



Camp Dolent Development Framework

Supplementary Planning Guidance May 2018

Contents

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1. Introduction 3

2. Site Overview 3

3. Planning Policy Context 3

4. Surrounding Area 4

5. Local Roads 6

6. Protected Buildings, Protected Monuments and Protected Trees.....7

7. Site Description 8

8. Site Analysis.....11

9. Development Guidelines 12

10. Site Waste Management Plan 14

Appendix 1: IDP Policy Context 15

1. Introduction

1.1. This Development Framework provides planning guidance for the potential residential development of land to the north of Tertre Lane, Vale. It provides broad, comprehensive and practical guidance on how the policies in the Island Development Plan will be applied to the site, and considers appraisal of the site and wider area. Once approved, this Development Framework will become Supplementary Planning Guidance and any planning application relating to the residential development of the site should be in accordance with it.

2. Site Overview

2.1. The site is located in the St Sampson/Vale Main Centre Outer Area. The site area is approximately 0.27 hectares (1.65 vergées). It is bordered to the south and west by Tertre Lane and Route des Coutures to the east. The north is bordered by well-established hedging and trees, beyond this the land rises steeply to an area of open land. The site itself is currently agricultural land and is an open grassed field.

3. Planning Policy Context

3.1. Under the policies of the Island Development Plan (IDP), this site falls within the St Sampson/Vale Main Centre Outer Area. The site does not form Important Open Land and as such Policy MC2: Housing in Main Centres and Main Centre Outer Areas, supports new housing development where the development accords with all other relevant policies of the IDP, and where able to, the site provides an appropriate mix and type of dwellings.

3.2. Individual policies of the IDP should not normally be read in isolation or out of context, but the policies that are considered to be particularly relevant are listed in Appendix 1. The specific policy wording in the IDP, including the preceding text and Annexes, should be referred to in drawing up detailed development proposals.

3.3. This Development Framework relates to the residential development of the site and does not consider other forms of development which may or may not be appropriate in this location.

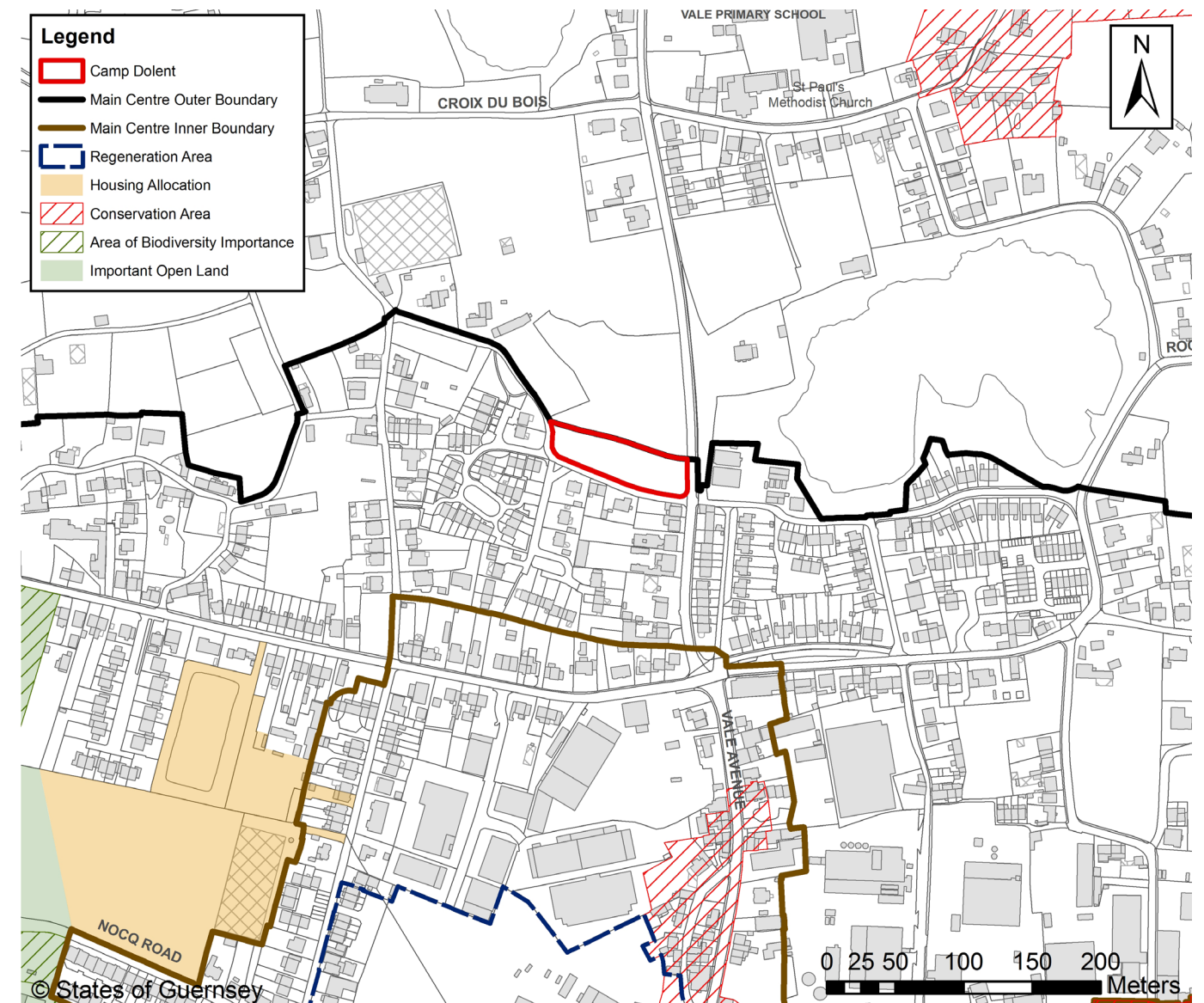


Image 1: Extract from the IDP Proposals Map showing the site outlined in red.

4. Surrounding Area

- 4.1.** The site is located to the north of the Island and identified in the IDP as a 'Lowland Landscapes Lowland Hills' area. It forms part of the Northern Hougues which are areas of undulating land characterised by rocky outcrops and extensive tree cover.
- 4.2.** The site forms the northern boundary of the St Sampson/Vale Main Centre Outer Area and is in an area of transition between the built up urban environment of the Bridge to the south and the more sparsely developed rural landscape to the north.
- 4.3.** There are a good range of shops, services and facilities including the St Sampson/Vale Main Centre within 5 to 10 minutes' walk. Other nearby facilities include petrol stations, the Vale Douzaine Room, Vale School and Earlswood Garden Centre.
- 4.4.** Once onto Route des Coutures, pedestrian access in the area is good with Route des Coutures, La Route Du Braye and Vale Avenue all having pedestrian footpaths. The area is well served by local bus routes.
- 4.5.** Built development surrounding the site is mainly residential, with a well-established ribbon of development along Tertre Lane and the southern section of Route des Coutures with modern 'clos' expanding beyond road frontages to the south of the site. The density of residential development forming the ribbon of development along Tertre Lane is modest with densities increasing within the modern 'clos'. The density of development increases towards the centre of the Bridge.
- 4.6.** Buildings around the site consist of a mixture of one and half, two and two and a half storeys. The architectural styles of buildings vary with a mixture of traditional cottages and houses of Victorian design, particularly along Route des Coutures, and mid to late 20th Century designs, particularly along and within the 'clos' off Tertre Lane. The majority of dwellings are semi-detached or detached and are generally of pitched roof construction. There are varying building lines and orientations of buildings along Tertre Lane, producing a mixed style of road frontages. There is a strong building line for properties to the west of Route des Coutures.

