

draft Leale's Yard Regeneration Area Development Framework

Supplementary Planning Guidance

February 2020

CONSULTATION DRAFT

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IDP Policy	Policy Reference
Principal Aim of the Island Development Plan	To ensure land planning policies are in place that are consistent with the Strategic Land Use Plan and which help maintain and create a socially inclusive, healthy and economically strong Island, while balancing these objectives with the protection and enhancement of Guernsey's built and natural environment and the need to use land wisely.
The Island Development Plan Objectives (in no particular order) are to:	<ul style="list-style-type: none"> • Make the most effective and efficient use of land and natural resources; • Manage the built and natural environment; • Support a thriving economy; • Support a healthy and inclusive society; • Ensure access to housing for all; • Meet infrastructure requirements.
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 in the Island and seeks to maintain and enhance 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 supports the principle of residential development on this site and seeks a variety of size and type of dwellings that are reflective of the demographic profile of households requiring housing. To ensure larger schemes such as for this site are well planned from the outset and the most effective and efficient use of land is made, a Development Framework is required which, once approved, will be taken into account when considering proposals for the site.
MC3: Social and Community Facilities in Main Centres and Main Centre Outer Areas	<p>This policy supports the principle of development of new social and community facilities provided that an existing site or premise within or around the Main Centre is not available and suited to accommodate the proposal, including dual use of premises.</p> <p>Proposals for the extension, alteration or redevelopment of existing social and community facilities will generally be supported provided they accord with all other relevant IDP policies.</p> <p>The change of use of existing social and community facilities will be supported where adequate replacement can be demonstrated and that there will be no significant detrimental impact on the vitality of the Main Centre.</p>
MC4(A): Office Development in Main Centres	Policy supports the principle of new office development or refurbishment, redevelopment or extension of existing office stock within Main Centres and development of office accommodation above ground floor level within Core Retail Areas. Proposals to change use or redevelop office accommodation to other uses will only be supported where existing premises are of an unsatisfactory standard and can be proven to have been marketed unsuccessfully for 12 consecutive months or the floorspace is less than 250sqm.

IDP Policy	Policy Reference
MC5(B): Industry, Storage and Distribution uses in Main Centres and Main Centre Outer Areas – outside of the Key Industrial Areas and Key Industrial Expansion Areas	<p>This policy supports new industrial or storage and distribution uses outside Key Industrial Areas and Key Industrial Expansion Areas only where new storage and distribution uses involve the conversion of a redundant building.</p> <p>Proposals to redevelop, alter or extend existing industrial or storage and distribution uses will be supported where they would not have an unacceptable adverse impact on the amenities of surrounding uses.</p>
MC5(C): Industry, Storage and Distribution Uses in Main Centres and Main Centre Outer Areas – Change of Use	<p>This policy supports proposals for change of use from storage and distribution or industrial uses and vice versa where they would not have an unacceptable adverse impact on surrounding uses and accord with IDP policies.</p> <p>Change of use away from industrial or storage and distribution uses to other uses, or redevelopment for alternative uses, are generally supported where this contributes positively to the vitality and viability of the Main Centre and where they can demonstrate they are no longer required.</p>
MC6: Retail in Main Centres	Policy supports new convenience and comparison retail in main centres as well as proposals to extend, alter or redevelop existing retail providing they accord with all other IDP policies. Change of use away from retail at ground floor level in this Core Retail Area will only be acceptable where the proposed new use will maintain and enhance the vitality and viability of the Core Retail Area. Change of use away from retail outside of main centres is generally supported.
MC8: Visitor Accommodation in Main Centres and Main Centre Outer Areas	This policy supports proposals for new visitor accommodation in Main Centres provided they are in accordance with IDP policies.
MC9(A): Leisure and Recreation in Main Centres and Main Centre Outer Areas –New and Extension, Alteration or Redevelopment of Existing Uses	The IDP policies aim to concentrate leisure and recreation facilities in the Main Centres so that they contribute to a vibrant mix of uses and support the viability of the day and night time economies of the Centres. In line with this new leisure or recreation developments in Main Centres will generally be supported provided they are in accordance with IDP policies.
MC10: Harbour Action Areas	The St. Sampson Harbour Action Area overlaps with part of the Leales yard Regeneration Area. Policy supports development or redevelopment within St Sampson Harbour Action Area in accordance with a prepared Local Planning Brief for the area. Prior to an adopted LPB, proposed development will be supported if it is of a minor nature or would not prejudice the outcomes of the LPB process or inhibit the implementation of the LPB.
MC11: Regeneration Areas	Policy requires that development within a Regeneration Area must accord with IDP policies and establishes that where a Development Framework has been approved, this will be taken into account when assessing development proposals.

IDP Policy	Policy Reference
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.
GP4: Conservation Areas	This policy sets out that development will be supported where it conserves and, where possible, enhanced the special character, architectural, or historic interest and appearance of the Conservation Area. Any proposals to demolish a building, structure or feature that contributes to the character of a Conservation Area will require a replacement that makes an equal or enhanced contribution. Proposals should take into account the Conservation Appraisals set out in Annex VII.
GP5: Protected Buildings	This policy sets out that proposals to extend or alter a protected building will be supported where the development does not have an adverse effect on its special interest, or its setting, or where the economic, social or other benefits of the development and, its contribution to enhancing the vitality of a Main Centre outweigh concerns related to the loss. .
GP6: Protected Monuments	<p>This policy supports proposals that directly affect a protected monument, or the site on which it is located, where it is required for a purpose connected with enabling or facilitating access to, or enhancing appreciation of, the monument and where there is no adverse effect on the monument's special interest.</p> <p>The policy includes a presumption against demolition, whole or partial, unless the monument is structurally unsound and technically incapable of repair, representing a danger to the public.</p> <p>Proposals which affect the setting of a monument will be supported if they don't adversely affect the monument.</p>
GP7: Archaeological Remains	<p>Proposals that would be likely to adversely affect sites or areas of archaeological importance will be supported when in accordance with an appropriate and proportionate scheme of investigation and recording prior to development commencing or if provision is made for a watching brief and recording during construction and for mitigation measures to avoid damage to remains and to preserve them in-situ.</p> <p>Where it is not proposed to preserve the remains in-situ, proposals must demonstrate that the benefits of the development outweigh the importance of preserving the remains in-situ and provide proportionate mitigation carried out in accordance with an approved scheme.</p>

IDP Policy	Policy Reference
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 that is 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.</p> <p>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 to provide flexible living space which can be adapted to meet the changing needs of the homeowner and allows people to live in their own homes, comfortably and safely, for as long as possible.</p> <p>Development should also provide adequate areas for storage of refuse and recyclable materials</p>
GP9: Sustainable Development	<p>This policy is wide ranging and includes requirements for sustainable design and construction with reference to the design, layout and orientation of buildings and surface water drainage, 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 in accordance with this policy.</p> <p>Development of 5 or more dwellings will require a Site Waste Management Plan. The Site Waste Management Plans Planning Advice note can be found here- www.gov.gg/planning_building_permissions</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	<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. This site as a whole will be within the affordable housing requirement band relating to sites providing 30 dwellings or more, with an expectation for 30% of the developable part of the site to be for affordable housing. The exact percentage area of land for affordable housing will be determined at the point of decision on any planning application relating to this site and will be subject to feasibility and viability.</p> <p>The most up-to-date Housing Needs Survey or Housing Market Survey, as well as the Housing Waiting Lists (available from States of Guernsey Housing) will be used to determine the type and tenure of affordable units required.</p>

IDP Policy	Policy Reference
GP12: Protection of Housing Stock	This policy supports proposals to upgrade and improve substandard housing. The loss of existing housing will be supported where it can be demonstrated it is substandard, that an alternative essential social or community need exists or the displacement of housing will facilitate substantial overriding economic and/or social benefits and where the replacement housing is of an appropriate type and suitably located.
GP18: Public Realm and Public Art	Any proposal should consider the relationship between the development and the public realm and it is expected to enhance where possible taking into account the accessibility needs of all ages and abilities. Further, section 19.9 states that Public Art “will be expected to be proposed as part of comprehensive proposals for the site or area” and should be considered early on in the project so that it can be developed as an integral part of the scheme.
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 will be supported, where they are compatible with other relevant policies of the IDP. The Authority will require development to be well integrated with its surroundings. Pedestrian and bicycle access within the site must be incorporated to take opportunities to increase connectivity and create links and public walkways where appropriate.
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 Areas the car parking standards are in section 6. The standards are maximums and the development would be expected to be within these standards. Policy is clear that these standards are flexible if a better overall development can be delivered. Provision will need to be made for secure covered bicycle parking for residents and visitors.
IP8: Public Car Parking	The relocation of existing car parking within the Main Centres will be supported in principle where this would decrease the negative impact of the motor car on the quality of the urban environment. The provision of new public car parks that results in additional spaces is supported as part of a comprehensive scheme under a Development Framework for a regeneration area or as part of rationalisation/relocation of existing public car parking.
IP9: Highway Safety, Accessibility and Capacity	The public road network’s ability to cope with increased demand, physical alterations required to the highway, and the access requirements of all people will be considered.

Appendix 2: Initial consultation feedback summary

Initial consultation summary

Initial consultation carried out to inform the baseline understanding of the Leale's Yard Regeneration Area and the Bridge Main Centre included engagement with:

- Service area officers, including representatives from transport/highways, commercial property, environment, conservation and design;
- Representatives from Guernsey Water and Guernsey Electricity;
- Principal landowners, Co-operation Society and the Bridge Regeneration Company;
- Landowner, Salvation Army;
- The Bridge Working Group, comprising the St Sampson and Vale Douzaines;
- Community Foundation; and,
- Local residents and community members.

Service Area officers

The consultant team met with service area officers on two occasions. First, during the inception meeting in early December 2019 to gather initial information and understand any key issues on and around the site.

Secondly, in mid January 2020, we held a workshop with invited Service Area officers to confirm the key issues and opportunities for the site; to discuss and provide consensus on the priorities for the Leale's Yard Regeneration Area site; and to formulate initial ideas for a vision statement.

Priorities included:

- Ensuring overall deliverability i.e. technical issues - traffic infrastructure (junctions and parking), drainage/anti-seeding conditions and exceedance routes, both fluvial and coastal flood defence, establishing ground conditions;

- Bringing 'life' back to The Bridge – "some kind of destination";
- Better walking environment; pedestrian and cycle friendly; improved crossings and "Bridge Avenue" route (cycle route) to relieve Nocq Road;
- Creating a nice place to be; attractive, easy to access, green open spaces;
- Access / traffic management to support active travel; signalised junctions, cycle parking, cycle connections to road network, Grandes Maison Road link;
- Focus on the waterfront – really pretty harbour; the Bridge and then wider connections;
- Make local facilities a real selling point; a not-just-for-locals pub; family pub/food;
- Viable shopping centre – convenience is important, Quayside site is key;
- Mixed housing – mixed tenures, mixed styles (variety and coherence), tenure-blind; addressing the affordable housing needs within the Island;
- Accessible housing – really good walkable environment; older people and child-friendly;
- Better layout for parking; take out one parking lane;
- Flood strategy for wider area; alongside a future planning application, not just a site-based strategy;
- Addressing need – finding the right anchor tenant and filling the gaps;
- Sustainable build and eco-friendly site – in line with island's goal for zero carbon; and
- Bringing community benefits through providing community services, facilities and amenities, e.g. a public green space.

Suggestions for a vision statement included:

- "Bringing life back to The Bridge";
- "Financially viable and sustainable regeneration of the Bridge, enhancing the area for the benefit of the local and wider community with net zero emissions";
- "An accessible destination for all ages which reinforces the Bridge's unique identity and heritage which supports the viability of the local community and businesses"; and
- "A deliverable, community-focused mixed-use place that enhances and rebalances local connections, prioritises active travel and connections to the waterfront and which brings new life and activities to the Bridge".

Principal landowner: Co-operation Society / Bridge Regeneration Company

On 3rd December, 2019, the Bridge Regeneration Company presented their current concept scheme for the Leale's Yard site within their ownership (the main development area) to the consultant team. This initial plan for the site includes a mix of uses, including retail, tech workspaces, residential, a multi-storey car park and an open space.

From their 20 years of experience of the site, their main concern is the deliverability of the site from both from a market absorption point-of-view, as well as the costs that would be necessary to deliver the infrastructure required to support the site's development. The current proposal proposes dividing the site into 22 parcels to help make the site more developable from a local market perspective.

A request from the landowner regarding possible options for States involvement to help deliver the proposals came about through a States resolution which requires P&R to report back to the States with options and requires working with the principal landowner to look at options.

Landowner: Salvation Army

On Thursday 16th January, 2020, we met with representatives from the Salvation Army to discuss their position as landowners within the Leale's Yard Regeneration Area. The Salvation Army are currently operating two sites on the island (until recently, this included a third site within Town) which provide much-needed services for lonely and vulnerable community members, as well as providing a place for the general community to drop-in. Current services they provide at the Bridge location include a day café and a twice-a-weekly library presence. They cite up to 200 visits a day currently.

Their long-term aspiration is for the Salvation Army in Guernsey to have a single purpose-built church and community facility where they can provide more effective and comprehensive services, aligned with their organisational aims, in a centralised and prominent location. They are open to connecting with other 3rd sector organisations.

