



draft Saltpans Development Framework

Supplementary Planning Guidance February 2020

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1. Introduction

1.1. This Development Framework provides planning guidance for the residential development of the Saltpans Housing Allocation site. It provides broad, comprehensive and practical guidance on how policies in the Island Development Plan (IDP) will be applied to the site. Once approved, this Development Framework will become Supplementary Planning Guidance and will be taken into account when considering planning applications on the Saltpans Housing Allocation site and proposals for development will be expected to accord with it. The overall intention is to provide for development of a density, design and layout which will relate well to the surrounding area, improve connectivity and provide appropriate levels of amenity for residents and neighbours of the site.

2. Site Overview

2.1. The site is located in the parishes of St Sampson and Vale, to the west of the Core Retail Area of The Bridge and is within the Main Centre Outer Area. **The site area is approximately 4.6 hectares (28 vergées).** The site is bordered to the north and east by residential development, to the south by Saltpans Road and to the west by a mix of residential development and agricultural land. The agricultural land to the west of the site is designated as a Key Industrial Area. Part of the site forms one of 15 Housing Allocation Sites within the IDP.

3. Planning Policy Context

3.1. Under the policies of the IDP, this site falls within the St Sampson/Vale Main Centre Outer Area. **The western section of the site is designated as Important Open Land and therefore cannot be developed for residential purposes.** The area of the site that could potentially be developed for residential purposes, i.e. excluding the Important Open Land, is approximately 2.8 hectares (17 vergées). Part of the site is designated as a Housing Allocation Site and IDP policies state that this part of the site can only be developed for housing and, if appropriate, complementary development.

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

3.3. In addition the following Supplementary Planning Guidance (SPG) will be relevant for residential development;

- Affordable Housing SPG 2016
- Parking Standards and Traffic Impact Assessment SPG 2016.

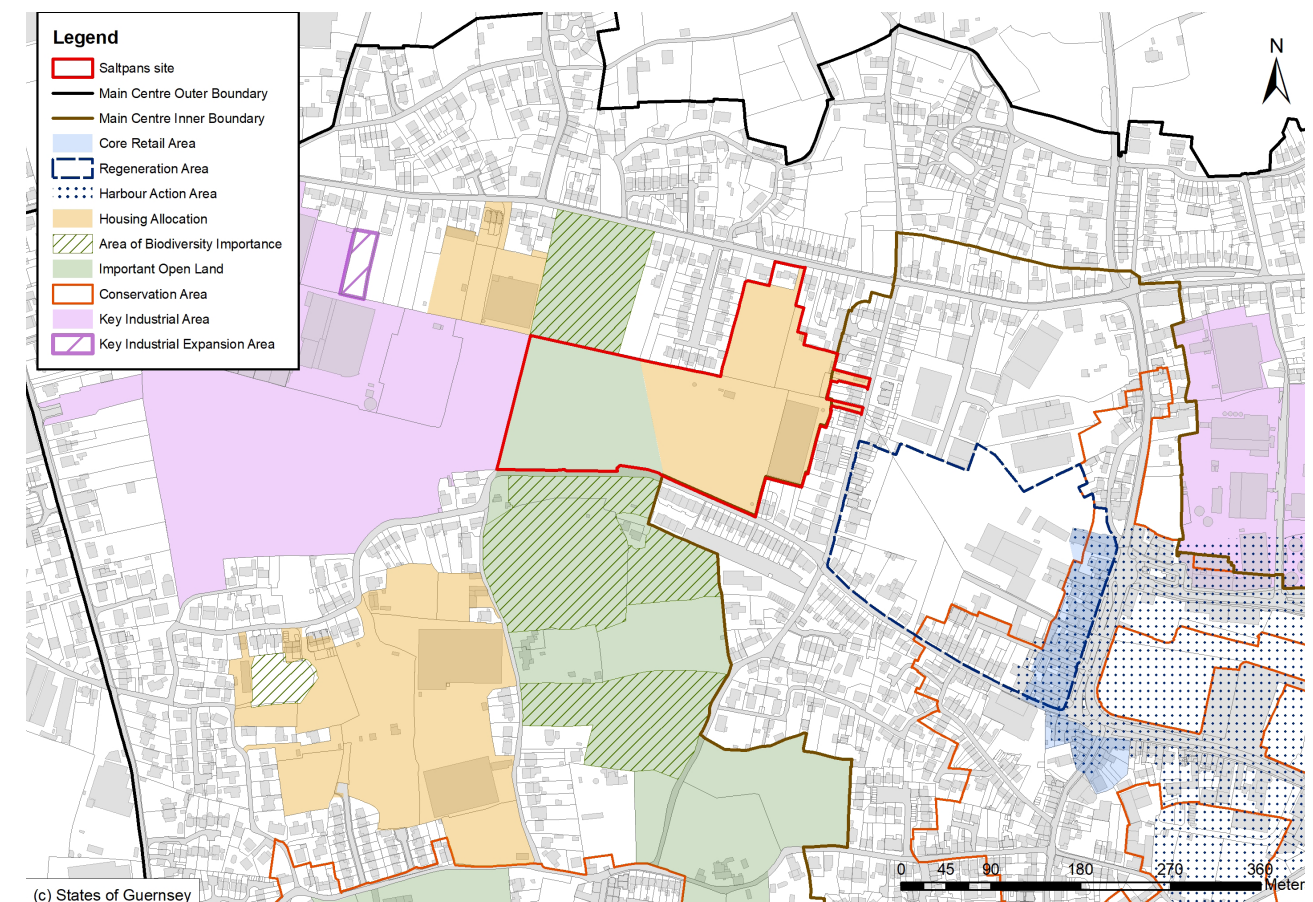


Image 1: Extract from the IDP Proposals Map showing the site outlined in red

4. Surrounding Area

4.1. The site is within a generally low lying area of the Island interspersed with occasional small hougues, or small rocky hills. The site is identified as being in a lowland landscape and specifically within Le Braye du Valle Wetlands. Le Braye du Valle Wetlands are of marine origin and the area was covered by high tides until its reclamation in 1808. The comprehensive reclamation resulted in the layout of straight roads and a gridiron pattern of field divisions. This regular pattern has been perpetuated in more recent land uses and development. The site is situated on the western edge of the built urban area of The Bridge.

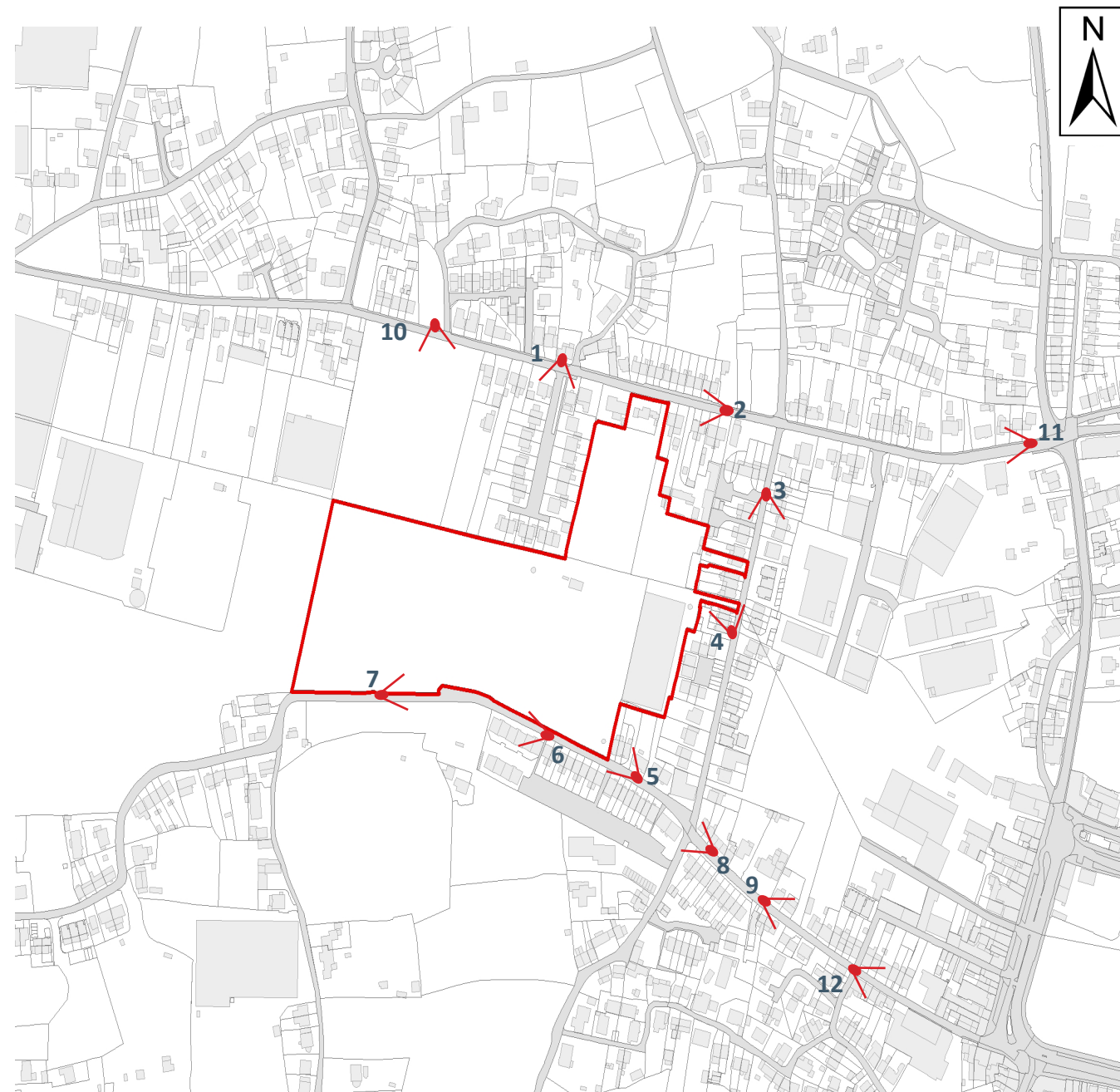


Image 2: Location of viewpoints 1-12



1. Entrance to Braye Clos, mid-20th century dwellings adjacent to site on La Route du Braye



2. View west along La Route du Braye, site entrance on left opposite terraced dwellings



3. View south along Lowlands Road, site to the rear of dwellings on the right



4. View north along Lowlands Road, site to the rear of contemporary terraced dwellings on the left



5. View west along Saltpans Road, contemporary dwellings adjacent to site on the right, terraced dwellings opposite



6. View west along Saltpans road, site boundary on right with contemporary dwellings opposite



7. View north-east across Important Open Land, Grosses Hougues Area of Biodiversity Importance on opposite side of Saltpans Road to the right