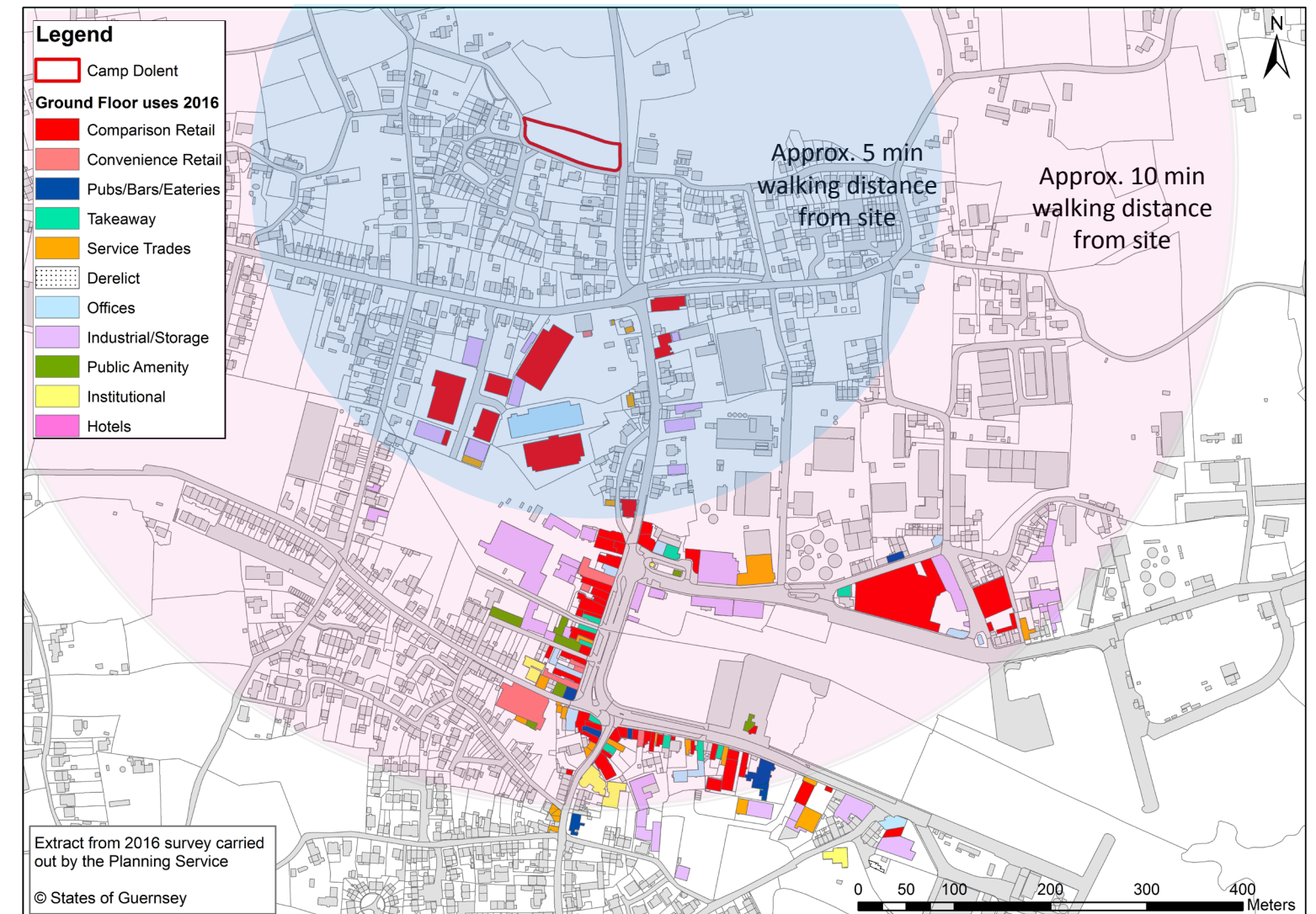


Image 2: Local services and amenities



Image 3: Illustration using LiDar mapping to depict built form surrounding the site. *Please note this is for illustrative purposes only.*

4.7. The construction materials in the local area are predominantly painted render or granite walls with slate, concrete or clay roof tiles. Boundaries along the roads mainly comprise of granite walls with earth banks becoming more common along Tertre Lane to the west of the site.

4.8. There is no risk of flooding identified at the site or immediate area but there is a risk of flooding at the southern end of Route des Coutures/along Summerfield Road.

4.9. The photos numbered 1-4 are taken in the area surrounding the site and illustrate the variety of built development in the immediate area (locations shown on image 5).



Semi-detached Victorian Villa to the south-east of the site



Semi-detached traditional granite dwelling to the south-east of the site



Contemporary semi-detached dwelling to south-west of the site



Traditional detached cottage to south of site.