They would like to maintain their location in the Bridge Main Centre and the Leale's Yard Regeneration Area provides an opportunity. Their requirements include a highly visible location, around 950-1150m² floor space, and dedicated parking.

Bridge Working Group: St Sampson and Vale Douzaine

On Thursday 16th January, Tibbalds met with Andy Carre (Douzaine representative of St Sampson) and Richard Leale (Le Provost of the Vale), and Brian Le Preveau to discuss what they consider are the key issues for the Leale's Yard Regeneration Area site. Their views largely reinforced the conversations with Service Area officers as well as feedback received at the public drop-in session (summary below).

Other suggestions/issues raised include:

- “People need somewhere to go that’s not a coffee shop”;
- Some uses currently along the Bridge could be relocated into Leale’s Yard, e.g. The Bridge motor shop, depending on their function;
- The Bridge Main Centre would benefit from uses like doctors, vets, eye specialists, retail showrooms, etc to avoid the need for residents to travel to Town;
- If the boat yard functions were relocated to La Hougue, it would be an ideal place to display the Asterix boat that was found in the harbour and has now been restored to create a tourist attraction (it is currently being displayed in a building not built-for-purpose);
- Fluvial flooding appears to be less than in the 50s/60s, before the marina;
- A variety of house styles would be encouraged as previous schemes showed a limited variety; and
- There was concern about the quality of houses that would be built; many new houses are small featureless boxes with small backyards and lack the quality which make people feel proud of where they live.

Community Foundation

On Thursday 16th January, the team met with James Roberts from the Community Foundation – an organisation that helps to redistribute funds raised by philanthropists to third sector organisations across the Island.

The Community Foundation has aspirations to open a ‘community hub’ to provide facilities and services to a group of compatible third sector organisations. The broader vision also includes providing integrated supported accommodation

for vulnerable community members, including for example, those with learning disabilities and dementia, or temporary/transitional housing for the use of Women’s Refuge or newly released prisoners. Further consideration would be needed of comparable user groups.

The Foundation fundamentally believe that more needs to be provided for the third sector community of organisations and are in conversation with the States to help bring third sector organisations on board and to release funds for the project. There have not been any detailed studies undertaken to-date to understand required floor areas, etc.

Local residents and community members

On Thursday 16th January, the team hosted a public drop-in session at the Rock Community Church between 2-7pm. The drop-in session included an exhibition of four boards which included the following questions:

- Are [the 2013 Vision document’s] core themes still relevant for the Bridge and St Sampson’s harbour?
- What are the St Sampson and Vale Main Centre’s strengths and/or positive qualities?
- What would you most like to see changed and/or improved about The Bridge Main Centre and the surrounding area?
- What does The Bridge Main Centre and the surrounding area need and why?

The session was well-attended with around 60-70 attendees and press coverage from various media outlets. We also provided an e-mail address that allowed people unable to attend, or for those who wanted to provide further feedback, to make contact. We received nine e-mails in addition to the ample feedback received in person.



Image A: Community members at the public drop-in session



Image B: Community members at the public drop-in session

The following list is a summary of the feedback provided via post-in notes left on the exhibition boards, as well as from the many conversations and written feedback received:

- There is a strong sense of local community with great pride in The Bridge and its historic legacy. There was a very high level of support for the 2013 vision district principles;
- A high proportion of people said they wanted to see the parking changed in some way along the Bridge as they can see that this is one of the main issues affecting traffic flow, and that improvements will improve everyone's ability to move around as a pedestrian and cyclist; as well as for cars. There was a positive response to the idea of pedestrianising parts of the Bridge if parking was provided close by;
- There was an overwhelming sense of need and support for: family restaurants/pubs; green space and trees; places to sit out and relax, places to sit and enjoy the view of the harbour; community hub/space that can provide activities / spaces for youth and elderly; and generally a mix of uses to help make the Bridge a destination and somewhere to spend more time;
- There was some need and support for: flood defence for the wider area, multi-storey parking building, more variety of shops (e.g. books, flowers, crafts), workshop space, opportunities for start-up businesses, hotel, something to celebrate the history of the Bridge, bigger shop space, police presence, improving the overall attractiveness of The Bridge, utilising other empty buildings within the area, better quality of homes with decent-sized backyards that can be used for relaxing and entertaining outdoors, play space, providing enough parking for visitors to residential properties, and ensuring any development is sustainable in regards to construction and use of energy;

- There was a strong concern about providing many more houses as there is a feeling that there are already a lot of houses in the area as well as concern that there wouldn't be enough people to fill a large number of houses as the overall population of Guernsey is declining; however many supported the idea of providing affordable / social / supported / elderly accommodation, as there is a need for this (the need for supported housing includes a wide variety of vulnerable members of the community who are supported by a high number of third sector organisations operating on the Island);
- The scale of development should be in keeping with the surroundings, in particular buildings should not be much taller than the Bridge frontage;
- Parking for shop-owners and residents is a key concern as there are currently no designated places/areas for them; and
- For many who don't live in the Bridge Main Centre area, the Bridge is seen primarily as a thoroughfare to get to destinations beyond; it is generally not seen as a destination in itself, although some people do use it because they know what they can get there.

The public were also informed that there will be a six-week consultation period on the Draft Development Framework commencing around mid-February where they will be invited to provide feedback via e-mail, at drop-in sessions and/or invited workshops attended by the consultant team and representatives from the States planning service.



Image C: Post-it suggestions in response to the questions asked on the public drop-in exhibition boards

Appendix 3: Leale's Yard scenario and viability testing

Introduction

A key aspect of the brief for creating the Leale's Yard Regeneration Area Development Framework was to ensure that it allows for a viable and deliverable proposals to come forward.

Building on a broad range of baseline information including a review of the site, its context, feedback from consultation, property market advice, a review of planning history, conversations with landowners, and a range of other sources, a number of scenarios were developed that represent different ways that development could come forward on the main development site within the Regeneration Area. This is a high level exercise based on early stage capacity testing, a broad assessment of car parking provision, an appropriate range of uses and activities, and an early stage urban design strategy as developed by the project team.

These initial scenarios are intended to test the relative viability of a range of potential densities, scales of development and principal land uses on the site in a way that is compatible with planning policy. All of the scenarios include varying amounts of residential (including affordable housing), workplace, community, retail/cafe/restaurant uses and open space provision with the potential for other uses depending on capacity. They are based around the following three ideas:

- Higher density residential led mixed uses;
- Medium density residential led mixed uses; and
- Employment or workplace led mixed uses focussed around a technology or learning campus.

They have been selected to inform the potential different ways that development could take shape in order that the team can gain a better understanding of the mix of development uses likely to be most viable. It is recognised that the ultimate scheme may be different. These options are only indicative and there will be other options which meet the requirements

of planning policy. High level allowances for development and infrastructure costs have been based on experience of other sites as some of the detail is not yet known or available. Reasonable allowances for other project related costs were also included.

For each of the scenarios a viability model has been created that allows potential phasing and delivery of the site to be better understood. The feedback from the testing of the three scenarios has informed a preferred scenario that represents one way that development on the site could be viably achieved. This is not the only way that the combination of uses and activities on the main development site might work but it is an approach of understanding what might be possible, and which uses are more likely to support viability and delivery. Market advice and viability modelling work has been carried out by Aspinall Verdi consulting with a local agent.

In addition the scenarios have been tested in terms of their ability to deliver a high quality design led approach within the Regeneration Area to ensure the scenarios would meet the requirements of the Development Framework. The process of developing and testing these scenarios has informed and shaped the proposals for the main development site included in the Development Framework in sections 6, 7 and 8.

Initial development scenarios

Below is a summary of each of the three initial scenarios as well as indicative site plans and indicative schedules of accommodation. Following this is a summary of the preferred scenario that represents one way that viable development may be able to take place on the site.

Scenario 1: High density residential (image A3.1)

Scenario 1 is the highest density approach modelled. It is residential-led achieving a number of units towards the top end of what is considered achievable given the mix of other uses also accommodated on the site.

This scenario includes a retirement living block to the east of the site and concentrates all non-residential development on the eastern side of the site close to the Bridge Frontage. It also includes a hotel, community uses, retail/restaurant and cafe uses, and some employment/workspace uses.

This scenario also proposes moving some of the parking on the Bridge Frontage to a convenient location within the site on Commercial Road (plot J on image A3.1). The maximum number of storeys in this scenario is 5-6 but most of the scheme is between 2-4 storeys and particularly along the southern and western edges of the site. The higher density residential combined with an attempt to avoid costly below ground or semi basement car parking has meant that a multi-storey car park has been included.

The scenario also includes a public green open space and a civic square (each of the scenarios include broadly the same open space provision).

Scenario 2: Medium density mixed use (image A3.2)

Scenario 2 takes a lower density approach with no blocks exceeding 4 storeys in height and much of the scheme at 2-3 storeys.

This scenario includes a greater proportion of mixed uses, flexible workspace and new retail located close to the Bridge, as well as a community and wellness hub. It also has a greater emphasis on town-houses with a much lower proportion of apartments proposed.

This option does not include any below-ground parking or multi-storey parking. Car parking is provided generally within the development plots. Community and open space provision is similar to scenario 1.

Scenario 3: Technology or learning campus (image A3.3)

Scenario 3 is commercially-led approach with a small proportion of residential units around the edges of the site. It has been identified that the Regeneration Area could be a key location or 'hub' for a particular type of employment or

employment uses. This could be a university or focus for a particular technology base on the Island. It has an emphasis on workspace/office space in multi level buildings, intended to be flexible and adaptable. Shared workspace parking is served primarily by a multi-storey car park.

This scenario provides town-houses along the west and southern edges of the site where they will relate to existing residential uses.

This scenario proposes building heights of 4 storeys but with much of the development between 2 and 4 storeys.

Community and open space provision is similar to scenario 1.

Initial conclusions

The scenario testing has indicated that a viable and deliverable scheme could be developed which meets policy requirements. Our testing indicated the following conclusions:

- Hotels and commercial floorspace do not appear contribute to viability as much as residential uses, and on any scale may be seen to compete with Town or other locations;
- Lower residential densities may be more financially viable because they have the potential to minimise the expensive cost elements of building at high density;
- Car parking requirements will limit the overall quantum of development that can be accommodated, particularly if below ground or semi basement and multi storey car parking is needed;
- A proportion of retail, restaurant, cafe and community uses, as well as open spaces and public car parking can be supported by the proposals; and
- Modelling indicates that affordable housing policy requirements can be achieved.

A summary of the preferred scenario is set out as part of image A3.4. Scenarios presented are indicative and other proposals could come forward and meet policy requirements.

Image A3.1: Development Scenario 1 - High density residential led mixed uses



Image A3.2: Development Scenario 2 - Medium density residential led mixed uses

Scenario 2: Uses table

Use	Total GEA (m ²)	Total NIA (m ²)	Total number of residential units
Retail	2870	1892	-
Commercial	1100	1063	-
Community	1300	1300	-
Residential	16960	13638	190
Retirement living	-	-	-
Sub-total	22230	17893	

Streets	8900	-	-
Green space	1500	-	-
Civic space	840	-	-
Total	33470	17893	190

Residential unit breakdown

Apartments: 140; maisonettes: 8; town houses: 32; mews houses: 10

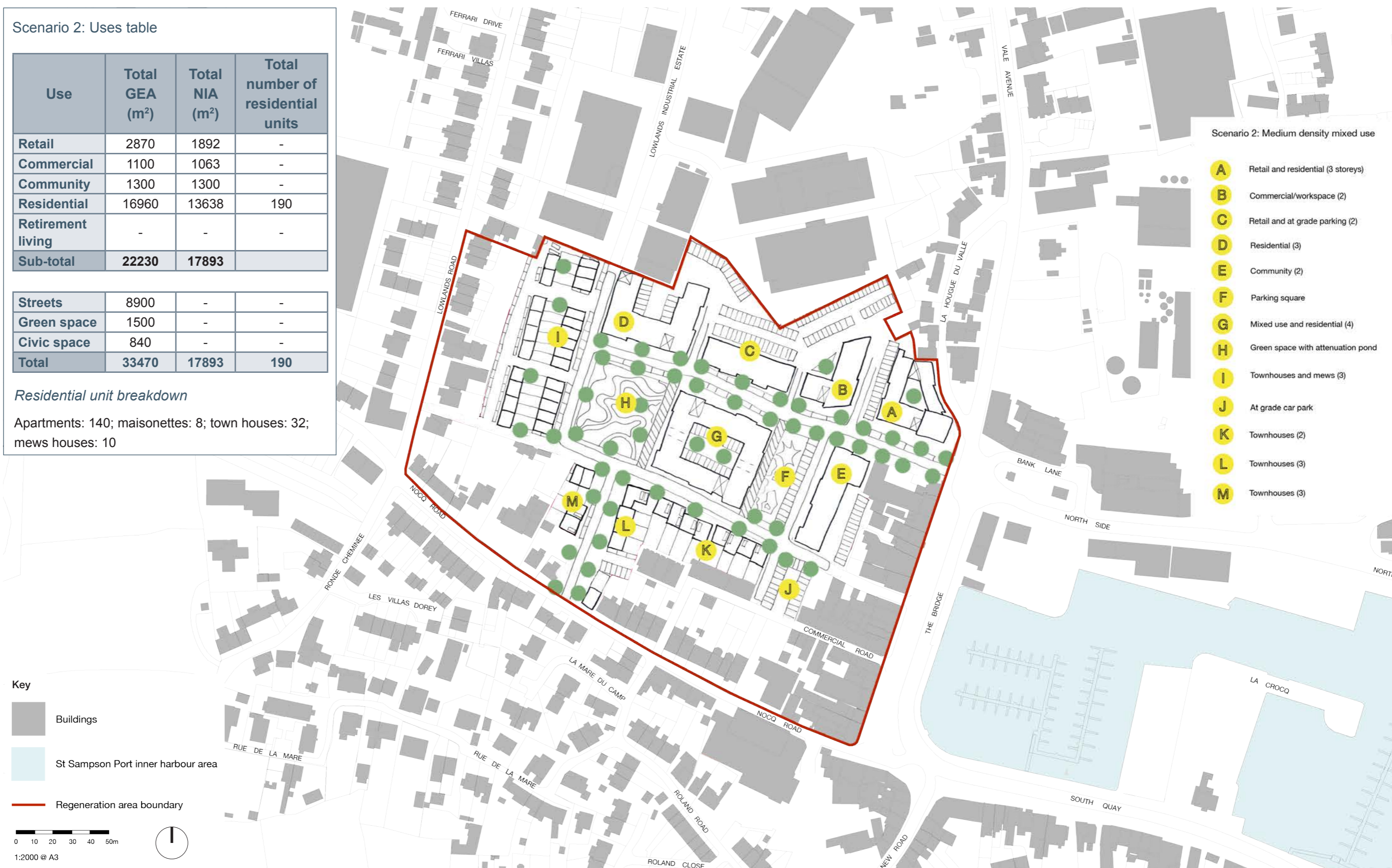


Image A3.3: Development Scenario 3 - Employment led mixed uses (technology or learning campus)

