage Systems are encouraged to ensure that surface water run-off is controlled effectively.

7.13. Policy GP18 requires the relationship between the development and the public realm to be considered and expects proposals to enhance the character and functionality of the locality for the benefit of the public including through improving accessibility.

7.14. Consideration should also be given to enhancing the public realm with proposals for public art. Public art proposals should be considered at the earliest possible stages of design to ensure that it appears and functions as an integral component of the overall design of a development rather than an add on feature. When considering the incorporation of public art into a development, consideration of the Guernsey Arts Commissioning Guidelines is encouraged.

7.15. Taking into account the opportunities and constraints identified, image 5 shows a possible broad indicative land use plan for the site.

8. Waste Management Plan and Construction Environmental Management Plan

8.1. Development Frameworks are required to include an outline Waste Management Plan specific to the site in question, a detailed Waste Management Plan is required at planning application stage.

8.2. Waste Management Plans apply to all aspects of a project, with the majority of opportunities for waste minimisation existing at the design phase. Information should be provided on the amount and type of waste that will be produced during the course of a project and how waste has been reduced, reused, recycled or disposed of. This should be by means of a living document, drafted up from the conception of a project; being added to and evaluated until the completion of the development.

8.3. The following issues have been identified and should be explored further in a Waste Management Plan at the planning application stage:

- Materials resulting from the demolition of the buildings and removal of the hard surfaced car park should be broken up and reused on site where possible;
- Any excavated top-soil should be stored on site for re use. Subsoil where possible should be reused on site;
- The final design will incorporate dedicated waste and recycling storage provision on the site suitable to the density of the site.

8.4. A Construction Environmental Management Plan (CEMP) is also required to be submitted with a planning application. It should consider environmental issues such as contamination, ground water and ecology. It should also consider and minimise the effects on neighbouring properties resulting from the construction phase, and include issues such as noise, vibration, dust and construction traffic.

IDP Policy	Policy Relevance
S1: Spatial Policy	The spatial policy in the IDP sets out that the Main Centres and Main Centre Outer Areas have the role as the focal point for development to maintain the vitality of these areas.
S2: Main Centres and Main Centre Outer Areas	Proposals for development in the Main Centre Outer Areas will generally be supported where this would not detract from the Main Centres as the core focus for economic and social growth.
MC2: Housing in Main Centres and Main Centre Outer Areas	This policy requires the Development Framework for the site which, once approved, will be taken into account when considering proposals for the site. The mix and type of dwellings provided on the site is expected to be reflective of the demographic profile of households requiring housing. Therefore information such as the latest Housing Needs Survey and any other information held by the States of Guernsey relevant to this issue will be considered. Given the overall capacity of this site, a variety of sizes and types should be included.
GP1: Landscape Character and Open Land	This policy sets out that development will be supported where it respects the relevant landscape character type within which it is set, where development does not result in the unacceptable loss of any specific distinctive features that contribute to the wider landscape character and local distinctiveness of the area, and takes advantage where practicable of opportunities to improve visual and physical access to open and undeveloped land. A landscaping scheme will be required for this scale of development.