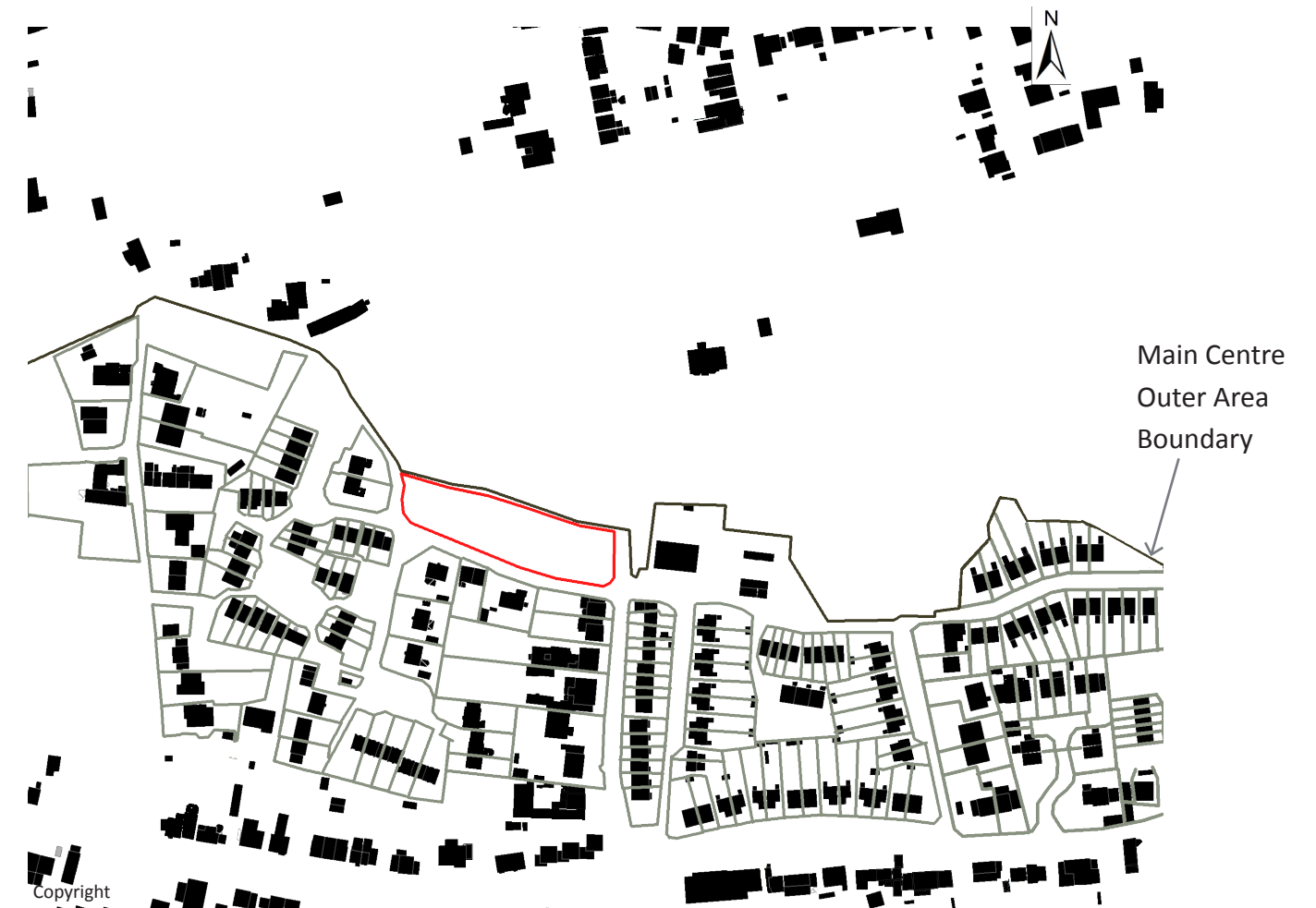


Image 4: Diagram showing surrounding built development in black with nearby land parcels outlined in grey

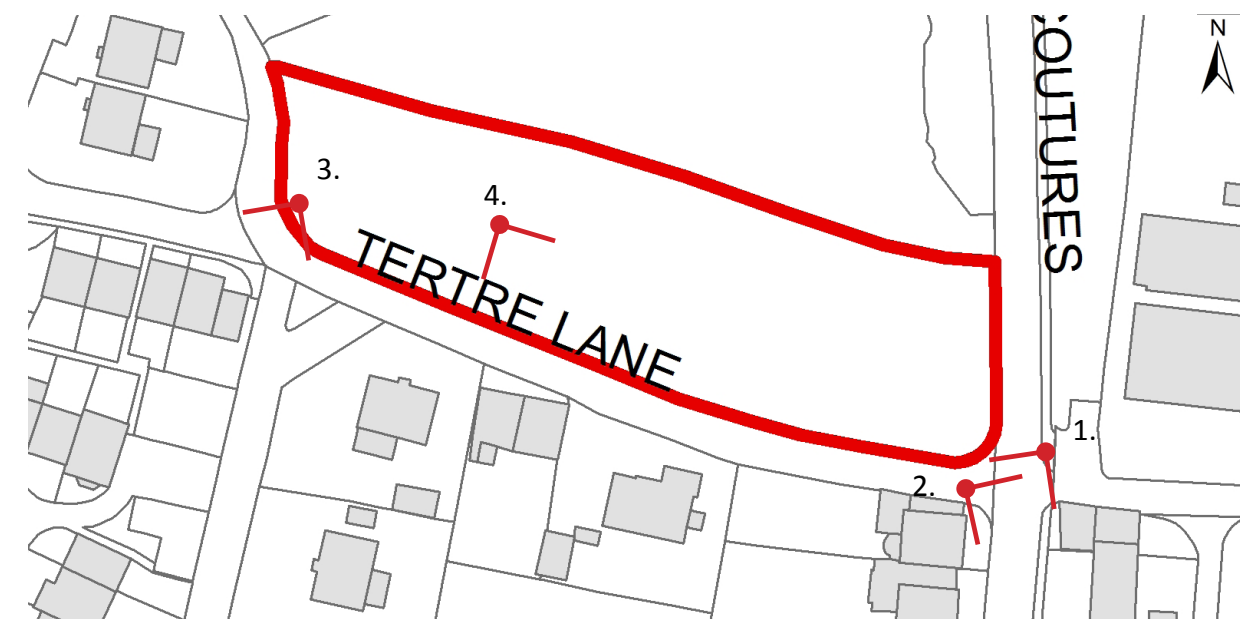


Image 5: Location of viewpoints 1- 4

5. Local Roads

5.1. La Route Du Braye and Vale Avenue to the south of the site are classified as Traffic Priority Routes. Route Des Coutures to the east is classified as a Local Circulation Route and Tertre Lane is classified as a Neighbourhood Road.

5.2. There are no footpaths along Tertre Lane which is a two way road. There is informal on-road parking along the south side of the road, opposite and to the south of the site, which provides a speed reducing feature but also has the effect of narrowing the road to a single file carriageway in parts. To the west of the site and beyond the access to 'La Courtil De Fontaine' 'clos', Tertre Lane narrows and the character of the road changes to a sub-urban or country lane. There are limited sightlines when exiting from the eastern end of Tertre Lane onto Route des Coutures due to high planting and the height of boundary walls.

5.3. La Route des Coutures has a footpath on the eastern side of the road. Cycle users share the main roads with all other means of transport, as there are no dedicated cycle routes in the area.

5.4. Very good public transport links serve the area, with bus routes along Route des Coutures, La Route Du Braye and Vale Avenue, connecting the site to the north of the Island, the Bridge, St Peter Port, the around Island routes and the P2 route.