8. View west along Nocq Road



9. View east along Nocq Road showing residential terraces lining the road towards the Bridge



10. View south from La Route du Braye across Important Open Land and Braye Road Area of Biodiversity Importance



11. View west along La Route du Braye showing pedestrian crossing and garage



12. View east along Nocq Road towards junction with the Bridge

Surrounding Development

4.2. Built development surrounding the site and bounding the highways is mainly residential, with a cluster of commercial properties situated on the Lowlands Industrial Estate to the east. There is a well-established ribbon of residential development along La Route du Braye, Lowlands Road and to the southern side of Saltpans Road opposite the site with various clos expanding into the surrounding area. The density of development increases towards the centre of The Bridge to the east and includes a greater concentration of commercial and other non-residential properties.

4.3. There are a range of densities for surrounding developments from approximately 17 to 50 dwellings per hectare and includes higher density terraces **as well as semi-detached properties and detached properties in their own grounds.**

4.4. Buildings in the surrounding area are varied, with a mix of building lines and architectural styles. Buildings around the site are a mix of one to two and a half storeys.

4.5. Granite is widely used across the area, mainly in boundary walls and historic buildings, though the predominant materials are painted render with slate, concrete or clay roof tiles. These materials give continuity to the character of the built form.

Services and Facilities

4.6. The Bridge Main Centre is the nearest centre for shops and services and is within a 5 to 10 minute walk of the site across level ground. There are a good range of shops, services and facilities as illustrated in image 3, with additional provision located to the west on the Braye Road Industrial Estate (including the supermarket Alliance). Other nearby facilities include Delancey Park and Vale School.

4.7. **The area is well served by bus routes (11, 12, 13, 91, 92 and P2) and provides links to the north of the Island, St Peter Port and the rest of the Island.**

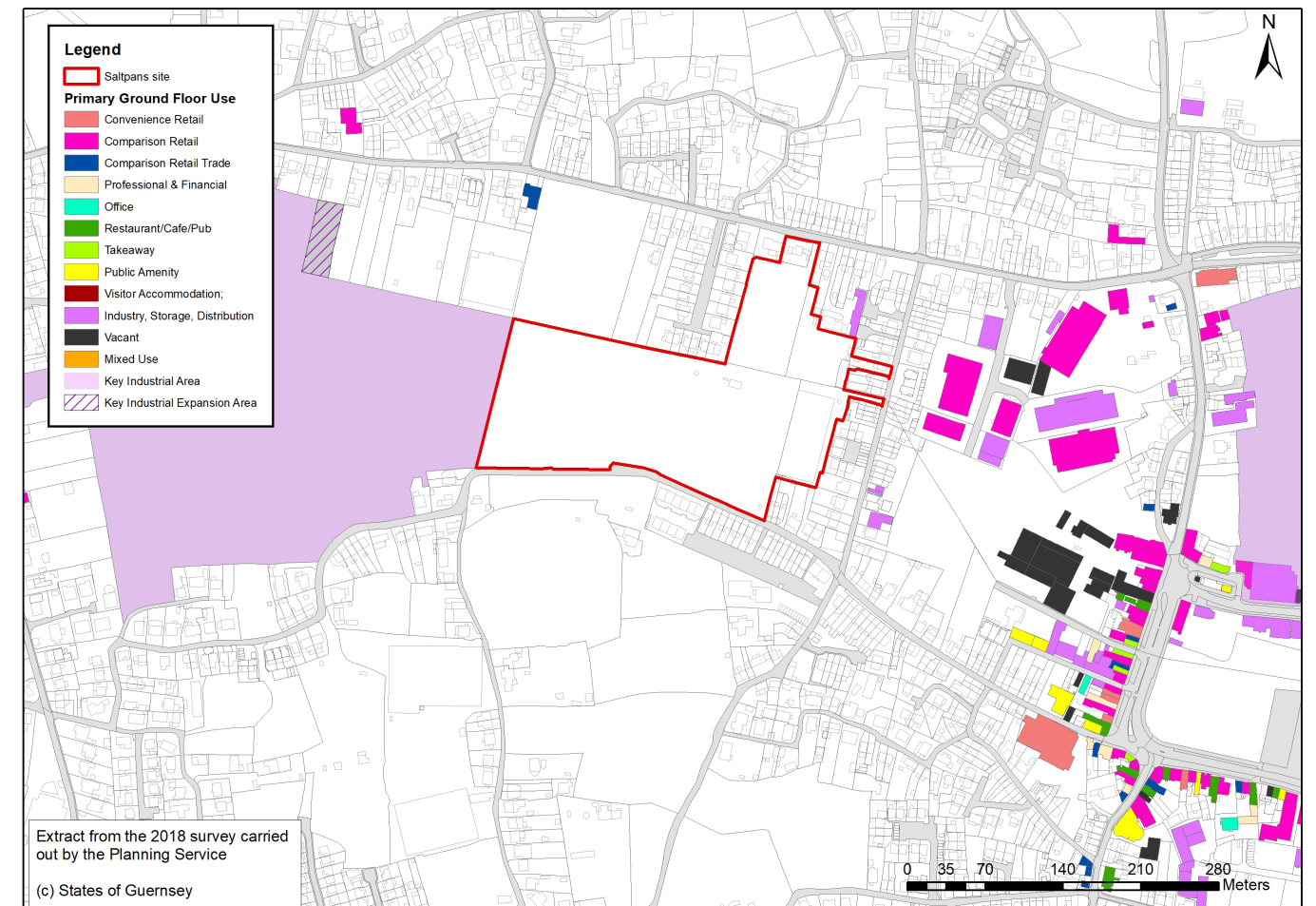


Image 3: Local services and amenities

Adjoining Land Designations

4.8. The site is situated within the St Sampson/Vale Main Centre Outer Area but is bounded to the east and south by the Main Centre Inner Area (Image 1).

4.9. The western section of the site together with adjoining land to the north and south is designated as Important Open Land and forms part of a 'green corridor' running from Delancey Battery in the south to La Route du Braye in the north. Within this 'green corridor' are two Areas of Biodiversity Importance in close proximity to the site (Image 1).

4.10. The Braye Road Area of Biodiversity Importance adjoins the site to the north. It consists of a species-rich wet meadow which, until the draining of the Braye du Valle, was unenclosed land, partly saltmarsh and partly sandy or muddy seashore.

4.11. To the south of Saltpans Road is the Grosses Hougues Area of Biodiversity Importance. This consists of a typical worked out quarry where the surrounds have been allowed to turn to scrub and the quarry has filled with water and is now used as a reservoir. There is no shallow water and so flora and fauna of the water body is limited but the scrubby surrounds are important as breeding, feeding and roosting habitat for birds.

4.12. The area of Important Open Land provides breathing space within the built environment and offers views across undeveloped land.

4.13. The site is identified as being within a flood risk area (Image 4), the majority of the site is within a 1:50 year flood risk area. The flood risk relates to coastal flooding from overtopping at The Bridge but the site may also be susceptible to surface water flooding from rainfall. Coastal defence measures are being investigated by the States of Guernsey which would mitigate but not eliminate the flood risk in this area. There are no significant changes in land levels between the site and adjoining land.

Surrounding Land Potential Development

4.14. The Saltpans Key Industrial Area to the west of the site is intended to accommodate industrial and storage development over the lifetime of the IDP. Outline planning permission was granted in 2009 (PAPP/2009/0984) to develop a data park with a total new floorspace of between 250,000 and 400,000 square feet. Reserved matters were subsequently approved in May 2011 (RES/2011/0873) and June 2012 (RES/2012/0521). The main access route and junction onto Route Militaire has been completed and the works have been commenced.

4.15. To the east of the site is the Leale's Yard Regeneration Area. Outline planning permission was granted in 2016 (OP/2016/0552) for 303 residential units and 1074 square metres of commercial, retail and community space. Planning permission was also granted in August 2016 (FULL/2016/0541)

for 109 residential units and 1049 square metres of commercial and retail space. Both approvals have since expired without development commencing. A Draft Development Framework for the Leale's Yard Regeneration Area has been published for public consultation in February 2020.