Scenario 3: Uses table

Use	Total GEA (m²)	Total NIA (m²)	Total number of residential units
Retail	1940	1241	-
Commercial	11390	9905	-
Community	1060	1060	-
Residential	4760	3908	47
Retirement living	-	-	-
Sub-total	19150	16114	

Streets	8900	-	-
Green space	1760	-	-
Civic space	840	-	-
Total	30650	16114	47

Residential unit breakdown

Apartments: 9; town houses: 28; mews houses: 10

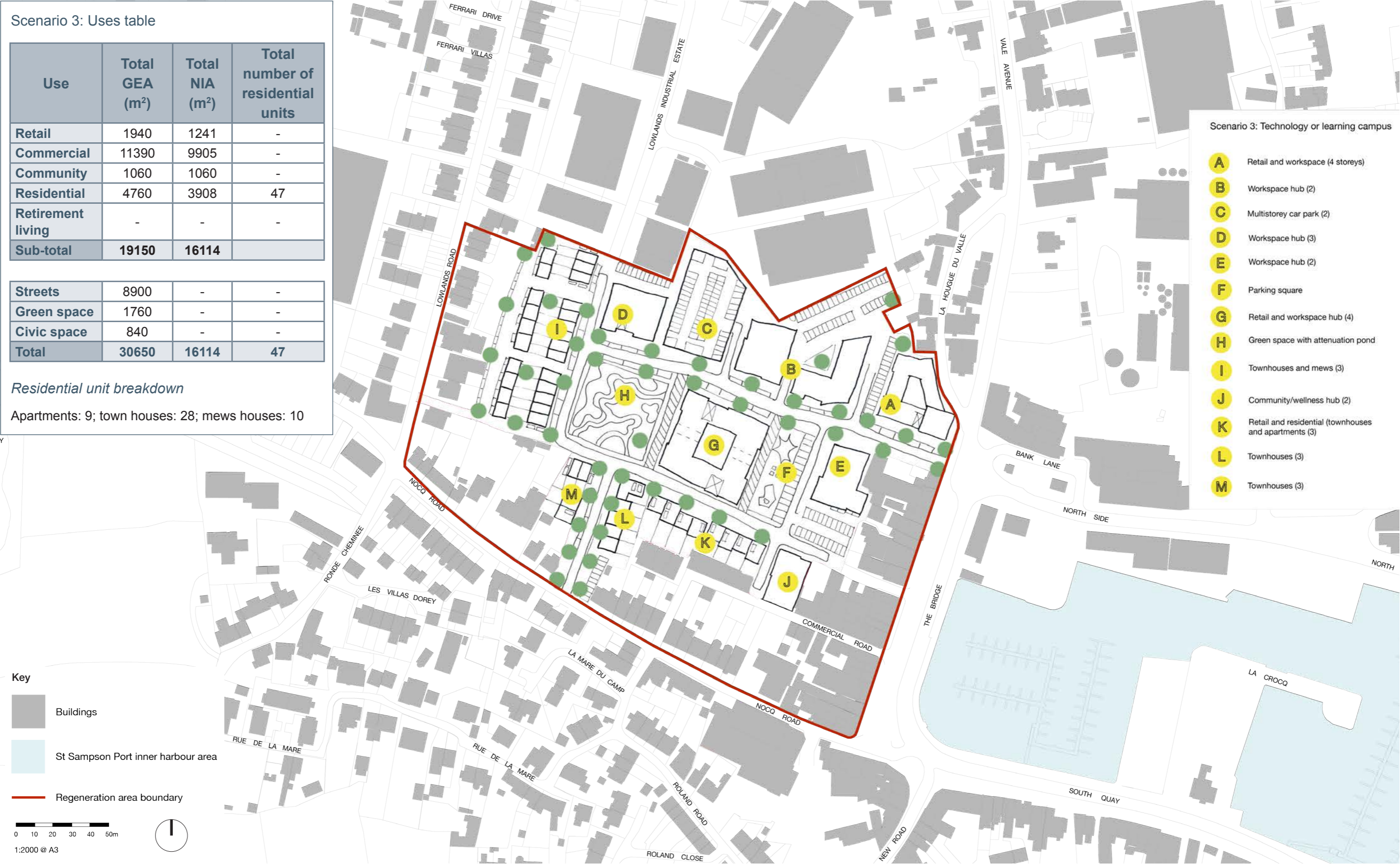
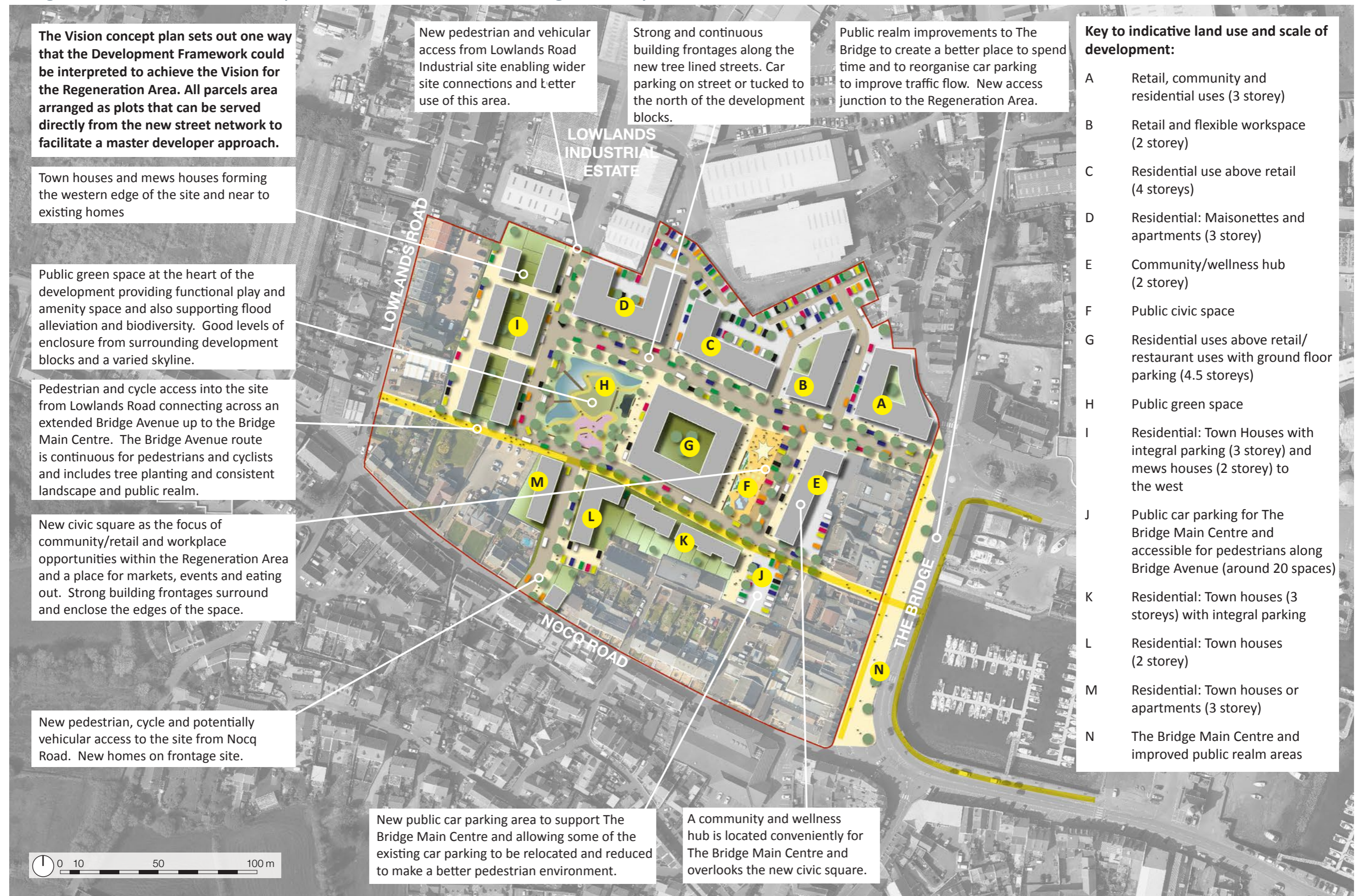


Image A3.4: Preferred development scenario - Medium/high density residential led mixed uses



Preferred development scenario - Medium/high density residential led mixed uses

Parcel	Proposed use	GEA by use (m ²)	NIA by use(m ²)	Number of residential units
A	Retail	1170	702	24
	Residential	2020	1616	
B	Retail	360	252	-
	Workspace	1100	1063	
C	Retail	650	455	24
	Residential	1950	1560	
D	Residential	2610	2001	31
E	Community	1740	1740	-
G	Retail	470	329	69
	Residential	5750	4676	
I	Residential	1770	672	25
		840	1462	
K	Residential	1150	895	8
L	Residential	570	506	5
M	Residential	510	418	4
Sub-total		22660	18347	
Streets		8900		-
H	Green space	1500		-
I	Civic space	840		-
Total		33900	18347	190

Residential unit breakdown

Apartments: 124; maisonettes: 24; town houses: 32; mews houses: 10

Appendix 4: Ideas for The Bridge public realm improvements

Following baseline information gathering and a range of other inputs, including from initial consultation, the consultant team set out a brief for testing ideas and options for public realm improvements at The Bridge. The identified objectives for this work are as follows:

- To improve public realm amenity, i.e. ability to sit and enjoy views of the harbour and a place people want to spend time;
- To improve pedestrian / cyclist / and public transport amenity, to promote active travel;
- To ensure traffic flow is not impeded by cars waiting for parking as it is at the moment at key times; and
- To provide an integrated flood defence solution to serve the wider Bridge Main Centre area as well as the Regeneration Area which is attractive and not detrimental to the other key objectives.

The brief involves testing various public/realm traffic considerations against three flood defence options:

Option 1 is to work with an existing flood defence proposal developed by Aecom as part of ongoing States investigations in to appropriate flood mitigation measures. This proposes a wall along the middle of the road with raised areas at either end;

Option 2 is based on an alternative flood defence strategy provided along harbour edge wall; and

Option 3 is based on another version of the alternative flood defence strategy provided along the harbour edge wall.

The public realm and traffic aims are as follows:

- Improved pedestrian environment overall;
- Widening some footpath space along the Bridge frontage, i.e. to allow spill-out;
- Option for removal of some/majority car parking, except for disabled, parent/child, drop-off;

- Option for reconfiguration of parking layout (retaining a majority of parking spaces);
- Removal of raised median (currently separating parking area from carriageway);
- Improvement of public realm at harbour edge, i.e. creating promenade;
- Connectivity between the Bridge frontage and the harbour edge;
- Assuming a future signalised access point from the Bridge into Leale's Yard vs. roundabout access point into Leale's Yard (see note below); and
- Exploring ways to improve parking access / traffic flow.