5.5. The existing site access is via Tertre Lane, through an opening in the west boundary wall.

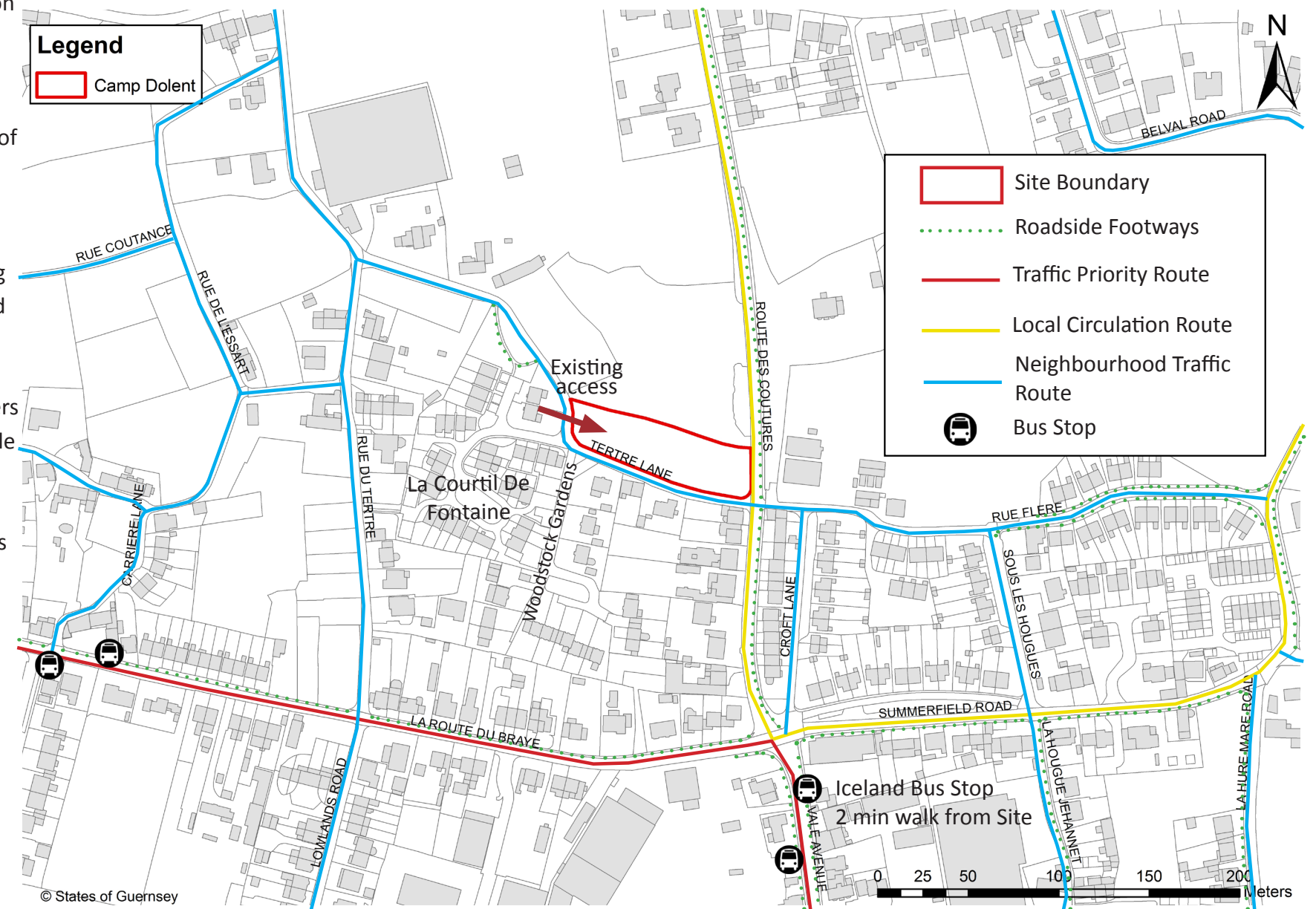


Image 6: Local roads and site accessibility

6. Protected Buildings, Protected Monuments and Protected Trees

6.1. There are no Protected Buildings within the site boundary but several are located in the surrounding area which are depicted in Image 7.

6.2. There are no Protected Monuments or Protected Trees in the immediate area. There are no archaeological find-spots or archaeological sites within the site although there are records of two prehistoric stone axes found relatively nearby.

6.3. There are four Protected Buildings in the immediate vicinity comprising of three late 19th Century Victorian houses and an 18th Century farm. The Victorian houses front onto Route Des Coutures to the south of the site; all feature decoration and detail that is typical of the time. The setting and key views to these buildings is derived from their relationship with the main road set behind low walls with front gardens that have not been given over to parking.

6.4. Le Tertre Farm to the north of the site comprises an 18th Century house and a 19th century stable block which includes a late 15th Century arch. The setting of these buildings is derived from their relationship with the road and the surrounding landscape that they are set within, the southern extent of the ownership being in close proximity to the northern boundary of the site.

6.5. The photographs below illustrate three Protected Buildings, the locations of the viewpoints are shown in Image 7.

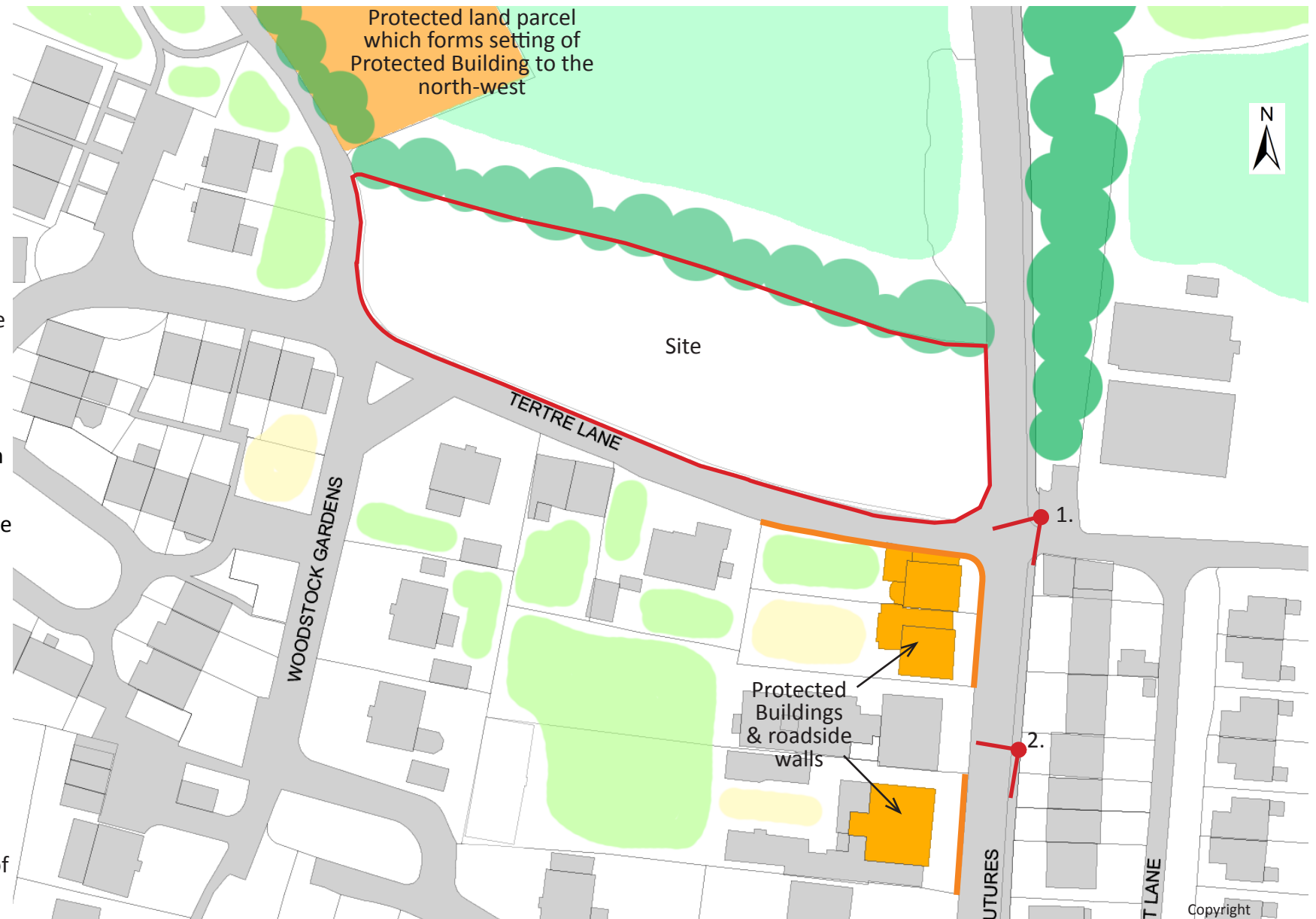


Image 7: Protected buildings and location of viewpoints



1. Right to left, Brierton and Forpas. Both protected in their entirety including roadside walls and railings.



2. Lydda. Protected in its entirety including roadside wall and railings.

7. Site Description

7.1. The site lies on the northern side of Tertre Lane, comprising of agricultural land and is currently used as an open grassed field.