4.16. Also in close proximity to the site are three other Housing Allocation Sites. Cleveleys Vinery is situated to the west along La Route du Braye, Franc Fief is situated to the south-west along Rue Queripel and Pointes Rocques is situated to the south-west along Rue des Pointes Rocques. A Development Framework has been approved for Cleveleys Vinery which could yield between approximately 19-29 dwellings. To date, a Development Framework has not been progressed for the Franc Fief site. However, the Strategic Housing Land Availability Assessment, June 2014, estimated the site could yield between 133 and 263 dwellings. A Development Framework has been approved for Pointes Rocques which could yield between approximately 75-125 dwellings.

4.17. Any proposal for the Saltpans Housing Allocation Site will need to consider the cumulative impact of development in the surrounding area.

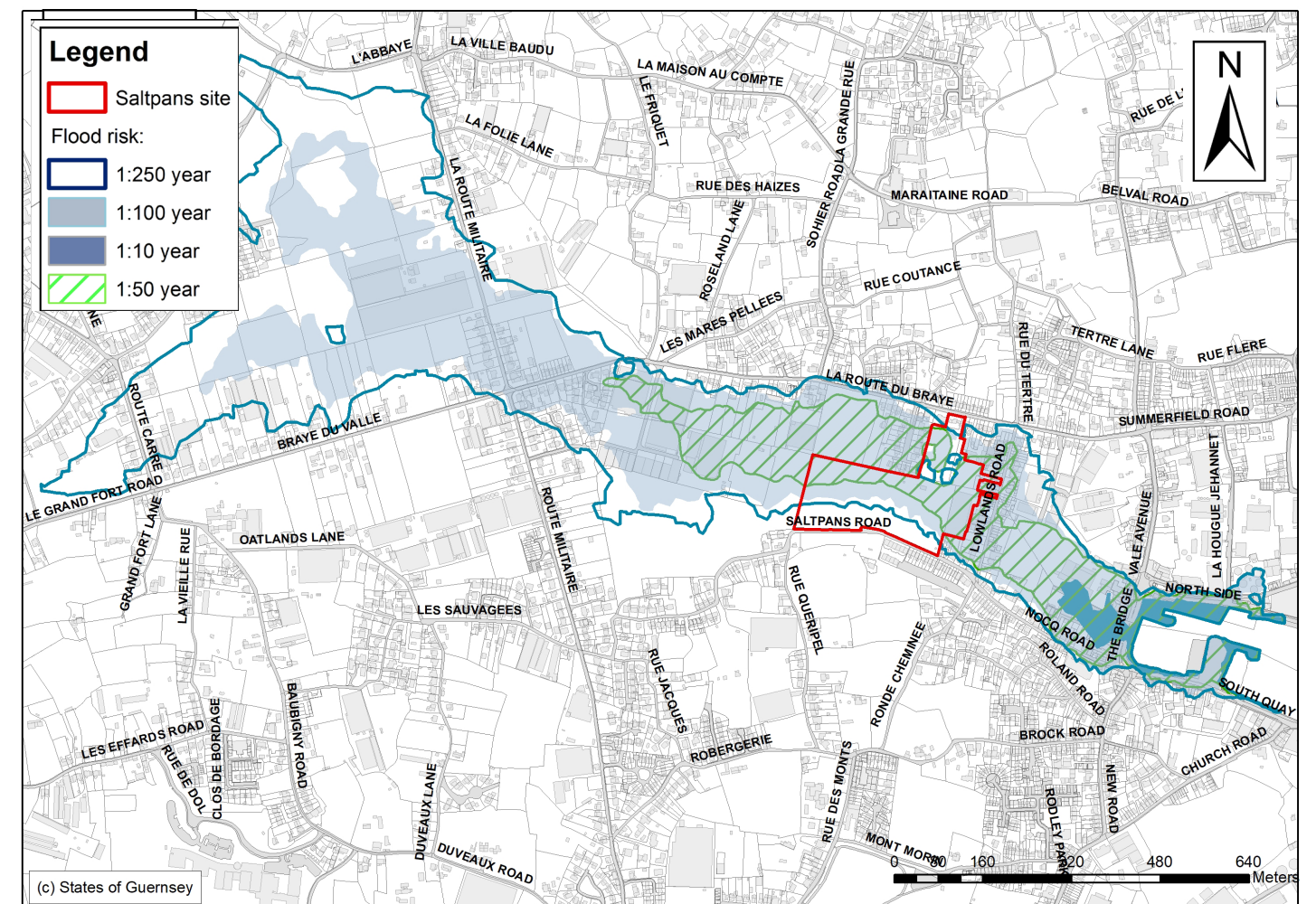


Image 4: Flood risk for the site and surrounding area

Local Roads

4.18. La Route du Braye to the north, Route Militaire to the west and Vale Avenue to the east of the site are classified as Traffic Priority Routes. Both Lowlands Road to the east and Saltpans Road to the south are classified as Neighbourhood Roads.

4.19. La Route du Braye forms a busy arterial route for The Bridge Main Centre and includes a footpath along the northern side of the road. The closest pedestrian crossing is approximately 5 minutes' walk along La Route du Braye in an easterly direction near to the junction with Vale Avenue.

4.20. Lowlands Road, to the east of the site, is a one-way road heading south. **There is no pedestrian footpath and it is used for informal public on-street parking, with 18 spaces.** Although the on-street parking may reduce traffic speeds it also narrows the highway creating conflict with pedestrians, particularly due to the lack of a footpath. There are yellow lines painted intermittently to restrict on-street parking.

4.21. Saltpans Road to the south of the site is a two-way road with no pedestrian footpath. It has a section of 23 hour disc zone public on-street parking, with approximately 16 spaces along the southern boundary of the site. **This has a speed reducing effect on traffic but also narrows the road to the extent that larger vehicles struggle to pass each other.** Adjoining Saltpans Road to the east is Nocq Road. Nocq Road is a two-way road which includes a painted footpath along the majority of its length.

4.22. The site is in close proximity to The Bridge Main Centre, however, the lack of pedestrian footpaths and the nature of the highways reduces the quality and safety of the pedestrian environment and causes conflict between pedestrians and vehicles.

4.23. The area is well served by public transport with bus routes along La Route du Braye and the bus stops on The Bridge are within a 5 to 10 minute walk. These bus routes provide connections to the north of the Island, St Peter Port and the around Island routes.

4.24. Cycle users share the main roads with all other means of transport as there are no dedicated cycle routes in the area.



1. Closest pedestrian crossing along La Route du Braye at the junction with Vale Avenue



2. Junction between La Route du Braye and Lowlands Road, note poor pedestrian environment including no crossing points



3. View east along La Route du Braye, indicating east-bound bus stop with existing site entrance further along on right hand side of road