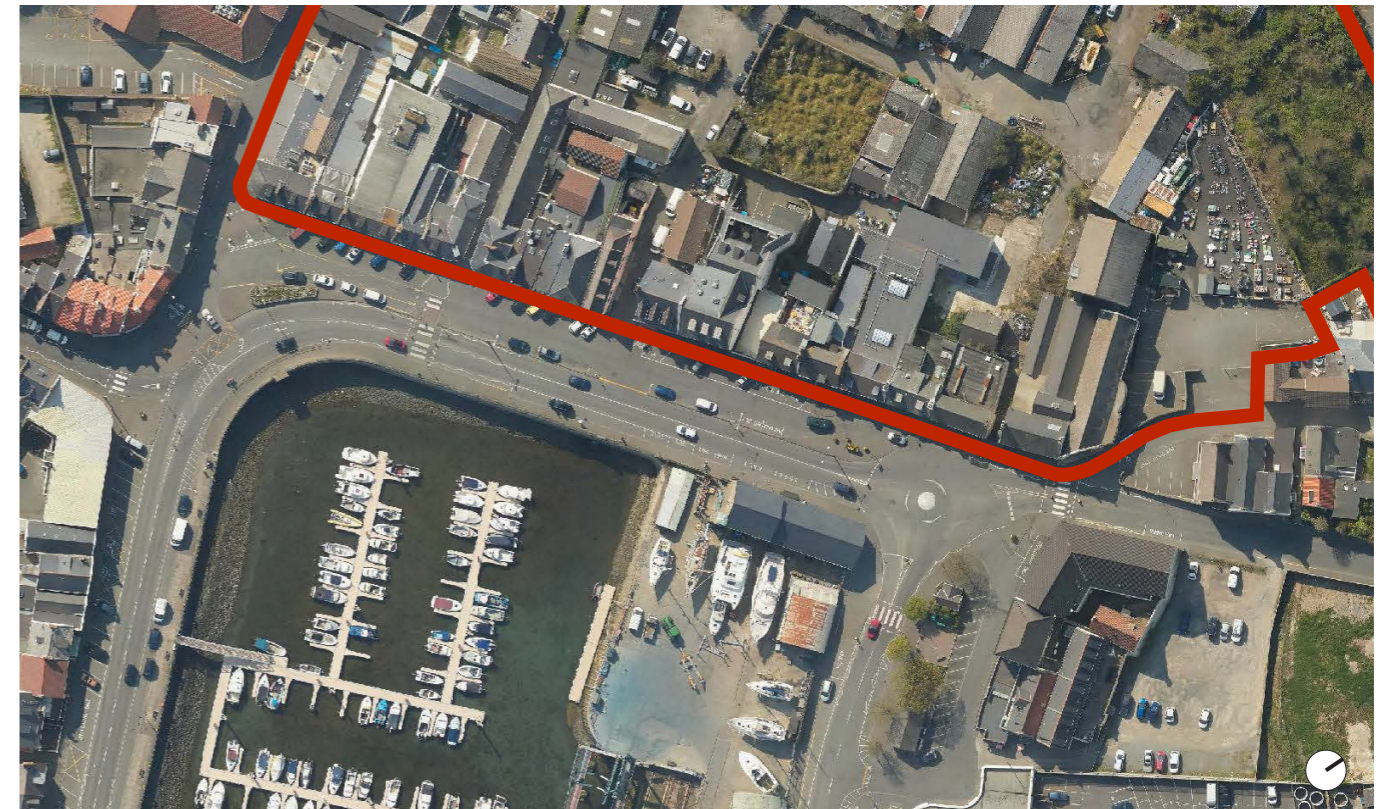
Access junction with the Bridge

There is a strong preference and recommendation for the signalisation of the Leale's Yard site (main development site) access / junction with The Bridge. This recommendation stems from both quantitative and qualitative analysis where the current roundabout infrastructure is non-standard with poor pedestrian amenity.

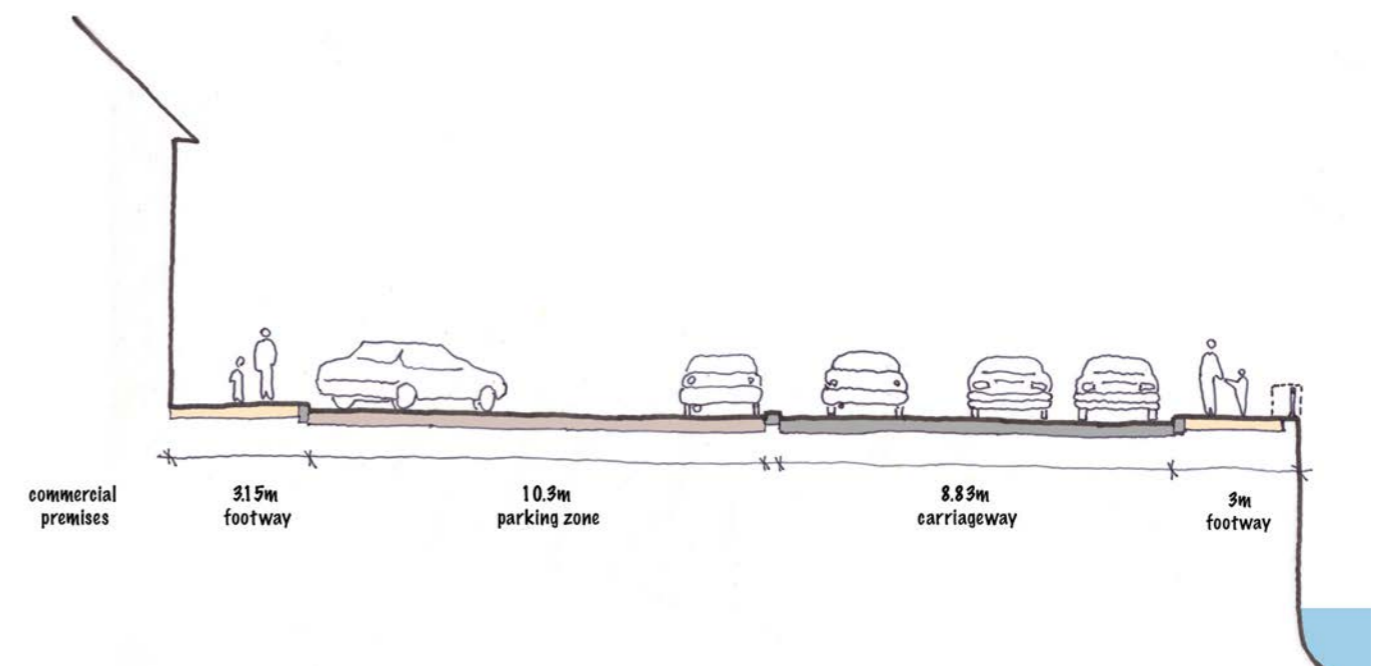
Furthermore, recent traffic modelling undertaken for the Saltpans development identified future capacity issues with the existing roundabout junction concluding that a signalised junction would resolve future capacity and operational issues.

This traffic modelling provides clear evidence that this road infrastructure upgrade would inevitably be required for The Bridge Main Centre Area.

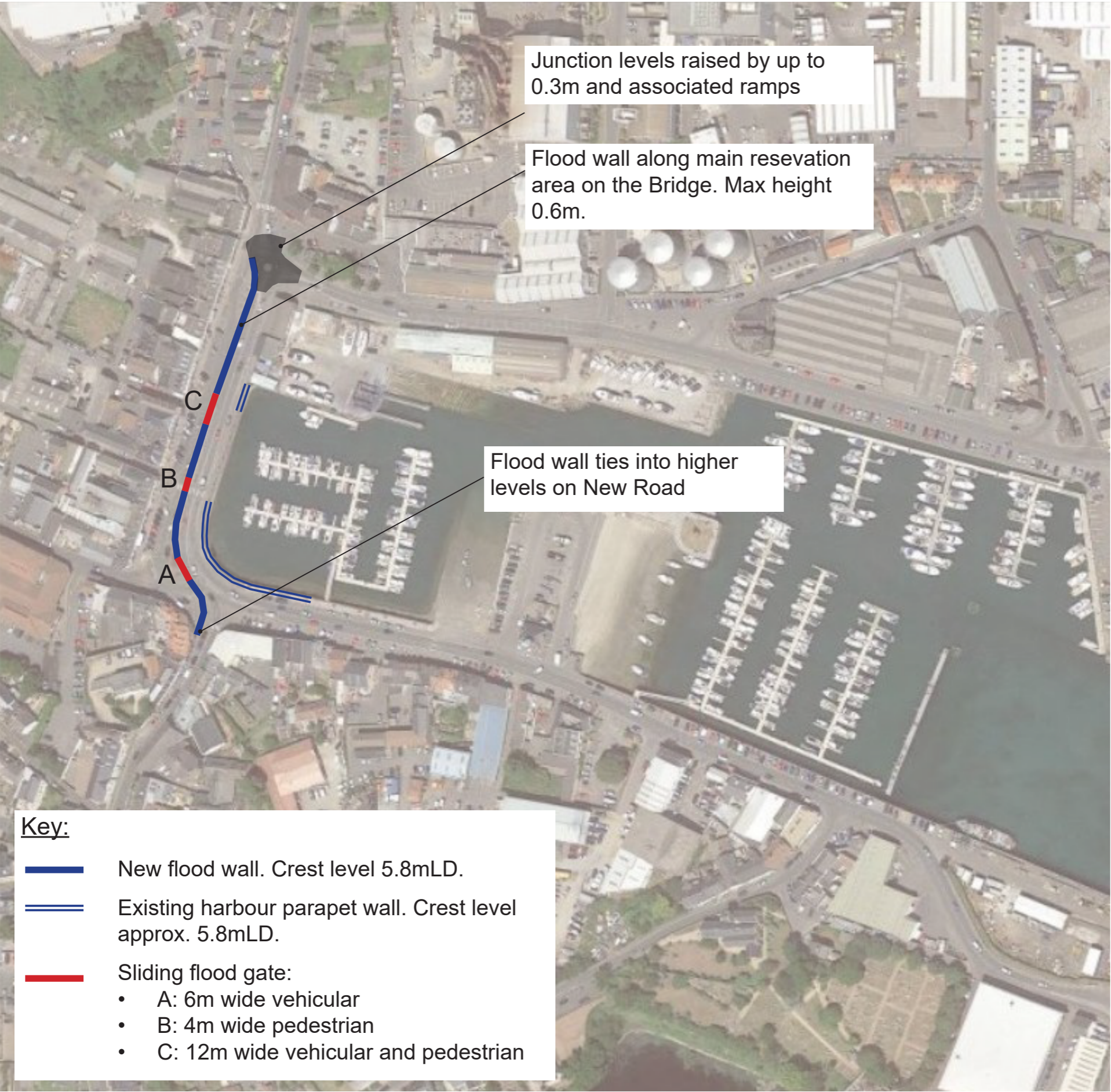
Finally, the delivery of the signalised junction would integrate more seamlessly with future public realm works along The Bridge frontage with objectives to improve pedestrian amenity as well as access for other users. .



Existing aerial photo of the Bridge showing the edge of the Regeneration Area in red.



Indicative existing section profile of the Bridge



Option 1: Existing Aecom flood defence proposal

This sketch summarises the interim flood defence proposal developed by AECOM, as detailed on drawing SSFM-ACM-XX-00-DR-CE-00520.

This proposal provides a continuous flood defence level of 5.8mLD, and achieves a level of protection against coastal flooding of approximately 1:60 year, predicted to reduce to 1:27 year by 2031 as a consequence of sea level rise.

This is an interim proposal, to reduce current flood risk until a more robust and long term solution is implemented, such as for example of flood gate at the entrance to harbour.

The residual risk of coastal flood risk is significant and should be mitigated with:

- Connection to flood warning system;
- No sleeping accommodation below predicted flood levels. This can be achieved with non-residential use on the ground floor or split level-maisonettes with sleeping accommodation on upper floors;
- A safe egress route to dry grounds or higher levels in the buildings;
- Flood resilient building design;
- Mitigation of surface water flooding.

Some of the key limitations of this interim flood defence proposals include:

- Impact on public realm of parapet wall bisecting the bridge and affecting pedestrian movement;
- This proposal only improves protection to the Bridge and area directly to the west of the Bridge.
- Flood gates require significant maintenance, and are a weak point in any flood defence system as they may fail to close or may be mismanaged. In the UK the Environment Agency’s policy is to not install new flood gates and as much as possible remove existing flood gates.
- The proposal detrimentally impacts the pedestrian crossing at the northern end of New Road.

Option 1

This option is based on the Aecom studies for a low flood defence wall running to the middle of The Bridge, just west of the current carriageway. This wall would need to be accompanied by flood defence gates at the intersections between The Bridge and the lateral alleys leading to Leale's Yard Regeneration Area, to allow for cars and pedestrian circulation.

Two versions of this scenario have been studied to explore the potential of an alternative position of the flood defence wall and the parking bays, in order to maximise the public space potential. In both the aim was to conceal the presence of the wall - which is understood to be of modest height - from the promenade along the shop frontages.