7.2. The northern boundary is formed of well-established trees and hedging. The east, south and west boundaries are formed of low granite walls of varying heights, (approximately between 1-2 metres high) which is due to the changing levels across the site.

7.3. The existing site access is via Tertre Lane, through an opening in the granite wall along the west boundary. The access to the site is located approximately in the middle of an S-bend in the road and together with changes in levels, this restricts the sightlines of the access.

7.4. The topography of the site gently undulates with an average fall of 1.2 metres north to south. In an east to west direction, there is a high point towards the centre of the field which falls approximately 0.5 metres to the east and west. Where the site bounds the road, the levels of the site are approximately 1 metre above the road level along Tertre Lane and between 1 and 2 metres above the road level along Route des Coutures.

7.5. Mains electricity, gas, water services, telecommunications cables and the main foul water drainage sewer run under Route des Coutures although there is currently no infrastructure in place to serve the site.



Image 8: Aerial photo of the Camp Dolent site.

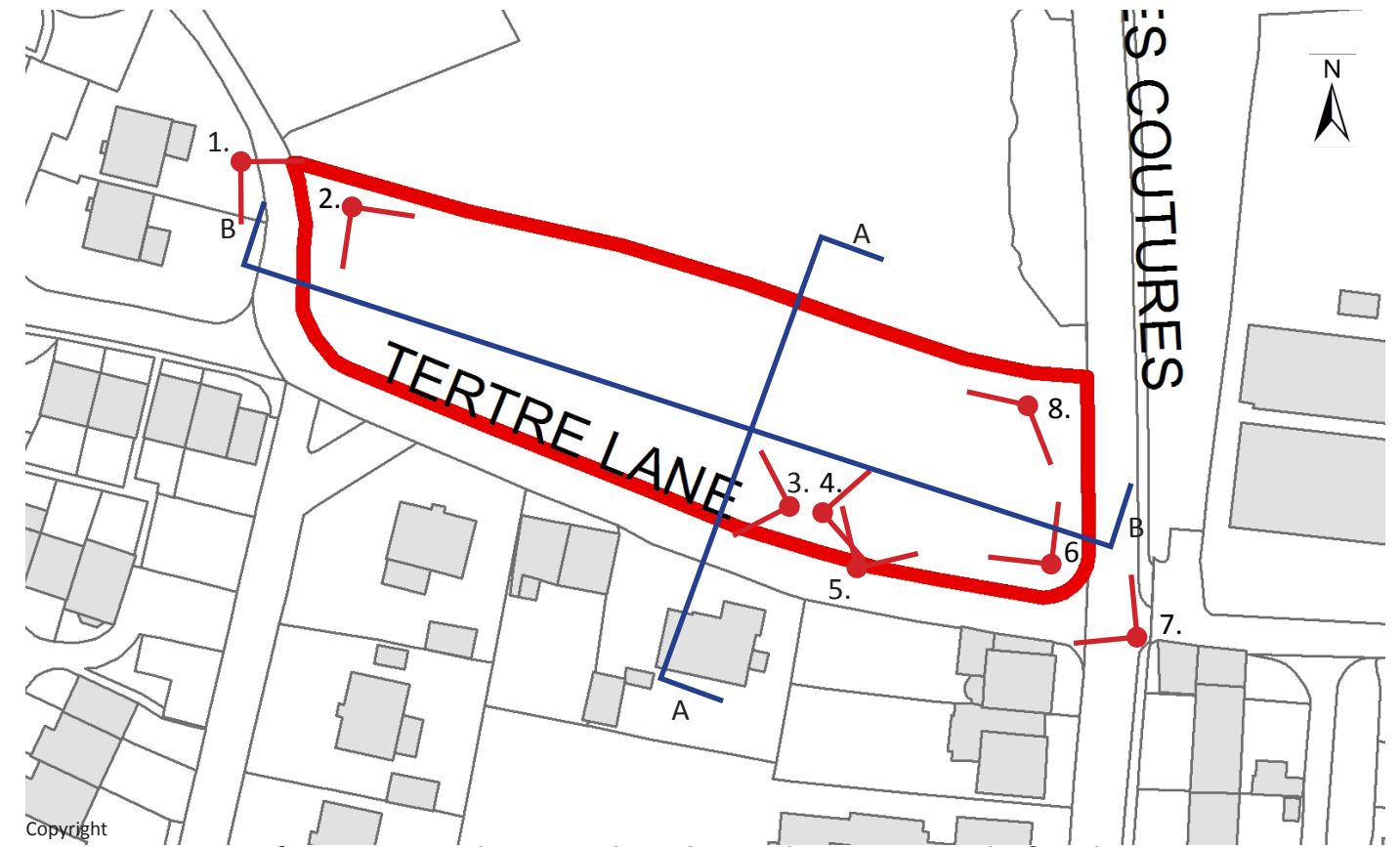


Image 9: Location of viewpoints and sections through site. The sections can be found on page 10.

1. Western boundary wall and existing site entrance.
2. View across site from the west
3. View across site from the east.
4. View towards south east corner of the site
5. Views towards north east corner of the site.
6. Well established trees and hedging along northern boundary of the site.
7. Junction of Tertre Lane and Route Des Coutures
8. Site overview from north-east corner of the site