4. View north along Lowlands Road, note width of road with on-street parking and no pedestrian footpath



5. View east along Nocq road with painted footpath to left



6. View east along Nocq Road, note poor pedestrian environment along two-way road

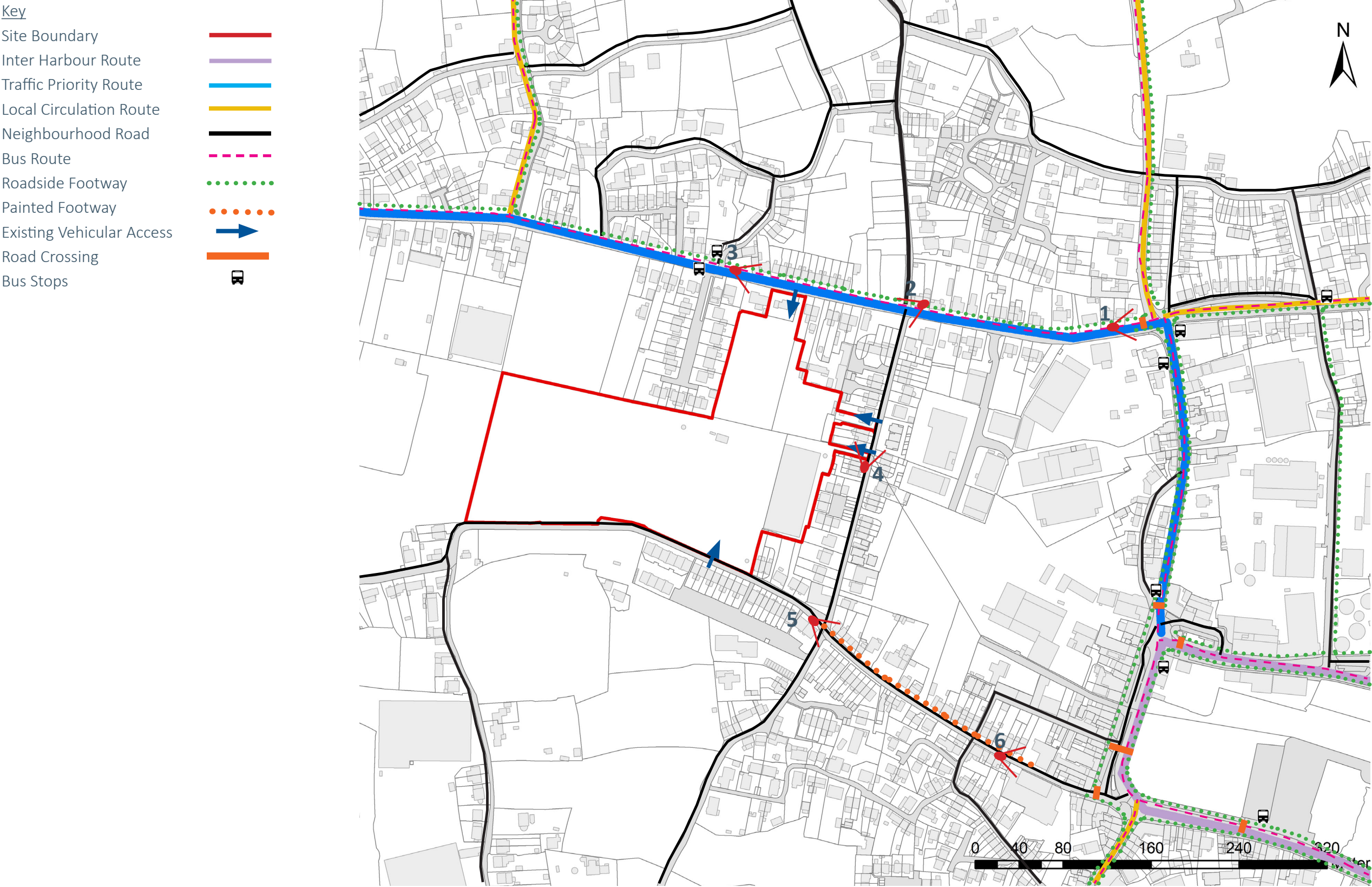


Image 5: Local roads and accessibility of surrounding area

Protected Buildings, Trees & Monuments

4.25. There are no protected buildings within the site boundary but there are several in the surrounding area which are depicted in Image 6. The closest protected buildings are situated along La Route du Braye.

4.26. The protected buildings in the vicinity of the site comprise of substantial 19th century villas. These buildings would have originally been set within substantial grounds some of which were occupied by glasshouses. The setting and key views to these buildings are therefore derived from their relationship with La Route du Braye, where the buildings are set back from the highway behind a low roadside wall. The spaces between the buildings and the roadside wall are used as front gardens and in some cases for car parking. The rear gardens of the properties also contribute to the setting.

4.27. There is a protected monument consisting of a granite boundary stone marking the parish boundary line between St Sampson and Vale located on Lowlands Road opposite one of the existing site accesses.

4.28. There are no archaeological find-spots, archaeological sites or protected trees within the site or the immediate area.

4.29. The photographs below illustrate the protected buildings and protected monument in close proximity to the site. Their locations are shown in Image 6.

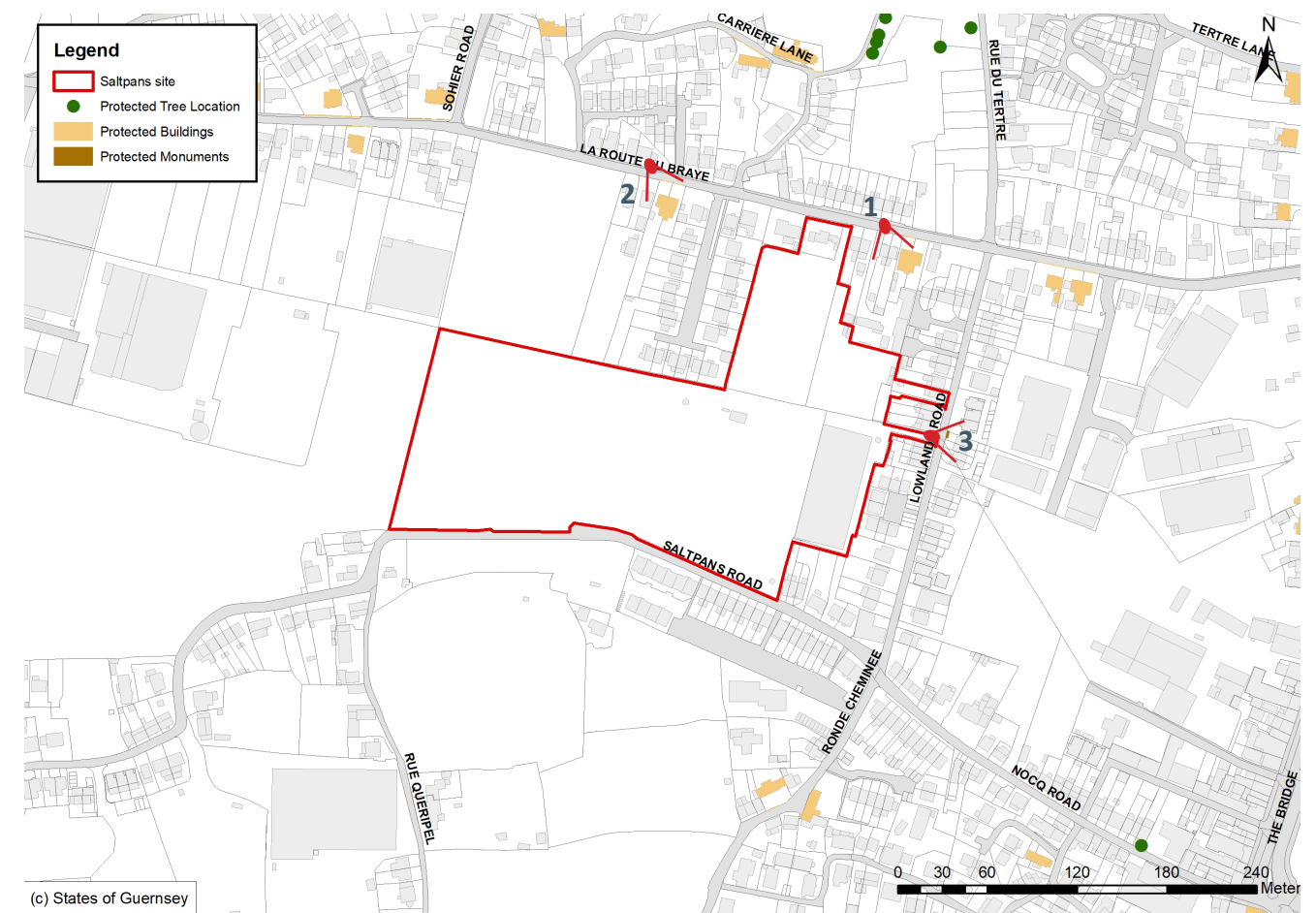


Image 6: Protected buildings, trees and monuments in surrounding area and photo viewpoints



1. Protected buildings along La Route du Braye



2. Protected buildings along La Route du Braye



3. Protected Monument 87- granite boundary stone marking parish boundary line

5. Site Description

Site Use and Ownership

5.1. The majority of the site was in horticultural use but has since been cleared and now consists of scrub. A number of temporary structures associated with the horticultural activity remain including a redundant glasshouse in varying states of disrepair, disused water tanks, a packing shed, a chimney, a reservoir and plant for the reservoir.

5.2. In the north-east of the site there is an existing temporary open storage yard associated with an adjoining commercial property. The commercial property is located outside of the site boundary and has its own separate access onto La Route du Braye.

5.3. The site includes a dwelling along La Route du Braye which does not form part of the Allocated Housing Site but is adjacent to an existing access point into the site and is under the same ownership. There is also a dwelling along Lowlands Road under separate ownership.

5.4. The majority of the site is divided into land belonging to three owners (Image 7).

Landscape, Terrain and Biodiversity

5.5. The reservoir in the north of the site is surrounded by trees and dense vegetation. There is also a douit bounded by a line of trees and vegetation bisecting the site east to west which provides a natural boundary between the northern and southern sections of the site (Image 9).

5.6. The southern and western undeveloped part of the site mainly consists of scrub, with boundaries comprising of a mixture of hedging, fencing and low walls.

5.7. The site is generally flat in the southern section, before gently rising from south to north with an overall change in levels of approximately 0.4 metres. There is no significant change in levels between the site and adjoining land.

Utilities

5.8. It is envisaged that public utility services are available in the adjoining highways, consultation with the public utility services are required to confirm this.

5.9. With regards to potable water, the water main in the road has sufficient capacity and any developer should allow for a water system designed for pressure of around 7 bar (71 metre head).

5.10. Guernsey Electricity advise that the development would incur significant work to their

33kV infrastructure, with supply likely to be required to the site. This will in turn likely require several wayleave agreements through neighbouring land/other land owners. In consideration with other potential developments in the area, further improvements will be required.

Flood Risk and Drainage

5.11. The site is identified as being within a flood risk area, as noted in section 4.13 and Image 4. The entire site does not exceed 5 metres above sea level (Image 9).

5.12. Given its previous function as a horticultural site, it is likely that the existing storage reservoir provides a delay to the dispersal of surface water run-off during adverse weather conditions via soakaways.