OPTION 1A

Key moves

- The flood defence wall is shown as per Aecom's 'Preferred Option Plan' drawing from August 2015.
 - A significant amount of parking bays (approx 32no, compared to the approx 50no in the existing situation) are retained on The Bridge, with some being relocated in dedicated parking lot within the Regeneration Area. These are located to the west side of the flood defence wall, which runs on the carriageway edge. A lane of approx 3.6m width allows for cars to enter or leave the bays and will be at grade with the pedestrianised areas to the front of the commercial premises, thus conveying the character of a shared space but with a physical segregation provided by raised planters and benches for the protection of the more vulnerable users. The rearrangement of the bays would give opportunity for a more efficient use of space and the wall could form a physical segregation between the busy carriageway and the public realm;
 - The relocation of all of the existing parallel bays on both sides of the carriageway will release some space to be destined to public realm, in form of paved surfaces and planting along the shop fronts;
 - Planting is proposed in raised planters along the commercial frontages and equipped with seats; additional planting is proposed where space allows along the wall and in pockets among the parking bays, with trees planted in the more generous spots;
 - The wall would terminate at the northern end next to the existing roundabout, where road levels are raised to provide flood defence measure that allows traffic flows.
- To the southern end the wall terminates at the junction with New Road, tapering as it merges into the existing ground levels, therefore no earthworks are needed in principle to provide flood defence in this location;
- Crossing from the shop frontages towards the harbour edge is provided in the middle of The Bridge, aligned with Bridge Avenue, to create a direct link from Leale's Yard Regeneration Area and the harbour; the road crossing is paved with a different material than the carriageway in order to be visible and encourage vehicle drivers to be careful;
 - The pavement along the harbour edge is retained as per the existing situation, with conditions for pedestrians improved by the relocation of the parallel bays along the kerb line;
 - It is proposed that the existing steel parapet, together with other street furniture elements such as lighting, litter bins, etc. are replaced with higher quality products in line with the vision of providing an attractive streetscape.
 - The southbound bus stop is retained in its current location, whilst the northbound needs to be relocated from its current location due to the new proposed vehicular entrance to Leale's Yard; locations suggested are either along Bank Lane or along South Quay, to be further investigated.

Opportunities for option development

Within Option 1a there could be further measures to be investigated to explore the potential of this flood defence solution.

1. Car bays from the southern end of the car parking zone near the Nocq Road junction could be reduced to create space for the provision of a pocket square with a more open setting and generous space;
2. Reduction of overall car parking provision along the whole The Bridge length, releasing additional land for example for planting, for installation of cycle stands, public art, etc.;

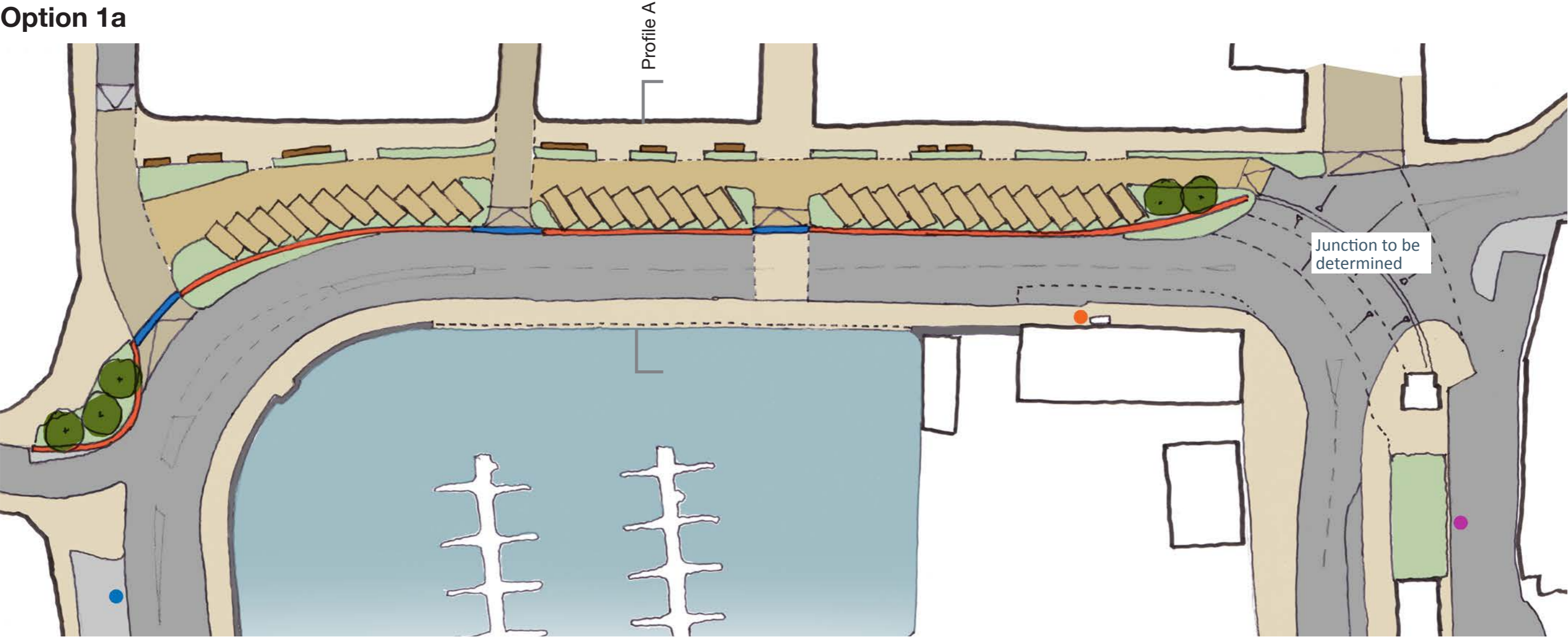
PROS

- Minimisation of earthworks needed to achieve continuous flood defence;
- Road maintained in its current location;
- Less vehicles than current situation manoeuvring and passing by a close distance from the shops;
- Pedestrians are walking in a welcoming shared space setting but protected from the parking cars and road traffic.

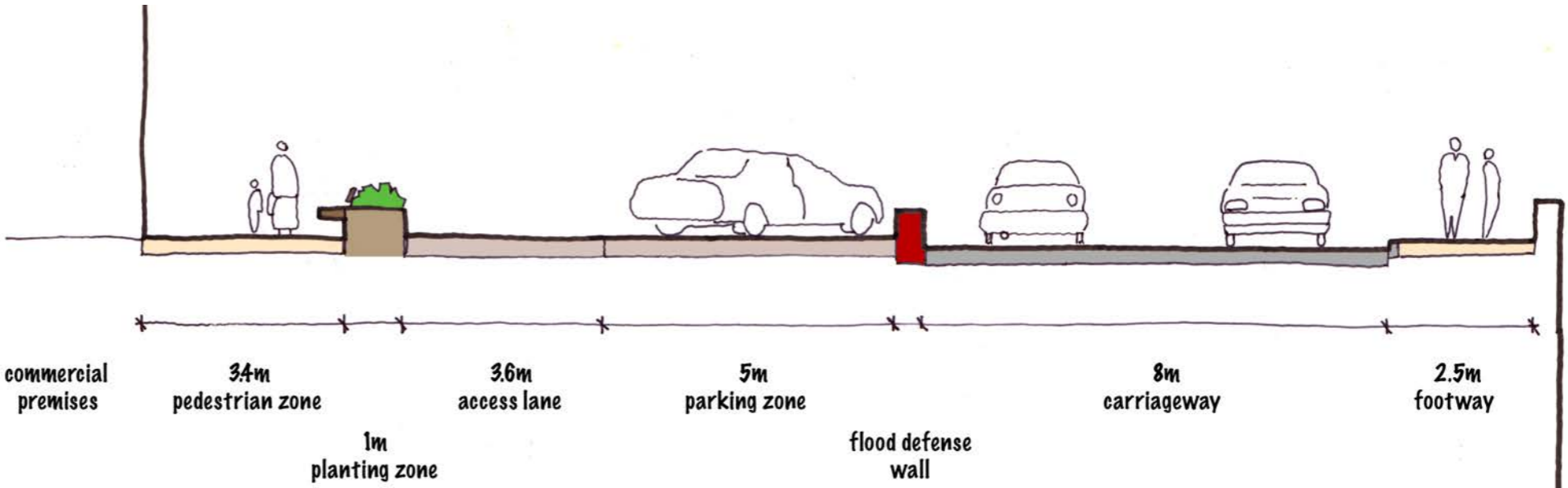
CONS

- Flood defence gates and associated installations may be unsightly and detract from the overall amenity of the public realm;
- Significant number of car bays kept on The Bridge may still contribute to feel of car-dominated streetscape;
- Limited opportunity to improve public realm on along the harbour wall;
- Although reduced, frequent vehicular access to the parking zone at Nocq Road junction;
- Although improved, the shops frontage would be benefiting from only a modest increase of public space.

Option 1a



- Key**
- road
 - pedestrian area
 - planting
 - parking area
 - vehicular access
 - flood defence wall
 - flood defence gate
 - southbound bus stop
 - northbound bus stop
 - northbound bus stop alternative



Profile A

OPTION 1B

Key moves

- The flood defence wall location has been moved slightly towards the west from the one shown in Aecom's 'Preferred Option Plan' drawing from August 2015.
- Parking bays are retained along the carriageway edge in a parallel arrangement, with the majority of them being relocated in dedicated parking lot within the Regeneration Area. The rearrangement of the bays would give opportunity for a more amenable public space and the wall is part of a physical segregation between the busy carriageway and the public realm;
- The relocation of all of the existing parallel bays on both sides of the carriageway will release significant amount of space to be destined to public realm, in form of paved surfaces and planting along the shop fronts
- Planting is proposed to the western side of the wall to disguise it and to provide a higher quality setting for the pedestrian zone; the wall itself could provide opportunities for seating and therefore become active part of the public realm;
- The wall terminates at the northern end next to the existing roundabout, where road levels are raised to provide flood defence measure that allows traffic flows. To the southern end the wall terminates at the junction with New Road, tapering as it merges into the existing ground levels, therefore no earthworks are needed in principle to provide flood defence in this location;
- Crossing from the shop frontages towards the harbour edge is provided in the middle of The Bridge, aligned with Bridge Avenue, so to create a direct link from Leale's Yard

Regeneration Area and the harbour; the road crossing is paved with a different material than the carriageway to be visible and invite vehicle drivers to be careful;

- The pavement along the harbour edge is retained as per existing situation, with conditions for pedestrians improved by the relocation of the parallel bays along the kerb line;
- The southbound bus stop is retained in its current location, whilst the northbound needs to be relocated from its current location due to the new proposed vehicular entrance to Leale's Yard; a dedicated bus lane is provided along the carriageway immediately to the north of The Bridge/ Nocq Road junction.

Opportunities for option development

Within Option 1 there could be further measures to be investigated to explore the potential of this flood defence solution.

1. More car parking bays to be relocated elsewhere, releasing more land for example for planting, for installation of cycle stands, public art, etc.;
2. Planting could be located at both sides of the wall providing a complete screen around it;
3. Car parking to be provided to the west of the wall, at grade with the pedestrian area and paved with high quality materials, with the associated access lane to become a shared surface to allow cyclists to ride in a more protected setting.

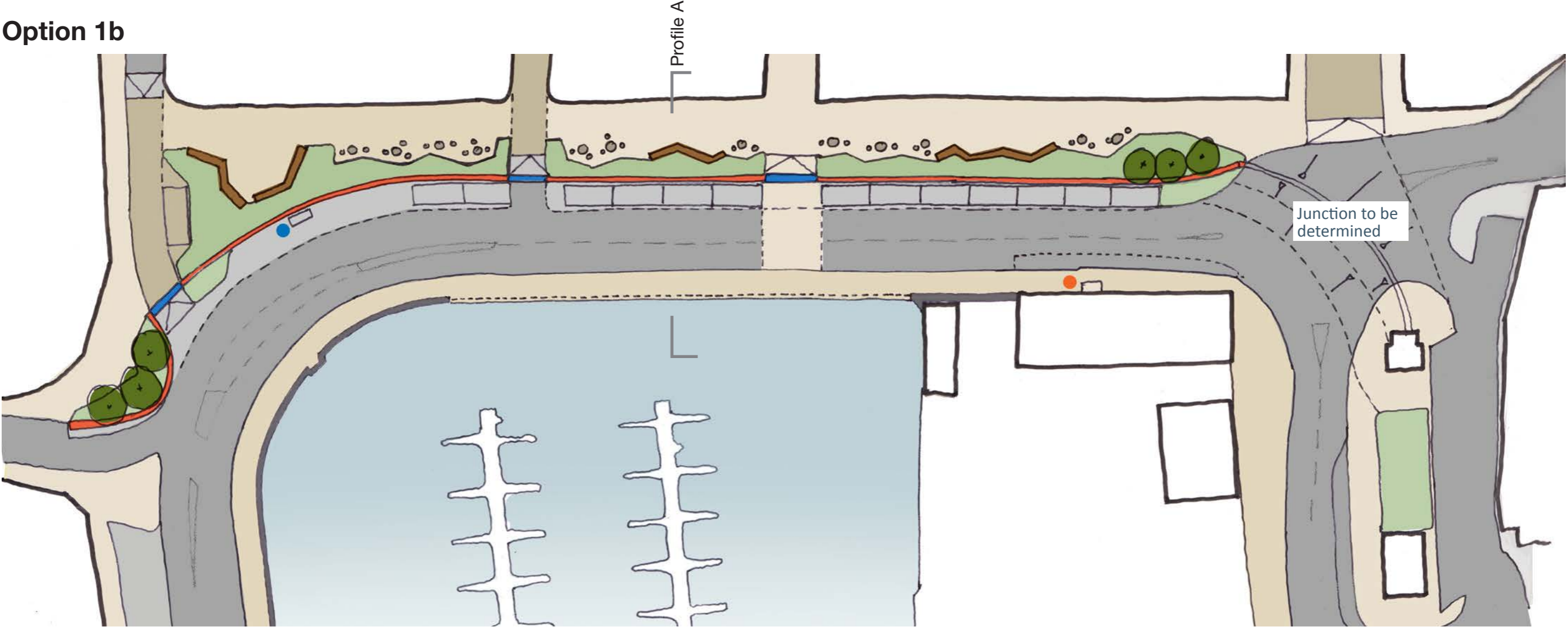
PROS

- Minimisation of earthworks needed to achieve continuous flood defence;
- Road maintained in its current location;
- Relieve the Nocq Road-The Bridge junction from frequent traffic access;
- Less vehicles manoeuvring and passing by a close distance from the shops;
- Pedestrians are walking in a protected space away from the parking cars and road traffic.