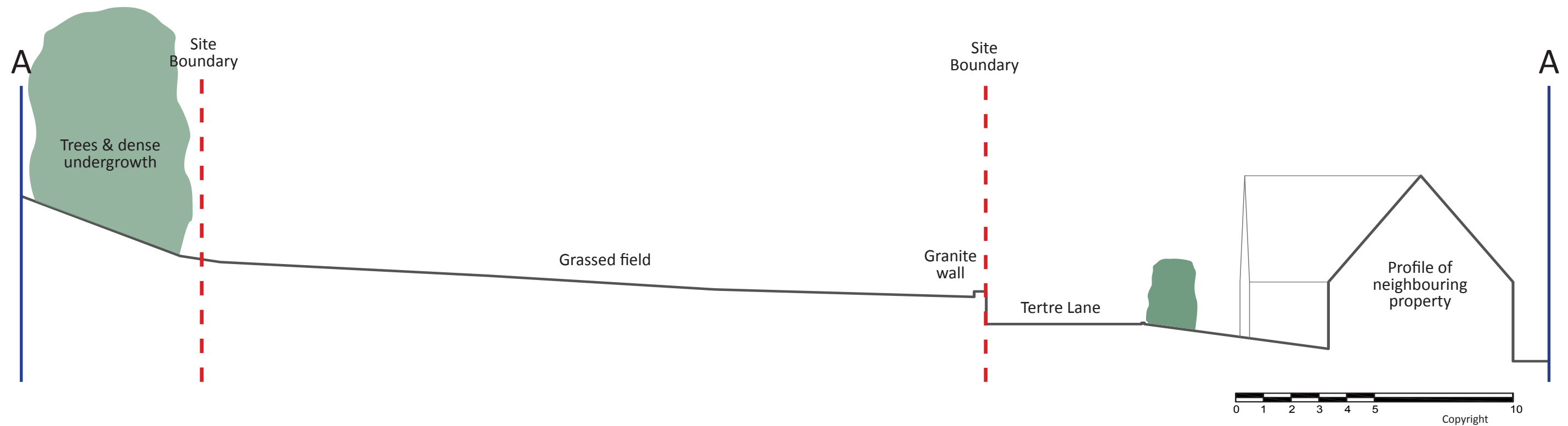


Image 10: Site Section A-A

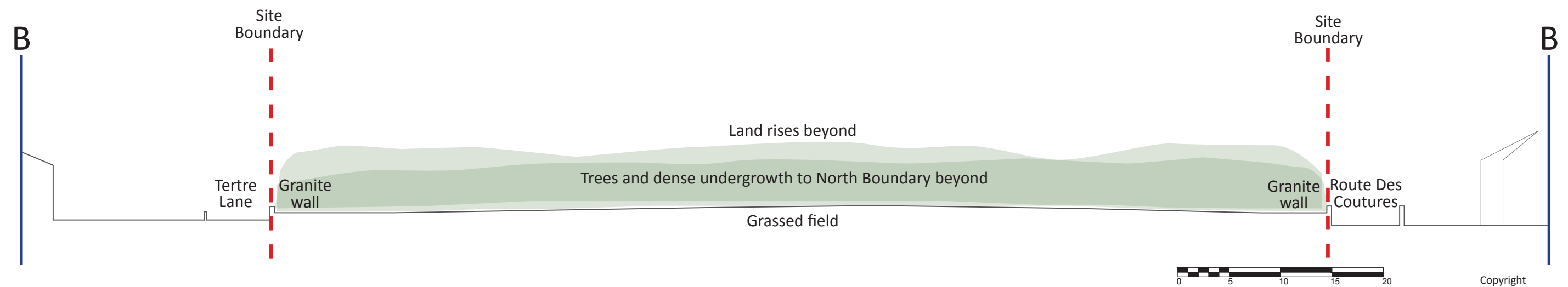


Image 11: Site Section B-B

8. Site Analysis

8.1. Proposals for development need to take into account the constraints and opportunities that the site presents to ensure that the layout and design respond to the specifics of the site.

8.2. The main constraints and opportunities associated with this site are:

- IDP Spatial Context- The site is located on the boundary of the Main Centre Outer Area, providing a transitional space between the Main Centre Outer Area and the area Outside of the Centres.
- Neighbouring residential development – There are no immediately adjoining residential properties. However, new development must respect the residential amenity of neighbouring properties to the south and west of Tertre Lane, including consideration of privacy and overlooking.
- No dominant architectural style in the area – There is a mix of architectural styles in the surrounding area with the heights of properties varying from one and a half storeys to two and a half storeys. Construction materials are predominantly painted render or granite walls with slate, concrete or clay roof tiles.
- Existing site boundaries - The site is bounded by granite walls, which is a characteristic of the area. However this feature should not restrict development of the site.
- Existing planting – The indicative developable area of the site (see image 13) features no planting worthy of retention, however established hedging and trees along the north boundary should be retained and possibly enhanced.
- Biodiversity of the site is currently low. A comprehensive landscaping scheme as part of any new development could improve the biodiversity of the site.
- Access – The existing vehicular access is not suitable for a residential development of the scale proposed. Development on this site provides an opportunity to enhance pedestrian safety and access by providing a public footpath along Tertre Lane.
- Site levels – Due to the raised nature of the site compared to the adjacent highways, consideration should be given to the potential to adjust and reduce the existing site levels, in order to ensure the most efficient and effective use of the site.
- Protected Buildings – The setting of nearby Protected Buildings has the potential to be affected depending on the scale, form, appearance and proximity of the development.

The diagram opposite (Image 12) illustrates the areas of potential amenity conflict, sun path, access point, Protected Buildings and other features in the area.