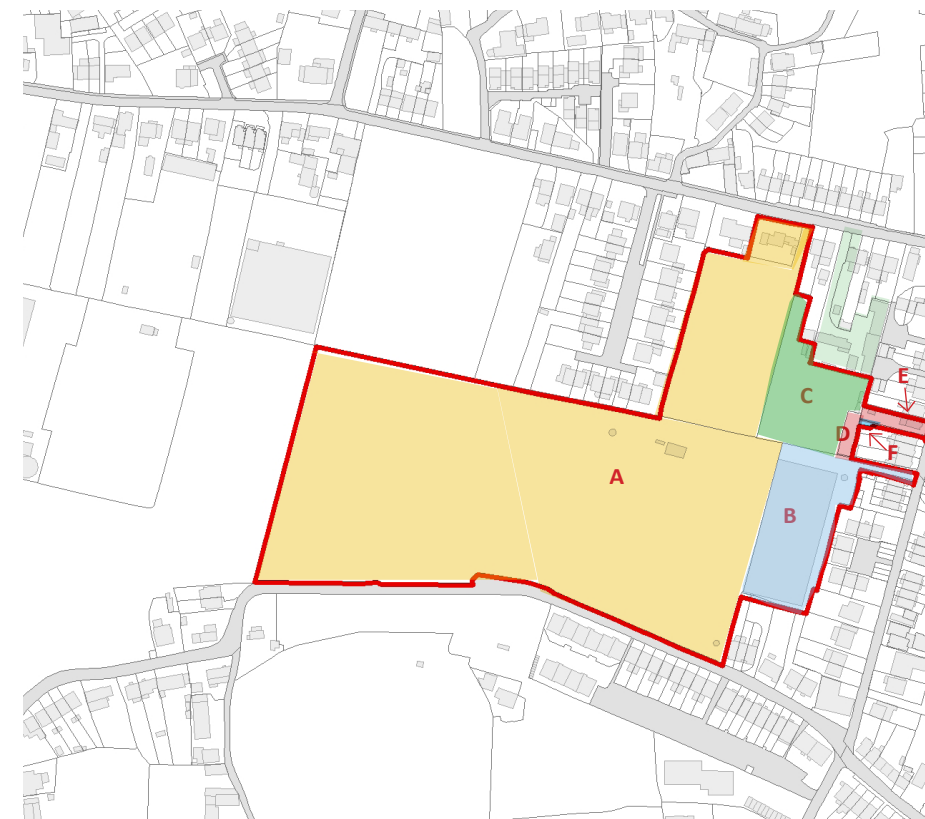


Image 7: Land ownership, different landowners labelled A to F

Note: Land under the same ownership has been identified by using the same colour. Adjoining land, outside of the site boundary but also under the same ownership has been indicated in a lighter version of the same colour.

Site Access

5.13. There are three existing vehicular accesses serving the former horticultural site. To the north is a track onto La Route du Braye, to the east is a track between dwellings onto Lowlands Road and to the south is a gateway onto Saltpans Road.

5.14. There is also a single width vehicular access between dwellings onto Lowlands Road which serves up to 5 residential properties. The existing access currently has no through way to the rest of the site.

Boundaries

5.15. There is no boundary to the west between the Important Open Land and the adjoining Key Industrial Area. A granite wall approximately 1.5m high forms the southern boundary with Saltpans Road. The northern part of the site is bordered by trees and hedges. Boundaries with the surrounding residential properties to the east are principally fences, planting and hedges.



1. La Route du Braye access



2. Existing horticultural access onto Lowlands Road



3. Existing residential access onto Lowlands Road



4. Existing horticultural buildings and structures



5. View north across the site from the southern access



6. Southern access onto Saltpans Road

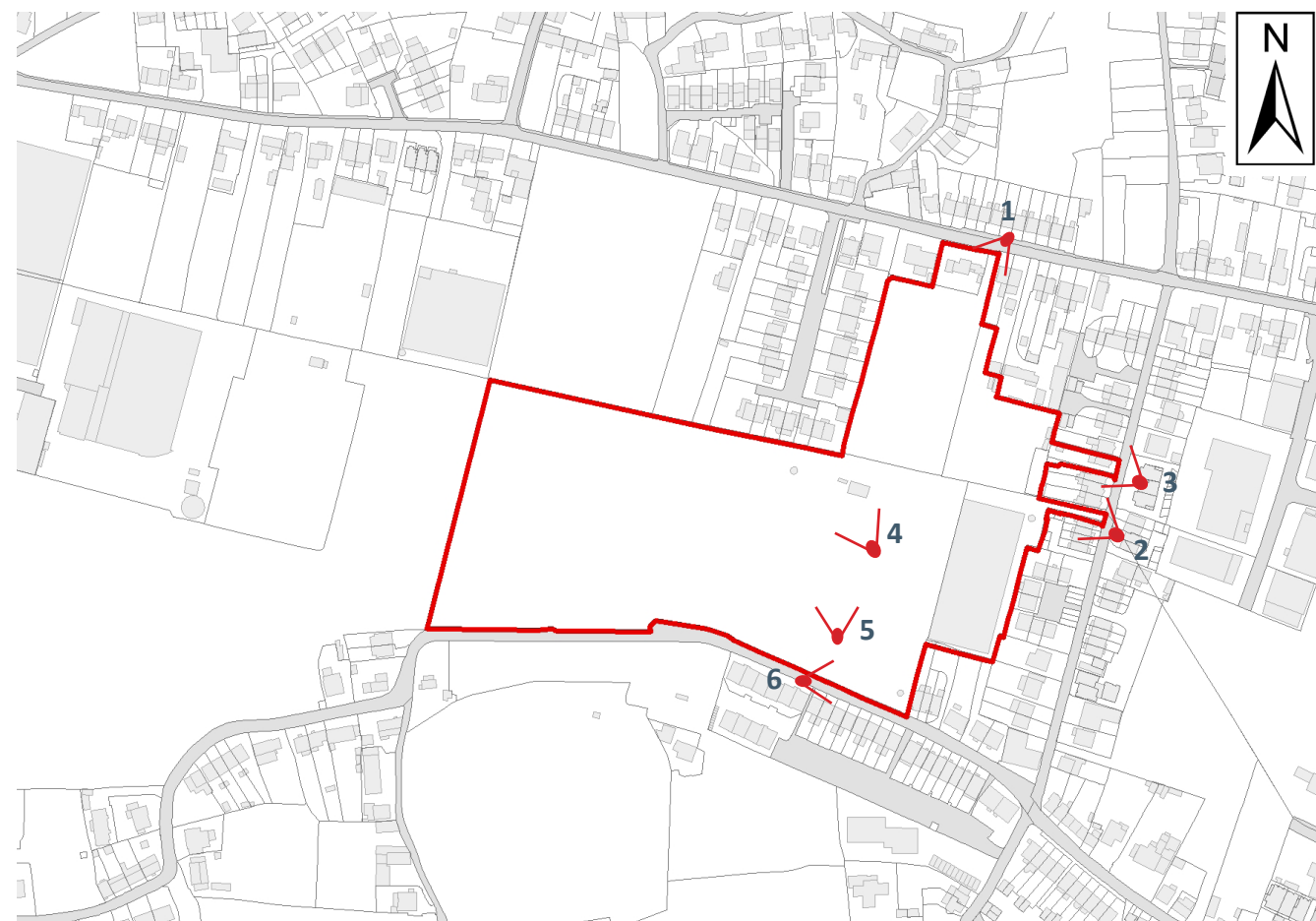


Image 8: Photo location map

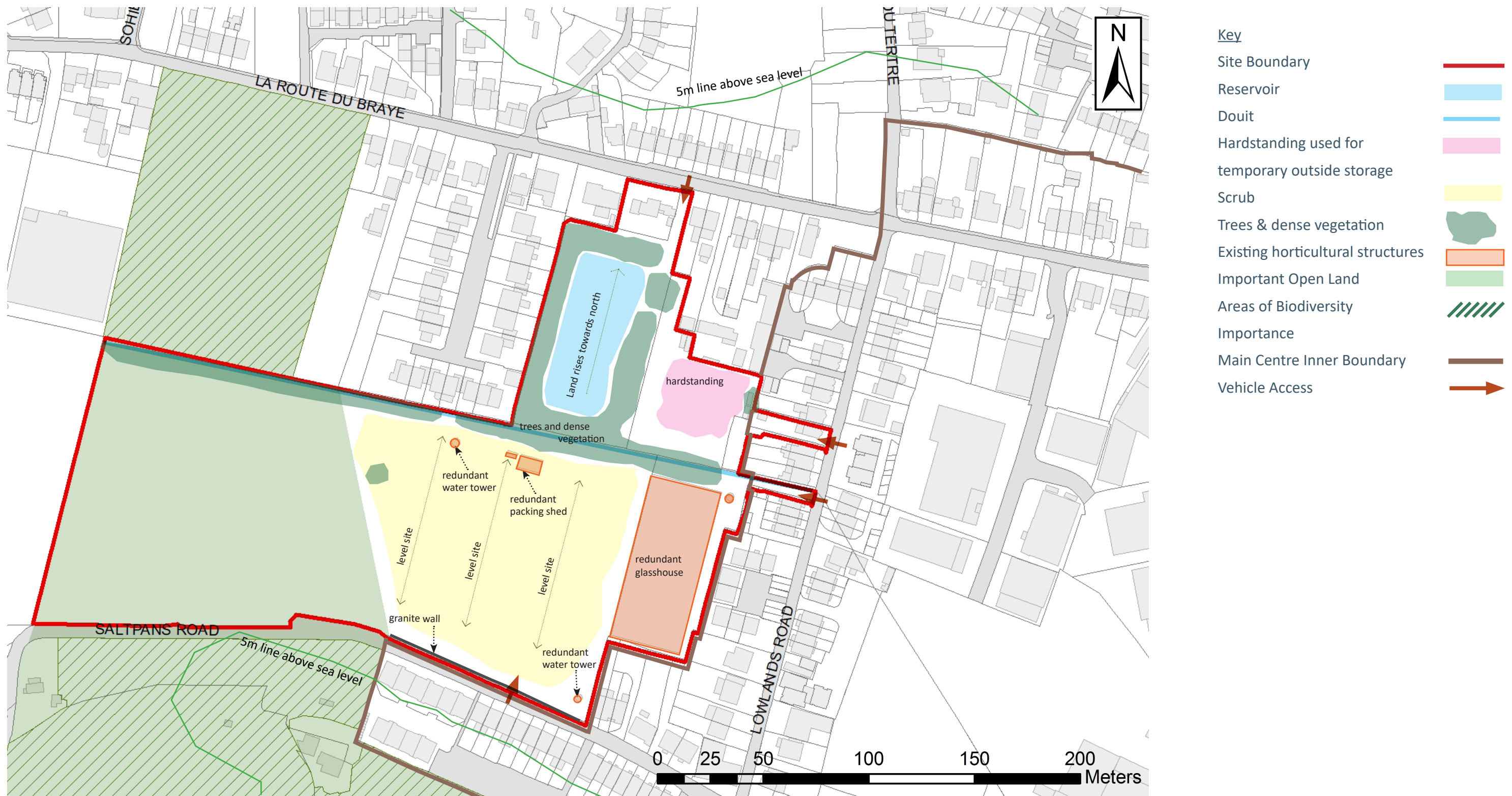


Image 9: Site Description

6. Site Analysis

6.1. 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. The main constraints and opportunities that have been identified for this site are set out below.