GP8: Design	<p>Development, including the design of necessary infrastructure and facilities, is expected to achieve a high standard of design which respects, and where appropriate, enhances the character of the environment.</p> <p>In terms of efficient use of resources, two or more storey buildings constitute a more efficient use of land than single storey buildings. Therefore development proposals should consider a multi-storey design from the outset, unless there are overriding reasons why this design approach would be unacceptable. No such overriding reasons have been identified during the preparation of this Development Framework.</p> <p>Development must respect the character of the local built environment and provide soft and hard landscaping to reinforce local character and/or mitigate the impacts of development including contributing to more sustainable construction. The amenity of occupiers and neighbours is also important – see IDP Annex I for further information.</p> <p>Lifetime Homes standards should be considered in accordance with policy GP8: Design (criterion g), and proposals for new residential units will be expected to demonstrate that they have been designed to take account of the requirements of disabled residents and the changing needs of occupants as they age and/or that the development has been designed in such a way that relevant design features can be easily added in the future when required.</p> <p>Development should also provide adequate individual or communal areas for storage of refuse and recyclable materials.</p>
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GP9: Sustainable Development	<p>The Policy is wide-ranging and includes requirements for sustainable design and construction with reference to the design, layout and orientation of buildings, flood risk and surface water run-off, renewable energy and the use of materials.</p> <p>Development of 5 or more dwellings will require a Waste Management Plan. It should consider the re-use/disposal from demolition of any existing buildings on site.</p>
GP10: Comprehensive Development	Any proposal will be required to be a comprehensive development and make the most effective and efficient use of the land.
GP11: Affordable Housing	<p>Developments which result in a net increase of 20 or more dwellings are required to provide a proportion of the developable land for affordable housing.</p> <p>The most up-to-date Housing Needs Survey or Housing Market Survey, as well as the Housing Waiting Lists (available from the States of Guernsey Housing) will be used to determine the type and tenure of affordable units required.</p>
GP18: Public Realm and Public Art	<p>Any proposal should consider the relationship between the development and the public realm and should enhance where possible.</p> <p>The inclusion of public art as an integral part of a development or as a standalone feature will be encouraged.</p>
IP1: Renewable Energy Production	Proposals for renewable energy installations (and ancillary and associated development) will be supported where they can be satisfactorily incorporated into the built form of the proposed development.
IP6: Transport Infrastructure and Support Facilities	Development should encourage a range of transport options and should be well integrated with the transport network. Development is required to provide appropriate levels of bicycle and motorcycle parking in accordance with the Supplementary Planning Guidance: Parking Standards and Traffic Impact Assessment.

IP7: Private and Communal Car Parking	<p>The parking standards for the IDP are set out in the Supplementary Planning Guidance: Parking Standards and Traffic Impact Assessment. For residential development in the Main Centre Outer Areas the car parking standards are in section 6. The standards are maximums and the development would be expected to be within these standards.</p> <p>Provision will need to be made for secure covered bicycle parking for residents and visitors – refer to SPG paragraph 5.3.</p>
IP9: Highway Safety, Accessibility and Capacity	The DPA will consider the impact of development on the public road network and the access requirements of people of all levels of mobility.

Contact Us for further information and advice at: Planning Service, Sir Charles Frossard House, St Peter Port. GY1 1FH Telephone 01481 717200 Email planning@gov.gg

Have you visited our website? Go to www.gov.gg/planning_transport_waste_services for additional guidance material and other planning information, including how to book a pre-application discussion.

This SPG is issued by the Development & Planning Authority to assist understanding of the provisions of the Island Development Plan (2016) and, where applicable, relevant legislation, by offering detailed guidance but is not intended to be exhaustive or a substitute for the full text of legislation or the policies within the Island Development Plan (2016). This SPG does not form part of the Island Development Plan (2016). It represents the Development & Planning Authority's interpretation of certain provisions of States of Guernsey policy or legislation. The guidance is indicative of the Development & Planning Authority's likely approach to development proposals in relation to the site in question and is not binding on the Development and Planning Authority. This SPG does not prejudice the Development & Planning Authority's discretion to decide any particular case differently according to its merits and it does not relieve the Development & Planning Authority of any obligation, restriction or liability imposed by or under the Land Planning and Development (Guernsey) Law, 2005. Copies of the text of the Island Development Plan (2016) are available from Sir Charles Frossard House and also available electronically online at www.gov.gg/planningpolicy. Copies of legislation are available from the Greffe. Electronic copies are also available at www.guernseylegalresources.gg. Substantive queries concerning the guidance or a specific site should be addressed to the Planning Service by email at planning@gov.gg. The Development & Planning Authority does not accept any liability for loss or expense arising out of the provision of, or reliance on, any advice given. You are recommended to seek advice from an independent professional advisor where appropriate.