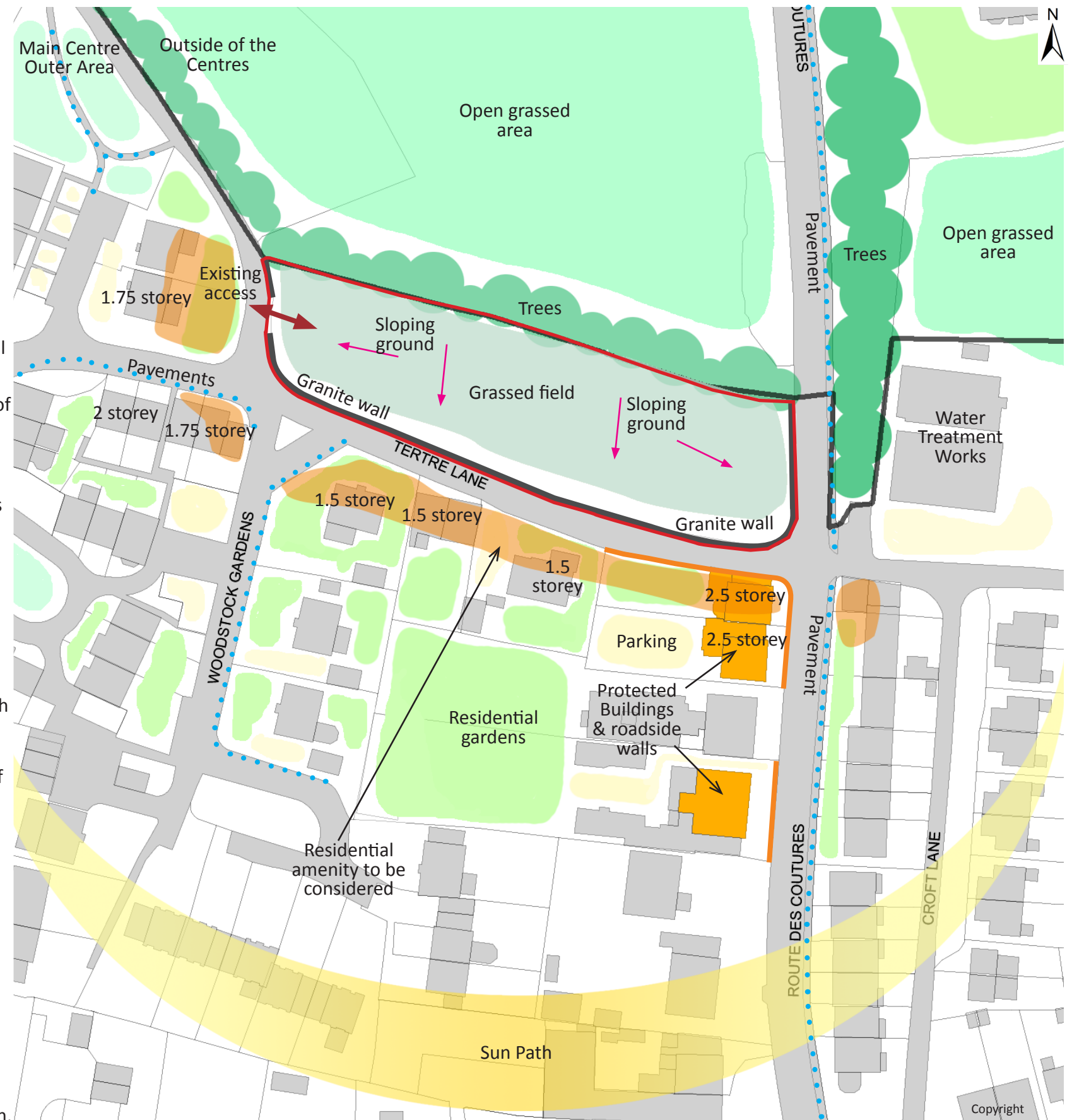


Image 12: Site Analysis

9. Development Guidelines

9.1. 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.

Housing density, type and housing numbers

9.2. 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 having regard to the constraints of the site by virtue of its location and topography, new dwellings should be in the range of one and a half to two and a half storeys.

9.3. Given that this site is large enough to accommodate a number of dwellings, the mix and type provided should be reflective of the demographic profile of households requiring housing based on the most up to date evidence available. The exact mix of sizes 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.

9.4. In terms of density and housing numbers, the exact number of units on site will depend on the detailed design response to the specifics of this site. Developments are expected to make the most efficient and effective use of land. This is to ensure that the design has been considered and presents the best possible solution and includes an appropriate provision of integrated amenity space. The design response should consist of sustainable architectural design, scale appropriate to the landscape character and characteristics of the site and surrounding area, provision of appropriate amenity space proportionate to the type of housing proposed, the impact on the amenities of neighbouring residents and any other site specific requirements. For the site in question, it is anticipated the site would be able to accommodate a density range of 30-45 dwellings per hectare, which is approximately 8-12 dwellings on this site.

9.5. 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.

Design

9.6. Two storey buildings constitute a more efficient use of land than single storey buildings and therefore development proposals should consider a multi-storey design from the outset. Proportionate residential amenity space must be provided appropriate to the housing type (Policy GP8).

9.7. An active frontage should be created along the south boundary with Tertre Lane. There is

potential for a building forming the corner of Tertre Lane and Route des Coutures although care is required to provide appropriate frontages to both highways. The development should seek to provide adequate spacing between buildings of an appropriate scale and mass to maintain visual access to the undeveloped landscape to the north.

9.8. Development on this site must show consideration towards the relationship between the Main Centre Outer Area and the area Outside of the Centres, proposals should approach the boundary as a spatial transition between the two land designations.

9.9. Proposals for the incorporation of renewable energy installations into the design of the development, such as solar tiles, is encouraged.

9.10. Residential accommodation is required to be accessible for all and to be flexible and adaptable. Proposals will need to demonstrate that they have been designed in such a way that design features that support people being able to live in their own homes for as long as possible can be easily added in the future when required.

9.11. Surface water drainage must be dealt with on site to reduce the flood risk to properties at the southern end of Route des Coutures/along Summerfield Road. Sustainable Urban Drainage (SUDs) systems should be incorporated to ensure that surface water run-off from the site is properly managed and controlled (Policy GP9).

9.12. Policy GP18: Public Realm and Public Art should also be reflected in the design of any scheme, where the inclusion of appropriate public art as an integral part of the scheme is encouraged.