Neighbour Amenity

6.2. There are a number of residential properties adjoining the site. These properties constrain the location, scale and form of development so that the amenity of the neighbouring properties (e.g. sunlight, daylight, privacy) is not unreasonably affected.

Layout and Design

6.3. There is a varied architectural style within the surrounding area, however pitched roof forms are commonly seen in the area. Properties are typically between one to two and a half storeys and take the form of detached houses in their own grounds, semi-detached properties and some terraces.

6.4. The density of the surrounding area is varied at approximately 17-50 dwellings per hectare.

6.5. The western section of the site, designated as Important Open Land, could provide additional open amenity space for both residents of the development site and for the general public.

6.6. There is an opportunity to create an active frontage along Saltpans road, along with a pedestrian footpath.

6.7. The site forms the boundary between the built urban environment to the east and a swathe of undeveloped Important Open Land to the west.

Flood Risk and Drainage

6.8. The majority of the site is within a 1:50 year flood risk area which could constrain the design of the development in order to ensure that it would be resilient to climate change and flooding.

6.9. Development of the site could increase surface water run off and exacerbate the risk of flooding.

Access and Movement

6.10. A Traffic Impact Assessment (TIA) was carried out by ARUP, report dated 26/02/2019, with an updated Addendum, report dated 24/01/2020, on instruction from the landowner's agent (Appendices 2 and 3).

6.11. The report assesses the impact of the development if it was served by a single vehicular access onto La Route du Braye. This approach was adopted on the basis of existing issues for vulnerable road

users along Lowlands Road, Nocq Road and Saltpans Road and followed advice from Traffic and Highway Services. The reports conclude that the development is not anticipated to have a significant impact on the operation of the local road network. Although the La Route du Braye/Route Militaire crossroads and The Bridge mini roundabout are forecast to operate at over capacity, adjusting the cycle times of the La Route du Braye/Route Militaire crossroads traffic lights would mitigate the impact of the development and The Bridge mini roundabout is already operating over capacity and the slight increase forecast for this junction would not cause a significant impact. However, when considering the cumulative impact of committed developments in the area, there is the potential for specific junctions to operate over capacity, such as La Route du Braye/Route Militaire crossroads. As a result mitigation measures are likely to be required or the potential density of the development could be affected.

6.12. Opportunities for vehicular access onto Lowlands Road and Saltpans Road are limited due to concerns about increasing vehicle movements along sections of the road network where the existing environment for pedestrians is poor. The inclusion of Excelsior House within the site boundary provides scope to create a suitable vehicular access along La Route du Braye.

6.13. There are opportunities to provide pedestrian and cycle routes through the site and including across the Important Open Land.

6.14. The site is located within close proximity to The Bridge which offers a range of services and access to the bus network. The pedestrian access to these services is poor and the development of this site provides opportunities to improve safety and connectivity to The Bridge for future residents of the site as well as existing residents in the surrounding area.

6.15. On-street parking along Lowlands Road and Saltpans Road contribute to the poor quality of the pedestrian environment by narrowing the highways and may limit opportunities to enhance pedestrian and cycle infrastructure. The development of the site provides an opportunity to relocate on-street parking to improve pedestrian and cycle infrastructure.

Public Realm and Landscape Features

6.16. Although the site has a horticultural legacy and is currently unmanaged, it is possible that some wildlife habitats have developed over recent years. Improvements to the biodiversity of the site should be explored with native plants, especially on the Important Open Land to the west.

6.17. The water features within the site, including the douit and the reservoir, provide an opportunity to enhance or create natural habitats, improve ecology/biodiversity and be utilised in drainage and flood management measures.

6.18. The designated Areas of Biodiversity Importance to the north and south of the site represent sensitive natural areas, the relationship between these areas and the site should be considered.

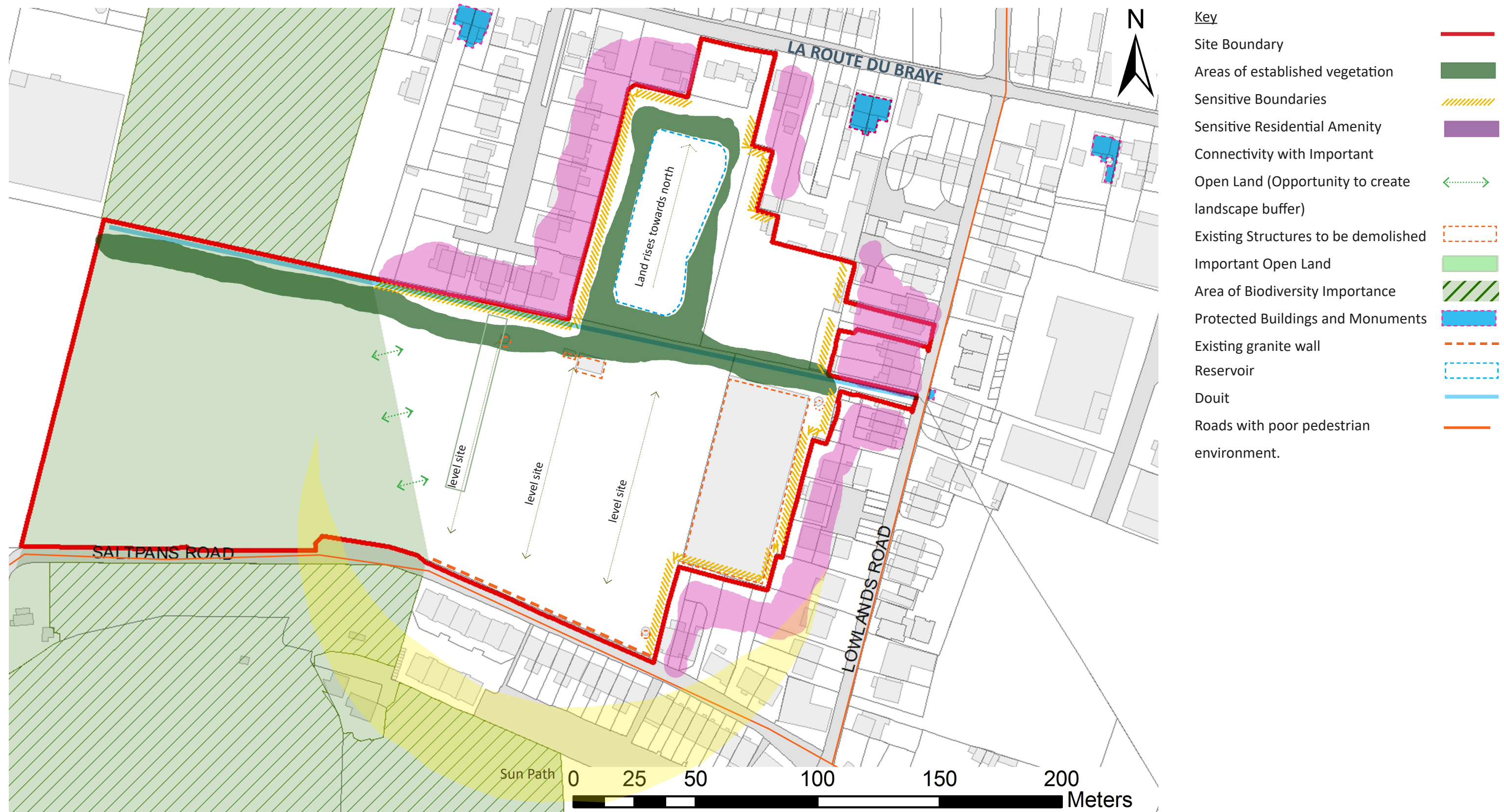


Image 10: Site Analysis

7. Development Guidelines

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

Comprehensive Development

7.2. In accordance with Policy GP10, proposals for development must conform to a comprehensive scheme for the whole site in order to make the most effective and efficient use of the land. Since this is one allocated site, albeit in multiple ownership, the division of the site will not be supported, although a phased approach to delivery is acceptable given the size of the site and the provision of infrastructure necessary to facilitate it. Each phase will be expected to accord with the requirements of the Development Framework.

7.3. If a planning application is for one phase it should clearly be described as Phase X of the overall site. Phases must be designed to enable comprehensive development of the whole site and not prejudice further development of the allocated site. Policy GP10 states that division or piecemeal development will not be supported.