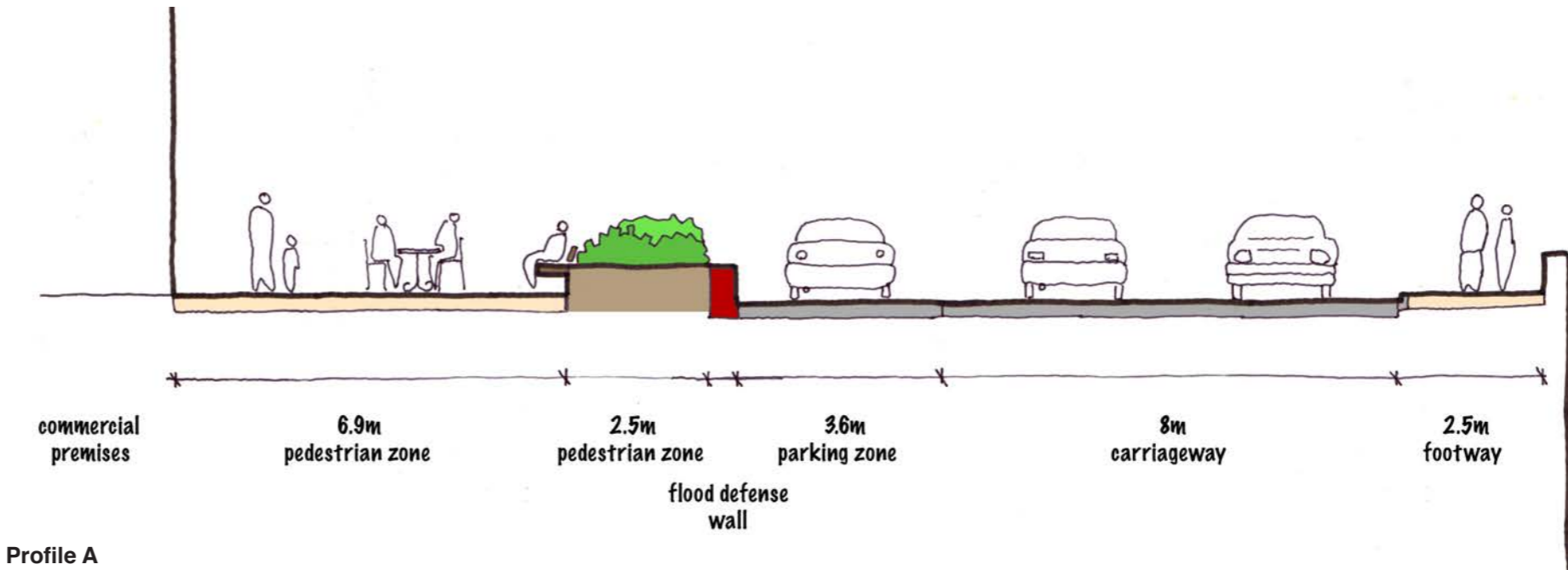
CONS

- Flood defence gates and associated installations may be unsightly and detract from the overall amenity of the public realm;
- Significant number of car bays kept on The Bridge may still contribute to feel of car-dominated streetscape;
- Limited opportunity to improve public realm on along the harbour wall;
- Although improved, the shops frontage would be benefiting from modest increase of public space.

Option 1b



- Key**
- road
 - pedestrian area
 - planting
 - vehicular access
 - flood defence wall
 - flood defence gate
 - southbound bus stop
 - northbound bus stop



Option 2

This option envisages a more generous public realm towards the shops frontages and along the harbour edge, along with improving conditions for pedestrians crossing at the Nocq Road junction. The flood defence is provided by the extending the existing harbour wall in combination with raised tables at both ends of the wall.

Key moves

- The majority of parking bays are relocated from The Bridge in a dedicated parking lot within the Regeneration Area, this will make available a significant amount of space to be destined for recreational purposes and to support the commercial activities along The Bridge and surroundings;
- The parking bays that are retained on The Bridge are clustered to the north of the road, near the roundabout junction, this will free the space directly in front of the harbour to maximise the recreational potential; parking bays are at grade with the paved areas and the parking will be in a shared surface context; the amount of vehicles is likely to be low as these spaces will be dedicated to blue badge holders, or restricted to specific categories of users;
- Trees are proposed along this parking lane, in correspondence of the existing warehouses along the harbour edge; views towards the harbour are already impeded by buildings at this location, so the trees would not block any harbour views but add much needed greenery;
- Vehicular entrances to the Leale's Yard Regeneration Area are through Commercial Road, Nocq Road and a new access at the roundabout junction, these are at grade with the pedestrian areas and the footways, keeping therefore a priority for pedestrians walking along the shop fronts;
- The pedestrian zone towards the shops fronts is more generous and is complemented with an area for terraces or spill out spaces that will activate the streetscape, with planting and seating to provide pleasant setting and create a buffer between public realm and the busy carriageway;
- The buffer zone could also include cycle parking or other street furniture, generous benches, seating platforms, etc.
- Crossing from the shop frontages towards the harbour edge is provided in the middle of The Bridge, aligned with Bridge Avenue, to create a direct link from Leale's Yard Regeneration Area and the harbour; the road crossing is paved with a different material from the carriageway to be visible and warn drivers to be careful;
- The existing parapet in the harbour wall is replaced by a new section of wall suitable for flood defence purposes; the wall is then further extended towards the north up to the roundabout junction, where road levels are raised to provide flood defence measure whilst also allowing traffic flows;
- Similarly, to the south a raised table is created at the junction between The Bridge and New Road to provide continuous flood barrier; the raised table may serve as a speed reduction measure for the benefit of pedestrians crossing the road;
- The extension a flood defence wall to the north means that the pavement along harbour edge will need to be widened to provide continuity, therefore carriageway needs to shift westwards by approximately

1m, to be defined with further design work;

- Widening of the footpath creates opportunity for a more generous provision of public realm and landscaping towards the harbour;
- The existing southbound bus stop is relocated due to the necessary alterations to the carriageway and the construction of the flood defence wall, a possible location could be on Bank Lane, to be further investigated; the northbound bus stop needs to be relocated from its current location due to the new proposed vehicular entrance to Leale's Yard, a possible location could be along South Quay, or combined with the southbound on Bank Lane, to be further investigated.

Opportunities for option development

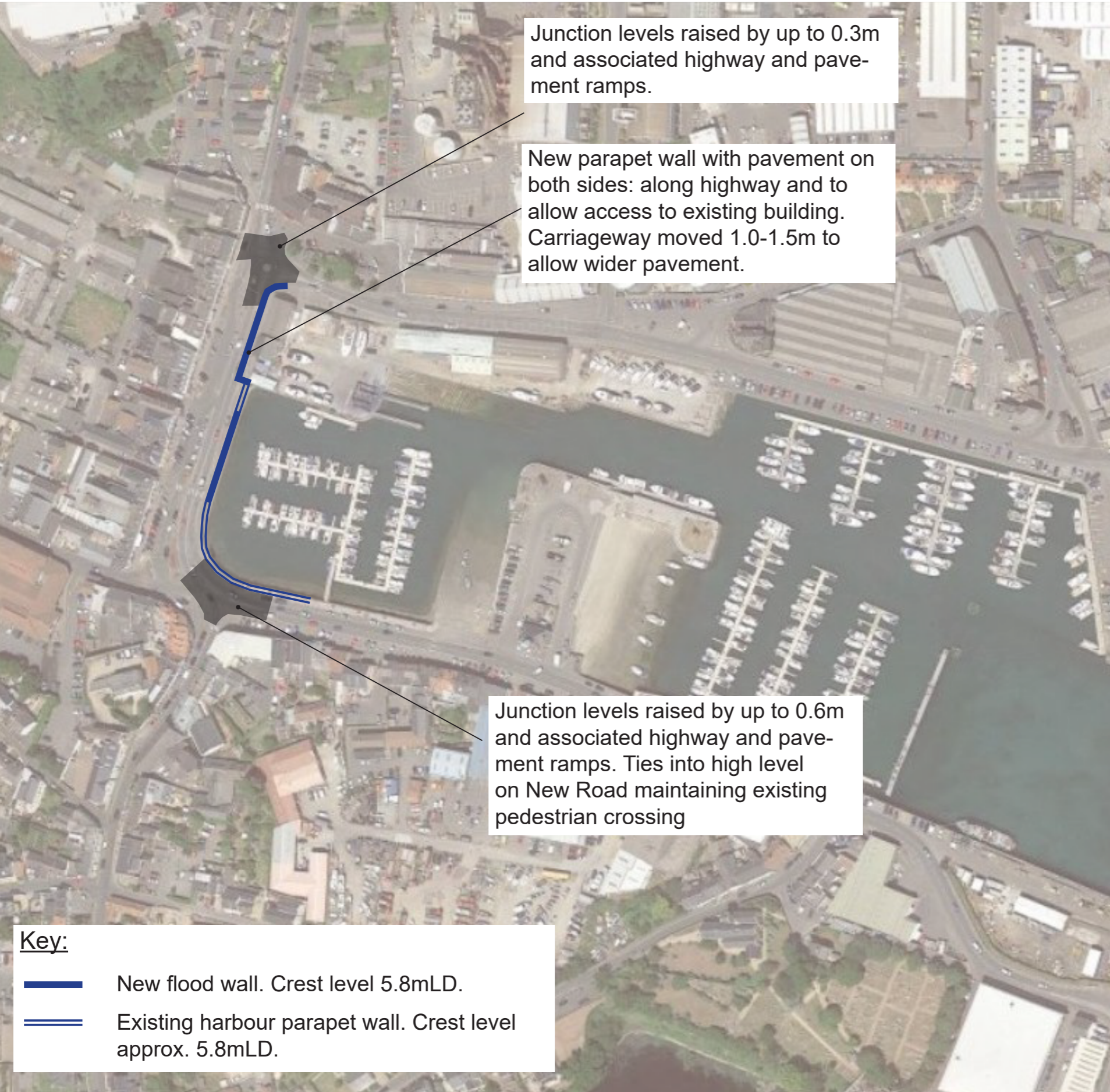
1. More parking could be relocated elsewhere, or distributed more evenly across The Bridge to balance the public space provision across the entire shop frontage;
2. Provide a segregated cycle lane next to the carriageway with direct access into the public realm and dedicated parking spaces;
3. Create a raised table at the pedestrian crossing from east to west in the centre of The Bridge, to further increase safety and visibility for pedestrians;
4. Increase amount of tree planting, to be provided strategically so as not to impede views towards the harbour.

PROS

- Relieve the Nocq Road-The Bridge junction from frequent traffic access;
- Less vehicles manoeuvring and passing by a close distance from the shops;
- Pedestrians are walking in a protected space away from the parking cars and road traffic;
- Improved public realm onto the harbour edge;
- Avoidance of flood defence measures in the public realm;
- Significant amount of planting can be provided, likely increased of amenity and footfall along shop frontages.

CONS

- Earthworks needed to provide continuity to flood defence, with potential negative impact on surroundings footways;
- At the junction of New Road and The Bridge the raised table will also need to continue against the existing wall, with consequent ramp to be provided on the pavement for pedestrian accessibility;
- Carriageway need to be slightly shifted westwards;
- Implications for access to existing warehouses at the North Quay/The Bridge corner following construction of the new wall to be understood;
- Greater amount of surface area in Leale's Yard regeneration area is needed for relocated parking bays;
- Distribution of parking bays is slightly uneven, with the majority of them provided at the northern junction.



Option 2: Alternative flood defense wall option

This option aims at completing the existing harbour para-pet wall and avoid bisecting the Bridge and flood gates.