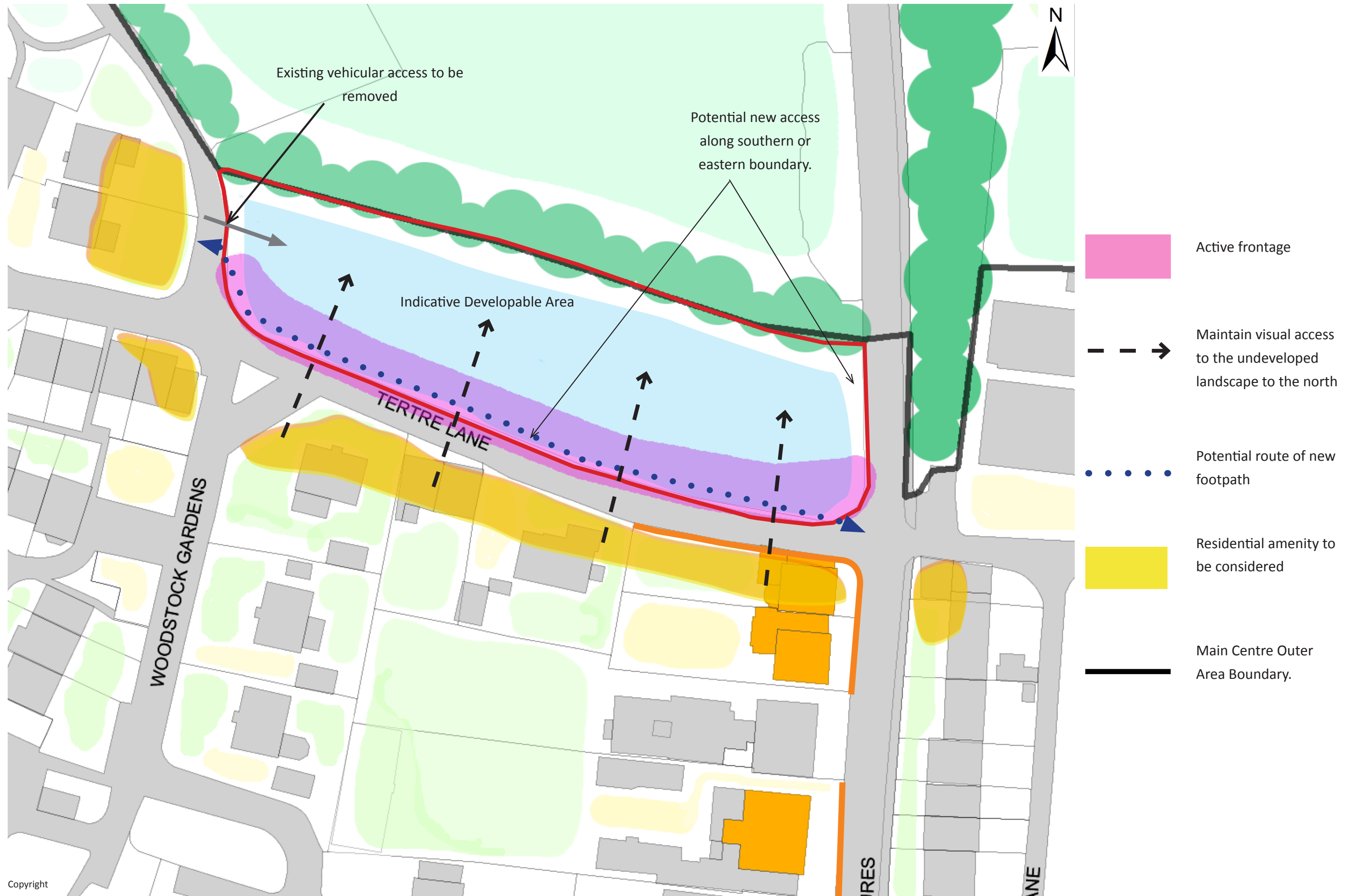
Protected Buildings and archaeology

9.13. The settings of all nearby Protected Buildings should not be negatively affected by the proposed development, particularly at the eastern end of the site. Development on the site should have a negligible effect on the setting of nearby protected buildings if it accords with general policies concerning established building lines, bulk, massing and overlooking. Appropriate boundary treatments may also lessen any effect, particularly for the Protected Building to the north-west.

9.14. Due to the recording of two prehistoric finds relatively nearby, it is desirable that access be granted to the States Archaeologist, Culture & Heritage Service, to undertake a resistivity survey prior to development, which in turn might reveal features which could be targeted with archaeological test-pits.

Access and traffic

9.15. The development could be served by a single access onto Tertre Lane or Route des Coutures, or it could include multiple accesses onto Tertre Lane serving individual properties if it can be demonstrated that this would provide a more efficient use of land and result in a better overall development. If the



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Image 13: Development Guidelines

development accesses onto Tertre Lane, the impact on traffic flows, pedestrian safety and issues with exiting from the junction of Tertre Lane onto Route des Coutures would require consideration. The road network must be able to cope with the increased demand resulting from the new development in accordance with Policy IP9: Highway Safety, Accessibility and Capacity.

9.16. The proposed layout and design of the access/accesses must meet the requirements of Traffic and Highway Services and the access arrangements of Part P of the Guernsey Technical Standards.

9.17. Safe access must also be provided for pedestrians and cyclists to the site, with measures to encourage walking and cycling in accordance with Policy IP6: Transport infrastructure and support facilities, and paragraph 20.7.6 of the IDP. In this respect, if the site accesses onto Tertre Lane, it is recommended that a public footpath is provided along Tertre Lane either by creating a footpath within the site or by realigning the south roadside wall.

Parking

9.18. 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 whilst the provision of parking should be expected to comply with Supplementary Planning Guidance: Parking Standards and Traffic Impact Assessment, the standards will be interpreted flexibly where it is considered that a better overall development can be achieved.

9.19. The maximum parking standards are set out on pages 6 and 7 of the Supplementary Planning Guidance. Consideration should be given to providing electric vehicle charging points.

9.20. Bicycle parking should be considered at the outset of the design process and be covered, secure and easily accessible.

Landscaping

9.21. Due to the site forming part of the boundary between built up areas to the south and more rural areas to the north, tree and shrub planting could reduce the impact of the development and provide a transition between the contrasting areas.

9.22. A full landscaping scheme should be prepared and submitted as part of any proposal in order to supplement the existing planting and enhance the development. This scheme should also consider opportunities to increase the biodiversity on the site. Tree and hedge planting should use species appropriate to the site's location. Suitable tree species could include Common Ash, Silver Birch, Common Alder, English Oak, Scots Pine, Rowan, Field Maple and fruit trees; suitable hedge species could include Elder, Hawthorn, Holly and Grey Willow. Preservation and enhancement to the general outlook of the surrounding areas will be key to the landscaping proposals of this development.

9.23. It would be beneficial to include suitable bird and bat boxes within the design to allow bats to roost and birds such as Swifts, House Martins, House Sparrows and more common species to nest.

9.24. Taking into account the site constraints and opportunities identified, the Development Guidelines Diagram (Image 13) shows a possible broad indicative land use plan for the site.

Site Waste Management Plan

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

9.26. Site 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 with a planning application on the amount and type of waste that will be produced during the course of a project and how waste will be reduced, reused, recycled, recovered or disposed of. This should be a living document, drafted from the conception of a project and being added to and evaluated until the completion of the development and submitted again to the Authority prior to occupation or use of any dwelling on the site.

9.27. The final design will incorporate dedicated waste and recycling storage provision on the site suitable to the density of the development approval.

9.28. A Construction Environmental Management Plan (CEMP) is unlikely to be required but consideration of this will be given at the planning application stage. However, information should be provided at the planning application stage detailing how construction traffic would access the site and be managed during the construction phase.

Appendix 1: IDP Policy Context

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	The Main Centres provide the core focus for development within the Island and proposals for development in these areas will generally be supported. Proposals for development within the Main Centre Outer Areas will also generally be supported where this would not detract from the objective of ensuring the Main Centres remain the core focus for economic and social growth. In both cases proposals must meet the requirements of the relevant specific policies of the Island Development Plan.
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	Development must respect the relevant landscape character type within which it is set and must not result in unacceptable loss of any specific distinctive features that contribute to the wider landscape character and local distinctiveness of the area. Development will be supported where it takes advantage, where practicable, of opportunities to improve visual and physical access to open and undeveloped land.
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. Two or more storey buildings constitute a more efficient use of land than single storey buildings and therefore development proposals should consider a multi-storey design from the outset, unless there are overriding reasons why this design approach would be unacceptable. Proportionate residential amenity space must be provided appropriate to the housing type and location.</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. Residential accommodation is required to be accessible for all and to be flexible and adaptable. Proposals will need to demonstrate that they have been designed in such a way that design features that support people being able to live in their own homes for as long as possible 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>
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 use of materials. Hard landscaping should include the use of permeable paving and other Sustainable Urban Drainage Systems (SUDS). The design of soft landscaping can also help address drainage and run-off issues in accordance with this policy.</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	Individual proposals must conform to a comprehensive scheme for the whole site or area in order to make the most effective and efficient use of land.
GP11: Affordable Housing	The Authority will require proposals for development resulting in a net increase of 20 or more dwellings to provide a proportion of the developable area of the site for affordable housing.
GP18: Public Art	Any proposal should consider the relationship between the development and the public realm and should enhance where possible. The inclusion of public art as an integral part of a development or as a standalone feature will be encouraged.
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 proposals that encourage a range of travel options to and within the Main Centres and the Main Centre Outer Areas will be supported, where they are compatible with other relevant policies of the Island Development Plan.
IP7: Private and Communal Car Parking	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. Provision will need to be made for secure covered bicycle parking for residents and visitors.
IP9: Highway Safety, Accessibility and Capacity	The public road network's ability to cope with increase demand, physical alterations required to highway, and the access requirements of all people will be considered.
IP11: Small Scale Infrastructure Provision	Proposals for small-scale infrastructure provision will be supported where this would contribute to the maintenance and support of efficient and sustainable infrastructure, the applicant being required to demonstrate that the sharing or co-location of facilities, buildings, apparatus and support structures is not practically possible.

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/planningandbuilding 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.