Affordable Housing

7.4. The site as a whole will be within the affordable housing requirement band relating to sites providing 30 dwellings or more. As a result it is expected that 30% of the developable area of the site will be required for affordable housing.

7.5. Further guidance relating to the provision of affordable housing is set out in Policy GP11 of the IDP and the Affordable Housing Supplementary Planning Guidance (December 2016). In developing a scheme of residential development for the site the applicant/developer is encouraged to liaise with Housing which can be contacted by email at housing@gov.gg or by telephoning on 01481 732500.

7.6. Affordable housing will be required within phases on a pro rata basis, cumulatively providing the entire requirement for the allocated site as a whole.

Density, Type and Housing Numbers

7.7. The density, form and layout 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 should therefore usually be 2-3 storeys in height depending on the suitable design and location of any higher elements within the site.

7.8. 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. Current evidence suggests a range of house types is likely to be appropriate with the majority of homes expected to have 1-3 bedrooms. 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.

7.9. For the site in question, it is anticipated that the site would be able to accommodate a density range of 30-55 dwellings per hectare, which is approximately 84-154 dwellings on this site. This density range reflects the proximity of the site to The Bridge and the potential vehicular access onto La Route du Braye. However, it is important to note that this density and yield are dependant on the type and mix of housing proposed, for example flats would have a different land take to houses. The exact number of units on the site will depend on the impact on the capacity of the local road network and the detailed design response to the specifics of the site, including provision of appropriate amenity space proportionate to the type of housing proposed, the provision of parking and the consideration of residential amenity.

7.10. Rather than having a uniform density across the site, areas of lower and higher density would be acceptable and responsive to the site constraints. Therefore some parts of the site may achieve a density notably higher than 50 dwellings per hectare, and there may be areas of the site where the density is lower, which gives scope to reflect demographic need for housing as well as the surrounding character, whilst still making effective and efficient use of land.

Design and Layout

7.11. The western section of the site, designated as Important Open Land, cannot be developed for residential purposes. However, the Important Open Land could provide additional open amenity space for both residents of the development site and for the general public provided that there will not be a significant adverse impact on its open character, visual amenity or landscape character.

7.12. 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 where necessary to avoid negative effects on the amenity of neighbouring properties.

7.13. All new development will be expected to provide sufficient amenity for its residents (privacy, daylight, sunlight, internal space standards and access to private or communal open space), which is appropriate and proportionate to the type of housing proposed. Suitable provision for communal open space is to be included within the scheme to provide amenity for its residents.

7.14. Any planning application will need to demonstrate an understanding of the effects of the development on the neighbouring properties as well as the consideration of the relationship

between the site and surrounding uses. Development should be sufficiently spaced from boundaries with neighbouring residential properties. This could be achieved by the positioning of gardens and the retention and reinforcement of existing planting to mitigate potential overlooking and overshadowing of neighbouring properties.

7.15. Depending on the scale and proximity of development to neighbouring residential boundaries, the layout of the proposed development and particularly if buildings higher than 3 storeys are proposed, it may be necessary to support an application with a daylight and sunlight analysis to assess the impact on the amenity of neighbouring properties and residents of the proposed development.

7.16. An active frontage which contributes to and enhances the street scene should be created along the south boundary with Saltpans Road and the north boundary with La Route du Braye. The development should seek to provide adequate spacing between buildings of an appropriate scale and mass to the locality. Proposed development along Saltpans Road should be spaced to provide visual access between buildings along the highway.

7.17. The three-dimensional form and materials for the proposed buildings could be drawn from the character of the residential buildings in the surrounding area, but equally it is possible that the form and materials consider but not replicate residential buildings in the vicinity especially where the buildings are designed to meet high sustainable construction standards. Therefore the development could deliver a range of different buildings types and architectural styles. However, it is expected that buildings which form part of a street, or face onto a public space will have a consistent three dimensional form, architectural style, colour and materials.

7.18. Development proposals will be expected to demonstrate sustainable design and construction methods and techniques with particular reference to the design, layout and orientation of buildings, surface water run-off, renewable energy and the use of materials. The use of traditional materials such as stone, rendered walls and slate or clay pantile roofs will be encouraged, but other materials may be acceptable especially where they can be demonstrated to have low embodied energy (e.g. material recycled from any demolished buildings). The incorporation of micro-renewable energy installations into the design of the development is encouraged.

7.19. Planning applications will need to include a statement that demonstrates how the buildings and associated external spaces have been located and orientated to take advantage of the topography, climate and micro-climate of the site, so that the development minimises its use of energy and that all renewable energy options have been considered and the proposed technology is the most appropriate for the site.

7.20. 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 contains features that support people being able to live in their own homes for as long as possible and can be easily added in the future when required.

7.21. Planning application drawings will be expected to demonstrate how the provision of Lifetime Homes will be achieved, for example: proposed spot heights, level thresholds, ability for ramps or access lifts to be installed; dimensional width of corridors; ground floor WC or bathroom, ability of bathroom walls to be fitted with grab rails; where and how car parking spaces could be widened.

7.22. Development should also provide adequate covered areas for storage and collection of refuse and recyclable materials taking into account the new States of Guernsey waste strategy. The applicant/agent is encouraged to contact Guernsey Waste early in the design process in this regard. Tel: 01481 231234 and email: recycle@gov.gg

7.23. The site layout and design approach should consider the approach of Crime Prevention Through Environmental Design.

7.24. Policy GP18 and paragraph 19.19.6 of the IDP require that consideration is given to the relationship between the development and the public realm and set out an expectation for proposals to enhance the character and functionality of the locality for the benefit of the public, including through improving accessibility to and enhancement of the public realm immediately adjoining the development site.

7.25. Development of the site also presents scope and opportunity to incorporate and enhance the public realm with proposals for public art. The site will be expected to include public art proposals, of a scale that is proportionate to the site. This should be considered at the earliest possible stages of design to ensure that it appears and functions as an integral component rather than an add on feature. When considering the incorporation of public art into a development, consideration of the Guernsey Arts Commissioning Guidelines is encouraged in order to secure high quality public art that is an integral part of the overall design of a development.

7.26. The douit should be retained and incorporated into the design of the site and the reservoir/a body of water should be retained in some form to enhance and contribute to the public realm, biodiversity and flood mitigation measures.

7.27. A planning application will be expected to demonstrate how the development has been designed to manage the risk of flooding. This might for example define the minimum ground floor levels of residential units or place living accommodation at first floor.

7.28. A Surface Water Management Plan will be required as part of any application detailing the treatment, attenuation and discharge measures proposed. **Surface water drainage must all be dealt with on site and it is recommended that any estate road paving be permeable and that Sustainable Drainage Systems (SuDS) are incorporated to ensure that surface water run-off from the site is properly controlled (Policy GP9).** SuDS proposals should be carried out in line with Guernsey Water's best practice guidelines and recommendations. The applicant/agent is encouraged to contact Guernsey Water early in the design process in this regard. SuDS proposals should be considered holistically with the design of the buildings, external spaces and landscapes. A planning application must include drawing(s) showing how surface water will be managed on site (e.g. collectors of water, permeable surfaces, attenuation areas, soakaways, indicative drainage runs). **No surface water from the site shall enter the existing douit system and the douit system must be maintained in its current state and operation during construction. Any alterations to the douit will need to be approved by Guernsey Water.**

7.29. A secondary entrance/exit point for emergency service access will be required to the development site if there are 100 or more houses to be built on the site. The Fire Service will require a network of new Fire Hydrants on this site.

Access and Movement

7.30. The entire development should be served by one vehicular access along the north boundary onto La Route du Braye. To achieve this, the demolition or partial demolition of the dwelling Excelsior House will be supported.

7.31. Proposals must demonstrate compatibility with Policy IP9: Highway Safety, Accessibility and Capacity, where the road network must be able to cope with the increased demand resulting from the new development. **Taking into account the potential cumulative impact of committed developments in the area, it is likely that mitigation measures will be required to prevent junctions operating over capacity.** All accesses (vehicle, pedestrian and cycle) must be designed to meet the minimum Traffic Engineering Guidelines for Guernsey and Part P of the Guernsey Technical Standards. In particular the vehicular access must be designed to enable vehicles to enter and egress safely, including emergency and refuse collection vehicles, and to avoid conflict with pedestrian routes.

7.32. The development must create a network of streets and paths that allow easy and safe movement for pedestrians, cyclists and vehicles to and through the site. It is especially important that existing pedestrian and cycle links to the facilities at The Bridge are improved and that connections are provided onto Lowlands Road and Saltpans Road as well as possibly through the Leale's Yard development site.

7.33. The development should include the provision of a footpath along Saltpans Road either by forming a footpath within the site or by realigning the south roadside wall. A footpath should also be

formed along Lowlands Road to provide a continuous pedestrian route to the services of The Bridge.

Details of the design and location of the footpaths should be discussed with Traffic and Highway Services and the Planning Service. Any resultant loss of on-street parking along Lowlands Road or Saltpans Road shall be off-set and relocated by the creation of public parking areas within the site.

7.34. The provision of pedestrian and cycle links across the Important Open Land to the west and north should be explored.

Parking Requirements

7.35. In accordance with Policy IP7 and the Parking Standards Supplementary Planning Guidance, appropriate levels of parking must be provided on site for cars, motorcycles and bicycles having regard to the impact of such provision on the character and appearance of the locality and the functionality of the development. However whilst provision of parking will be expected to comply with the SPG: Parking Standards and Traffic Impact Assessment, the standards will be interpreted flexibly where it is considered that a better overall development can be achieved and where adequate provision is made for alternative forms of transport.