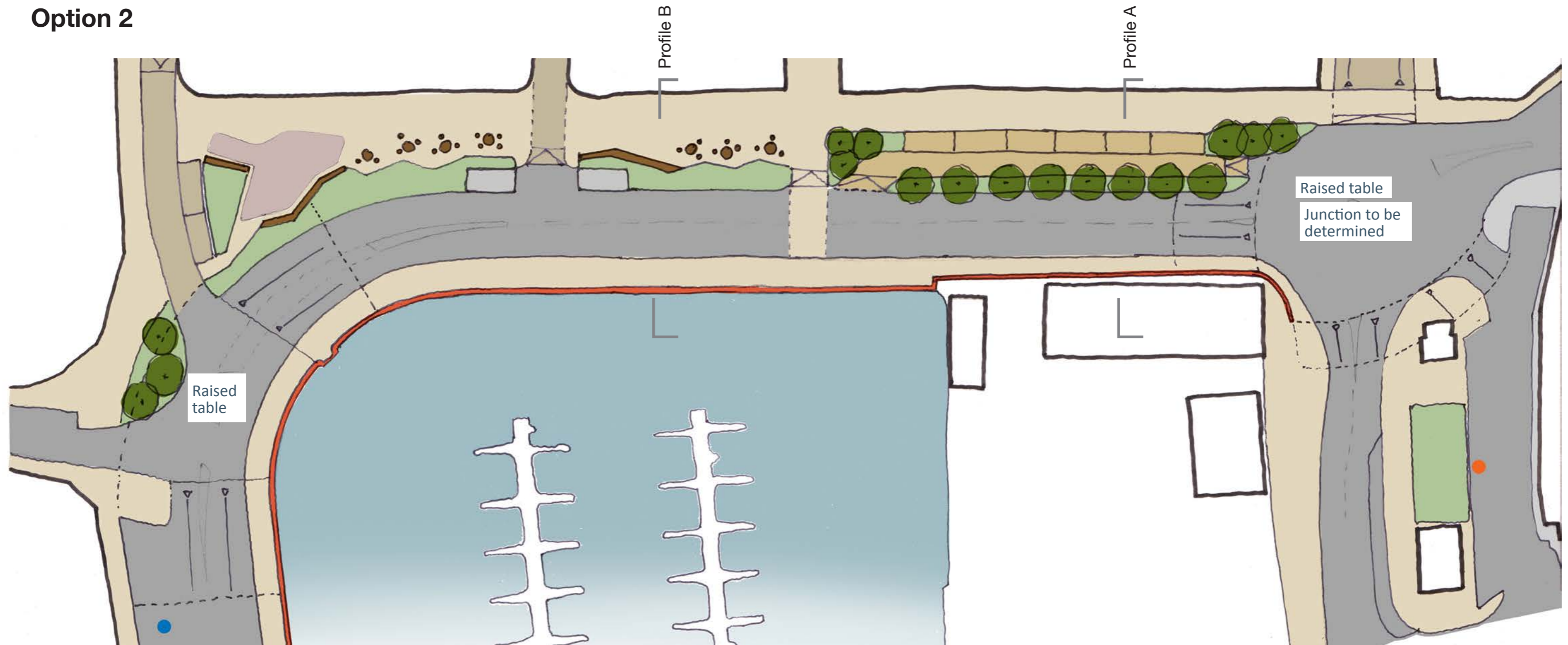
This is also an interim proposal, to reduce current flood risk until a more robust and long term solution is implemented. Similar mitigations measures to those associated with the AECOM proposal will be required.

This proposals will require moving the highway 1.0 to 1.5m to the West.

The raising of the junctions to the north and south of the Bridge will require careful coordination.

Other flood mitigation measures listed under option 1 are expected to still apply.

Option 2



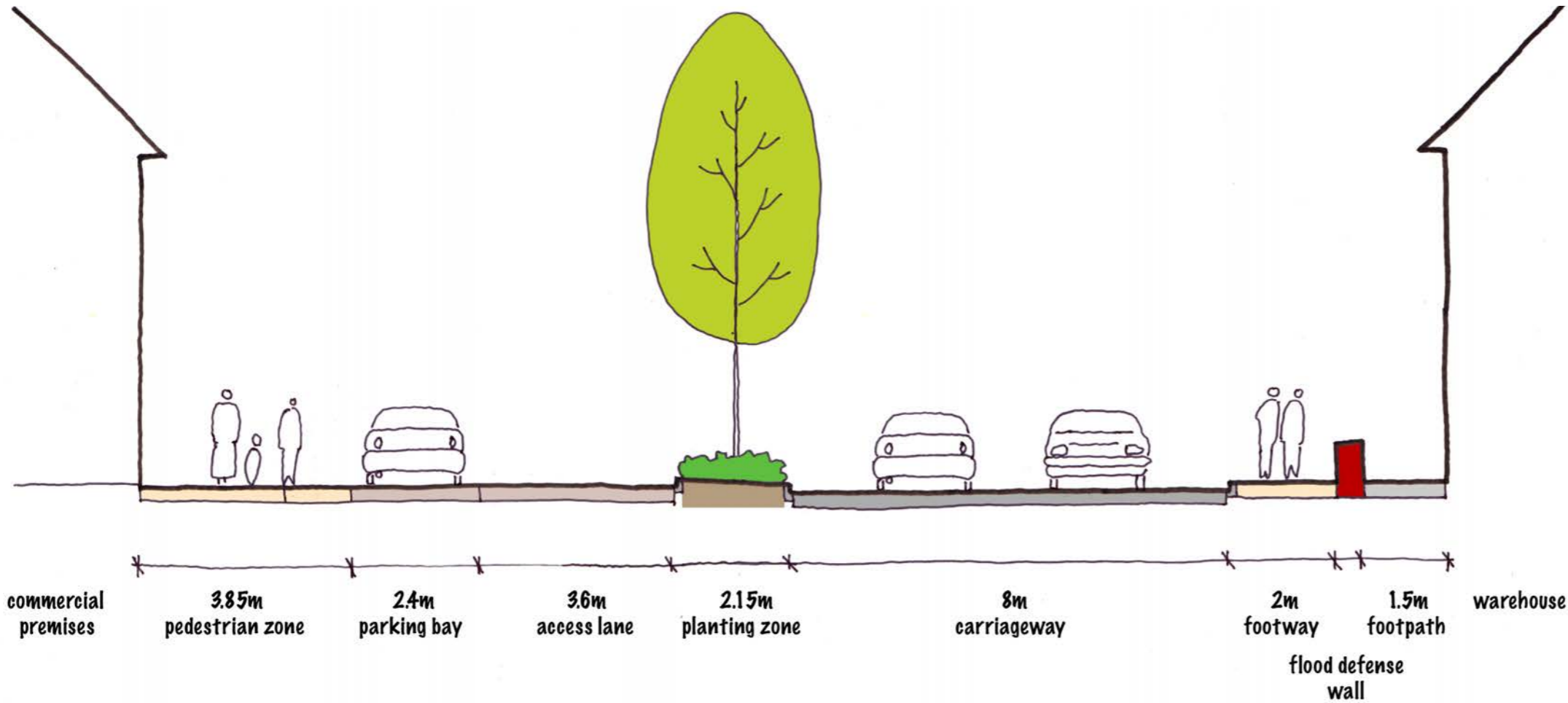
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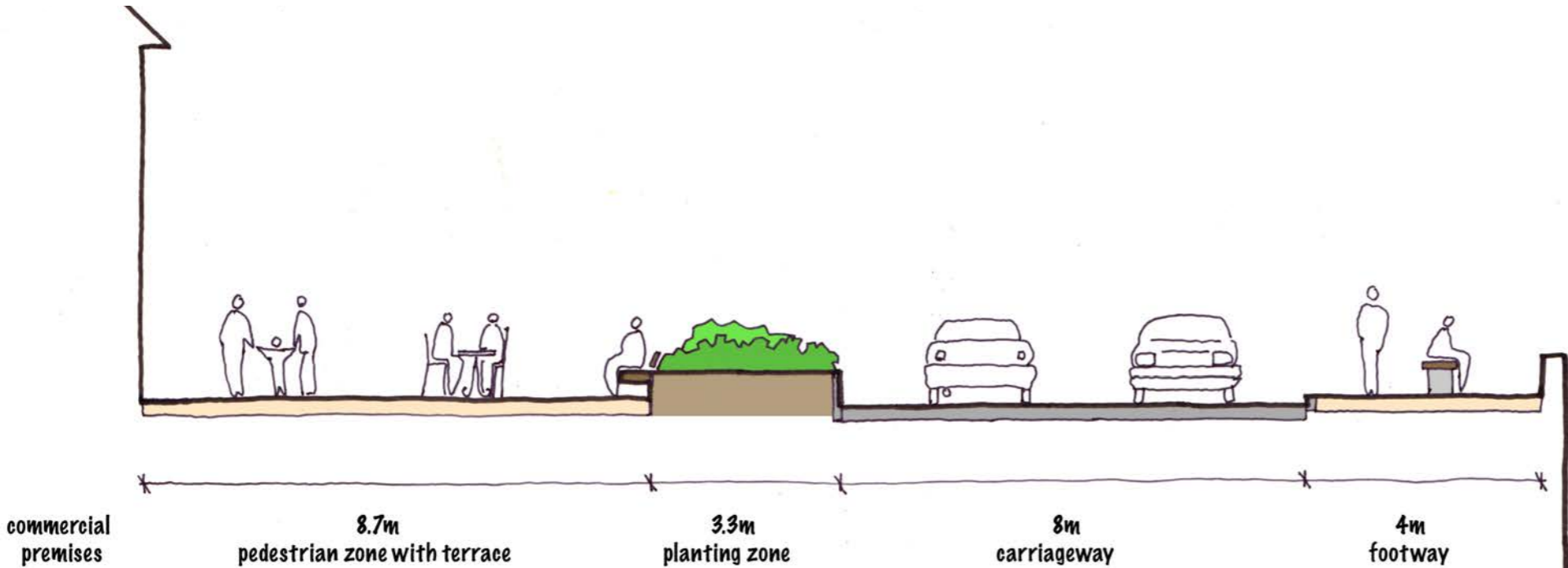
Key

- road
- pedestrian area
- planting
- vehicular access
- parking area
- flood defence wall
- flood defence gate
- southbound bus stop
- northbound bus stop

Profile A



Profile B



Option 3

This option is largely based on Option 2, offering a more generous public realm towards the shopping frontage and along the harbour edge, along with improving conditions for pedestrians crossing at the Nocq Road junction. The main difference is the flood defence strategy, which in Option 3 is provided by a new wall built on the quay edges and connected with the existing walls on The Bridge. This approach would relieve the roundabout junction from having a raised table and extending protection from flooding to a larger urban area.

Key moves

- Key moves are similar to those presented for Option 1, however in this version the public space is more generous at the shop fronts with opportunity for increased buffer planting and seating, possibility for a shared cycle-pedestrian lane or other uses suitable for public open spaces;
- Northbound bus stop located along The Bridge, easily accessible from the public realm;
- Widening of the footway along the harbour edge by means of a build-out platform providing additional seating and landscaping, effectively creating a public space to complement that at the shopping front and celebrate the presence of the harbour.

Opportunities for option development

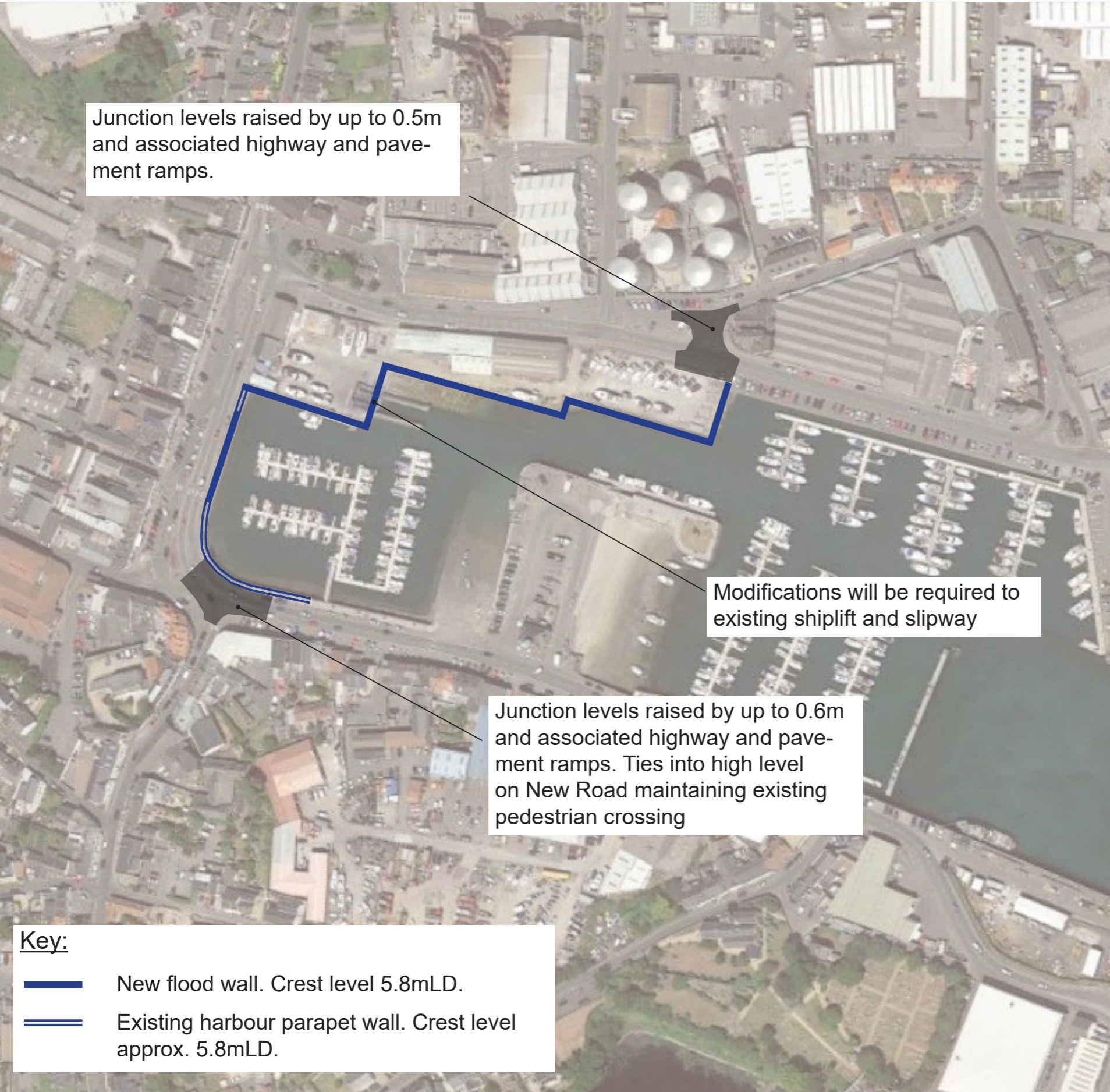
1. The carriageway could be relieved from the presence of a bus stop by relocating on Bank Lane, to be further investigated, although this might entail a longer journey for pedestrians to get to it from The Bridge and Leale's Yard.

PROS

- Relieving Nocq Road/The Bridge junction from frequent traffic access;
- Less vehicles manoeuvring and passing by a close distance from the shops;
- Pedestrians are walking in a protected space away from the parking cars and road traffic;
- Improved public realm onto the harbour edge;
- Avoidance of flood defence measures in the public realm;
- Significant amount of planting can be provided;
- Significant increase of amenity and footfall along shop frontages;
- Pavement on the harbour edge does not need to be widened due to a different strategy from Option 2, therefore carriageway may remain in its current position;
- Flood protection to a larger urban area than other previous options;
- The above means that there is more space available for public space along the shop fronts, if compared to Option 2;
- No need to raise road levels at roundabout junction;
- A build-out seating area, although reduced in size, may still be provided along the harbour edge.

CONS

- Flood defence wall is built partially on private land;
- Cost may be significantly higher than the other two options;
- At the junction of New Road and The Bridge the raised table will also need to continue against the existing wall, with consequent ramp to be provided on the pavement for pedestrian accessibility;
- Greater amount of surface in Leale's Yard Regeneration Area needed for relocated parking bays.



Option 3: Alternative harbour wall flood mitigation approach

This option aims at completing the existing harbour parapet wall and avoid bisecting the Bridge and flood gates. The parapet wall is extended further around the boatyard to avoid some of the challenges with moving of the highway.

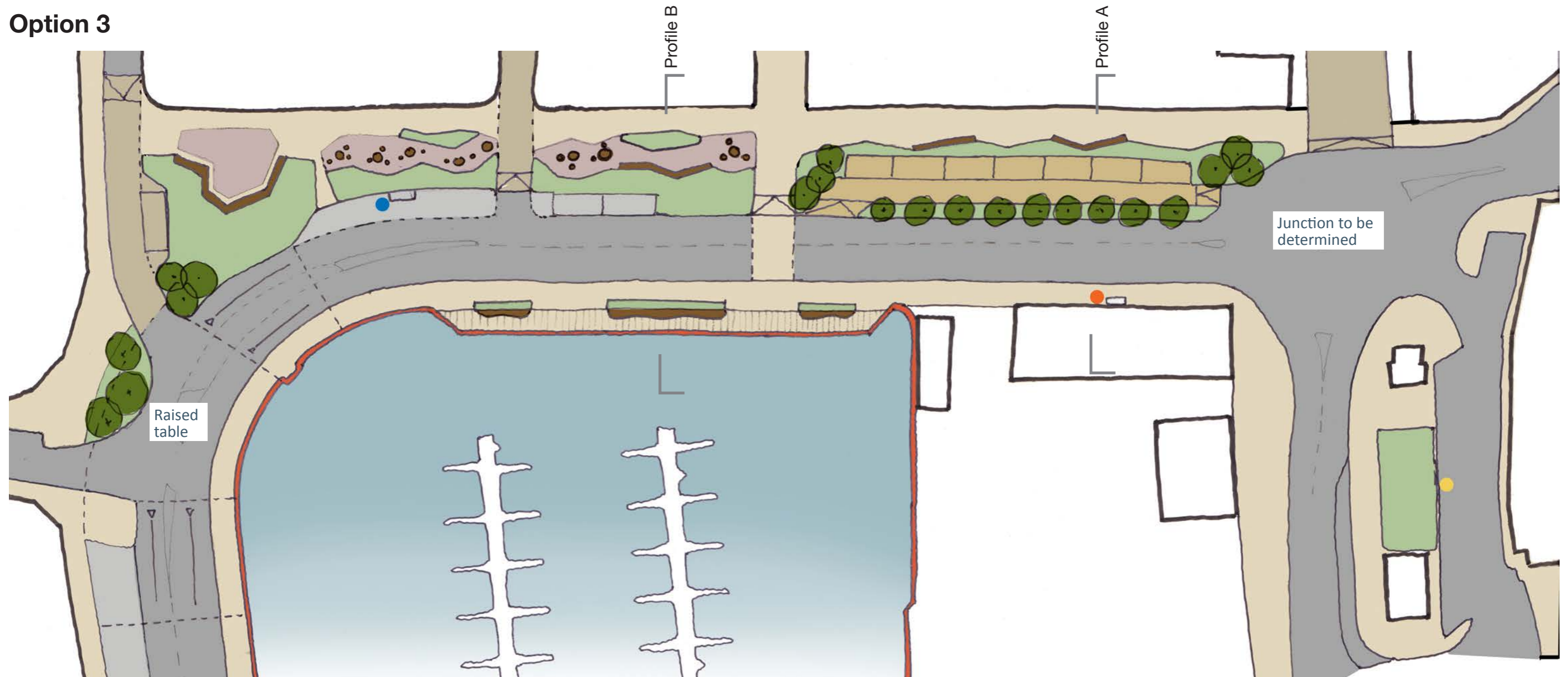
This is also an interim proposal, to reduce current flood risk until a more robust and long term solution is implemented. Similar mitigations measures to those associated with the AECOM proposal will be required.

Modifications will be required to existing shiplift and slipway serving the existing boatyard. These facilities will need to be designed to go up and over the 5.8mLD flood defence parapet.

The proposed raising road junctions will require careful coordination.

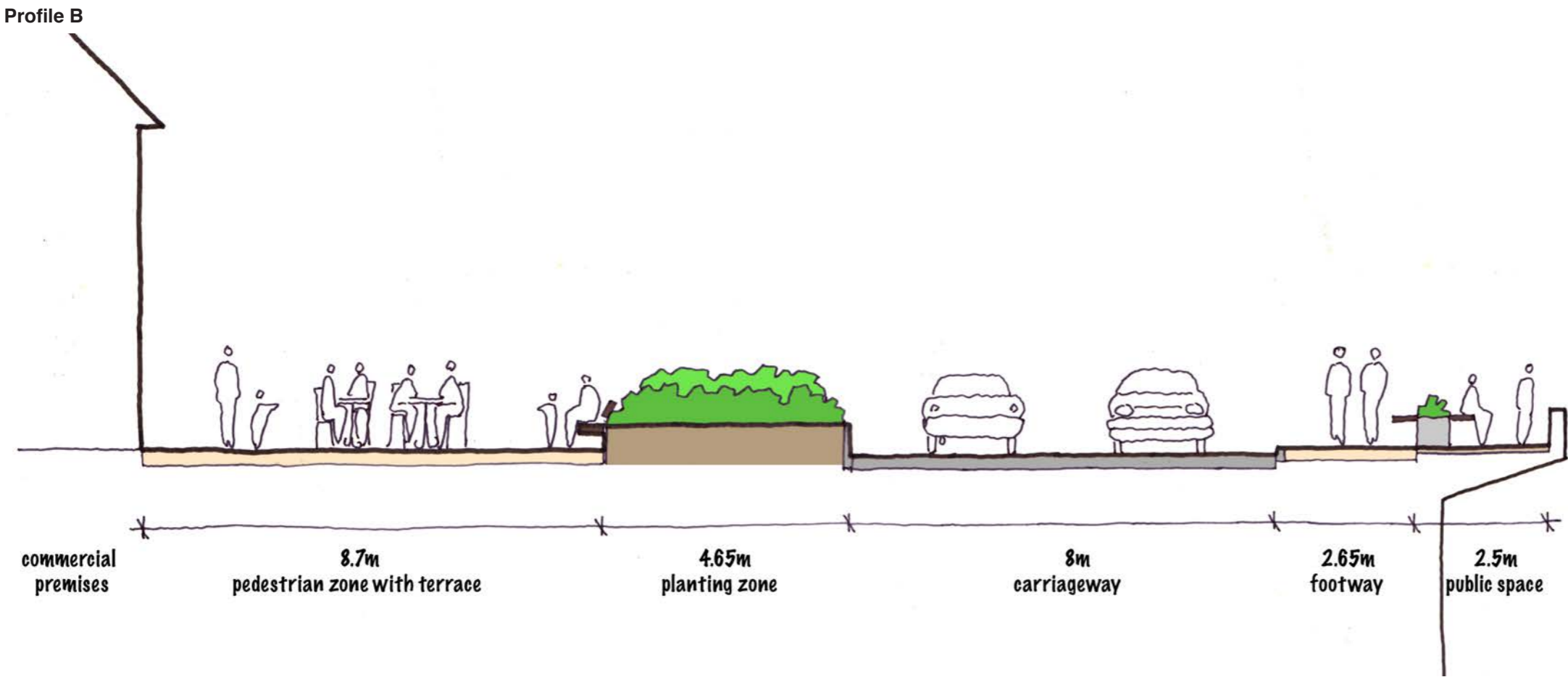
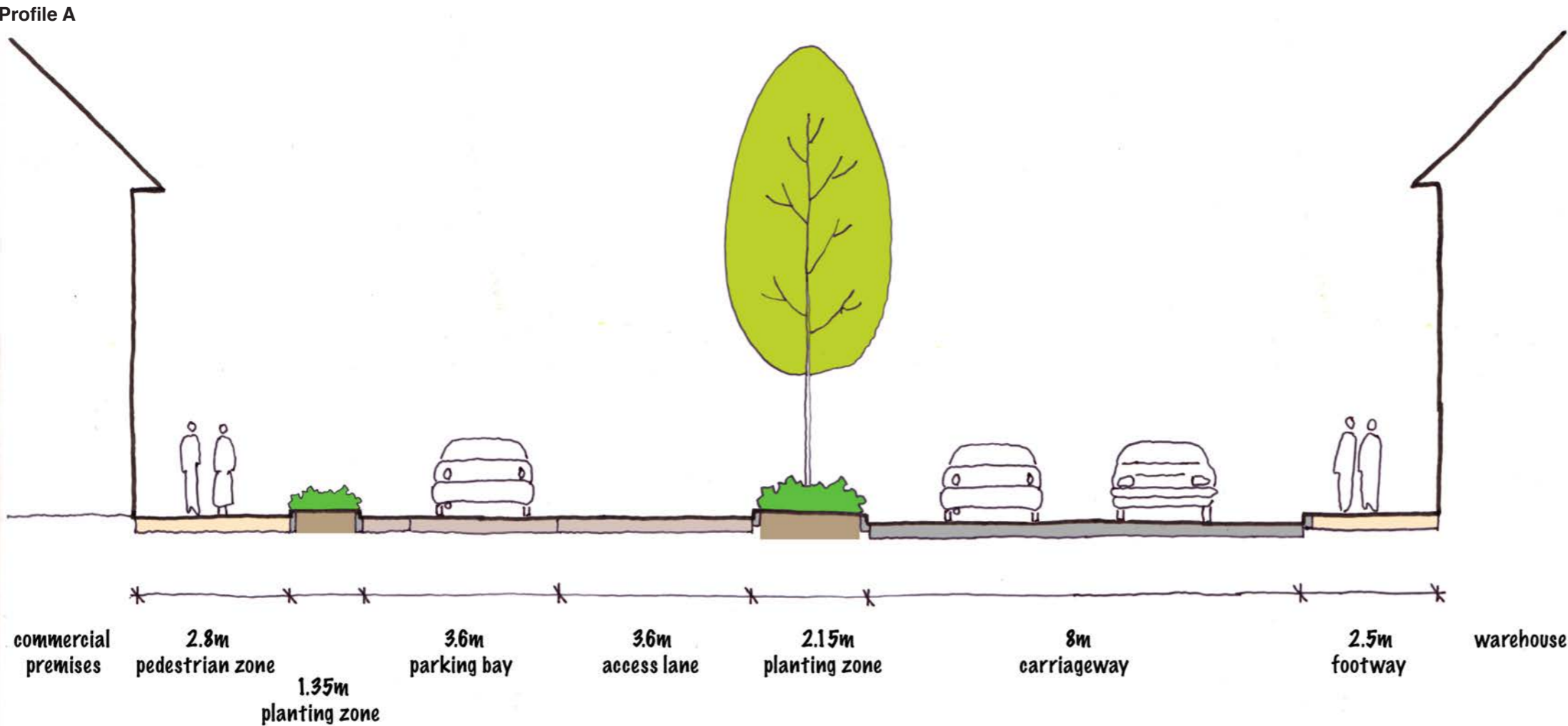
Other flood mitigation measures listed under option 1 are expected to still apply.

Option 3



Key

- road
- pedestrian area
- planting
- vehicular access
- parking area
- flood defence wall
- flood defence gate
- southbound bus stop
- northbound bus stop
- southbound bus stop alternative



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

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