7.36. It is recommended that electric vehicle charging points are provided.

7.37. Bicycle parking must be considered at the outset of the design process and covered, secure bicycle parking that is easily accessible must be provided.

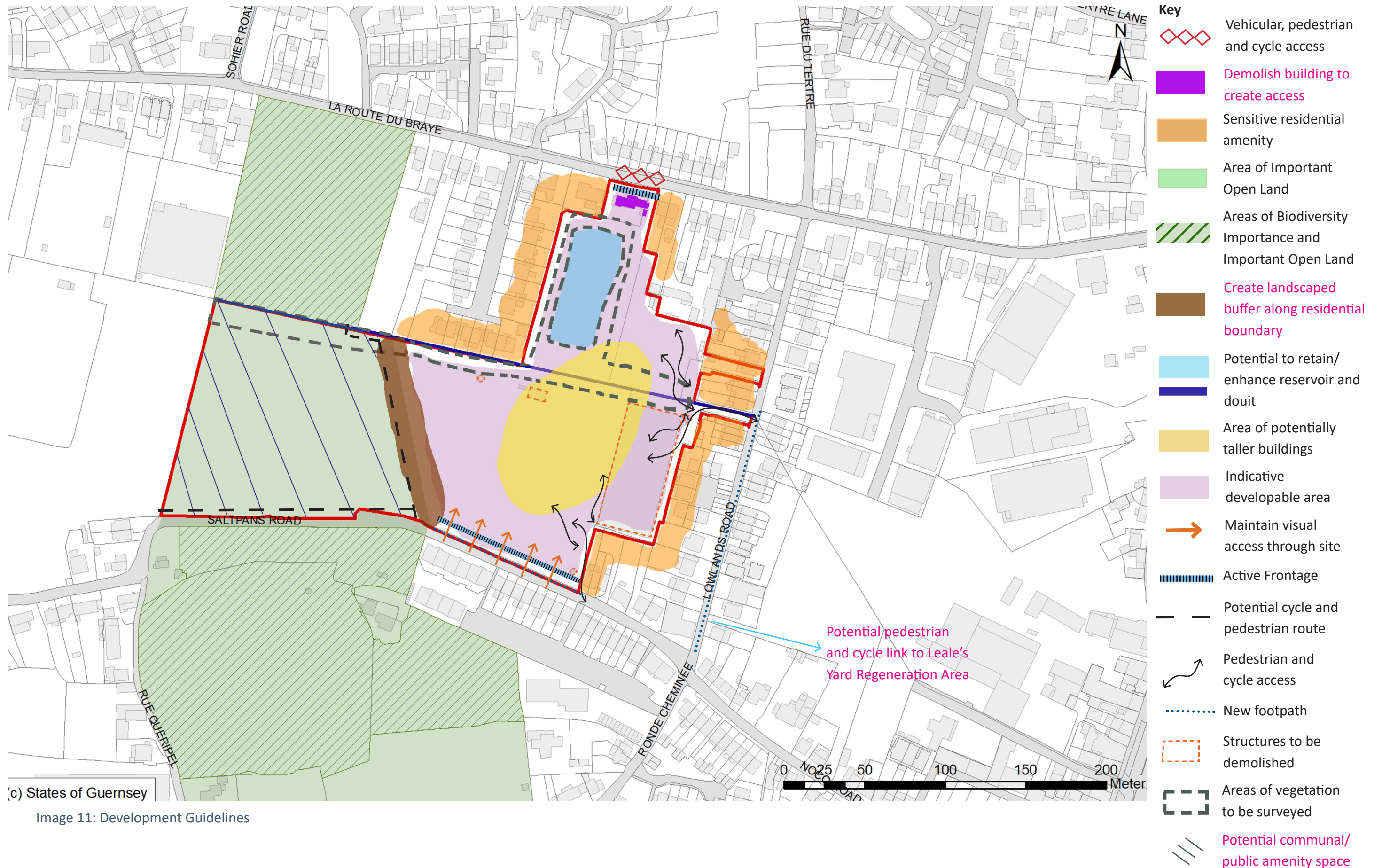
Landscape Design and Biodiversity

7.38. A comprehensive landscaping scheme must be submitted as part of any proposal which should respect the local character, mitigate against the impact of development and consider opportunities to increase and improve biodiversity on the site. The existing water features provide an opportunity to create focus points and to improve ecology/biodiversity.

7.39. A baseline study of the existing ecology/biodiversity should be prepared including a survey of existing trees and areas of dense vegetation to identify areas to be maintained, restored and enhanced.

7.40. **Tree and shrub planting should be substantial and following best practice be formed of native species. The following species may be appropriate for areas of planting which would contribute to the landscape character of the area: Alder, Ash, Blackthorn, Birch (Downy), Evergreen Oak, Gorse, Hawthorn, Lime, Poplar (Black and Aspen) and Sallow.**

7.41. A landscape buffer will be required along the section of the west boundary of the Housing Allocation Site which adjoins the Important Open Land. There may be scope for this buffer to be



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Image 11: Development Guidelines

located on the Important Open Land providing that the remainder of the Important Open Land is enhanced as set out below.

7.42. It is recommended that the western section of the site, designated as Important Open Land, is enhanced and managed to provide an area of open amenity space for residents of the development and for the general public, including pedestrian and cycle links across the land. Proposals should also seek to improve the overall biodiversity of the Important Open Land.

7.43. It would be beneficial to include suitable bird and bat boxes and other biodiversity enhancements within the design of the development to allow bats to roost and birds such as Swifts, House Martins, House Sparrows and more common species to nest. The applicant/agent is encouraged to contact La Societe Guernesiaise early in the design process in this regard.

Utilities

7.44. Due to the improvements that would be required to the electricity network, Guernsey Electricity recommend that significant upfront early consultation is undertaken by prospective developers at least 12-18 months prior to any work on the site.

7.45. It is recommended that Guernsey Water are consulted at the earliest possible opportunity regarding the proposed plans for the site and foul water drainage. Guernsey Water would prefer that any new foul water connection is into a pre-existing manhole situated in the public highway.

7.46. A planning application must include a statement that sets out what consultation has been undertaken with utility providers and how this has informed the design of the development.

8. Waste and Environment

8.1. The former commercial horticultural use of the site could give rise to potentially contaminated land, particularly due to numerous heated glasshouses, fuel tanks and concerns over the reservoir. This will need to be investigated.

8.2. 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. The Site Waste Management Plans Planning Advice Note can be found here - www.gov.gg/planning_building_permissions.

8.3. 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.

8.4. All materials from the demolition of the existing buildings will need to be carefully sorted, separated, and distributed accordingly through the appropriate routes for recycling, recovery or disposal, in order to minimise the waste produced.

8.5. A particular sensitivity in this location is the watercourse (douit) running through the site. Guernsey Water should be consulted prior to works starting to ensure suitable protection measures are in place to prevent contamination or drainage issues.

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

8.7. Due to the potential scale of the residential development a Construction Environmental Management Plan (CEMP) will be required.

8.8. In accordance with legal requirements under The Land Planning and Development (Environmental Impact Assessment) Ordinance, 2007, Schedule 2 (a), due to the size of this site (it exceeds 1 hectare) a screening opinion will be required as to whether or not an Environmental Impact Assessment (EIA) is required. This should be carried out at pre-application or at an early stage in the application process and should consider the entire housing allocation site.

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 in the Island 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.
MC1: Important Open Land in Main Centres and Main Centre Outer Areas	These areas of open land provide breathing space within the built environment. These areas are important to protect to provide visual amenity, separation between settlements and to prevent the wholesale development of the Main Centres and Main Centre Outer Areas. In some cases, the land may have the potential to be enhanced in order to restore the integrity and visual continuity of the underlying landscape and this is encouraged. The intention is to protect and enhance the openness, landscape character and visual quality of these areas.
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.
GP1: Landscape Character and Open Land	This policy sets out that development will be supported where it respects the relevant landscape character type within which it is set, where development does not result in the unacceptable loss of any specific distinctive features that contribute to the wider landscape character and local distinctiveness of the area, and takes advantage where practicable of opportunities to improve visual and physical access to open and undeveloped land. A landscaping scheme will be required for this scale of development.

GP8: Design	<p>Development, including the design of necessary infrastructure and facilities, is expected to achieve a high standard of design which respects, and where appropriate, enhances the character of the environment. 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 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.</p> <p>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. 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.</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>
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. Public art can take the form of an integral part of a development or as a standalone feature.
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. 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	<p>The parking standards for the IDP are set out in the Supplementary Planning Guidance: Parking Standards and Traffic Impact Assessment. For residential development in the Main Centre Outer Areas the car parking standards are in section 6. The standards are maximums and the development would be expected to be within these standards.</p> <p>Provision will need to be made for secure covered bicycle parking for residents and visitors.</p>
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.

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.
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.

Additional Appendices

2. Traffic Impact Assessment (ARUP), 26/02/2019

This document can be found on the Development Framework page on the States of Guernsey website. - www.gov.gg/developmentframeworks

3. Traffic Impact Assessment: Addendum (ARUP), 24/01/2020

This document can be found on the Development Framework page on the States of Guernsey website. - www.gov.gg/developmentframeworks

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 request pre-application advice.

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.