



draft Belgrave Vinery SPG 2020

Supplementary Planning Guidance December 2020

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1. Introduction

1.1. This Development Framework provides planning guidance for the residential development of the Belgrave Vinery housing allocation site. This is one of the sites designated by the States of Guernsey in the Island Development Plan (IDP) for residential development. The Development Framework does not replace the IDP or the need for detailed planning permission but provides broad, comprehensive and practical guidance on how policies in the 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 Belgrave Vinery site. The overall intention is to provide for a high quality development of a density, design and layout which will relate well to the surrounding area, provide good access and appropriate levels of amenity for residents and neighbours of the site.

2. Site Overview

2.1. The Belgrave Vinery housing allocation site is located within the Bridge Main Centre Outer Area (see Image 1) and occupies an overall site area of approximately 6.26 hectares (40.58 vergées). The site is designated in the IDP for residential development (see Image 2). This is a single site (albeit with multiple owners) and one of 15 allocated in the Plan for housing development. The States of Guernsey is the primary landowner and as such this site represents a significant opportunity to progress development to meet housing need.

2.2. Most of the site has a history of horticultural use comprising the horticultural holding of Fontaine Vinery and part of Belgrave Vinery. At present the site includes an industrial area with one commercial shed and several temporary open storage yards and associated structures (remaining tenants are in the process of being relocated by States Property Service), a sewage (cess pit) emptying point, a former horticultural site with remaining spans of glass and a number of parcels of undeveloped land.

2.3. The Belgrave Vinery housing allocation site is currently accessed by vehicular traffic from two main locations. The primary access is located on the west of Vale Road, with the second access off Le Murier. There is also a gated access to the site via an unmade track from the south, 2 smaller accesses from Vale Road and an access for the former horticultural site off Le Murier.

2.4. The open land to the west of the site is located Outside of the Centres, and designated as Agriculture Priority Area and currently consists of natural landscape including scrub, and wetlands beyond. The lands to the south include the remaining parts of the former Belgrave Vinery horticultural site where there are currently some storage uses on these open lands with access to the housing allocation site.

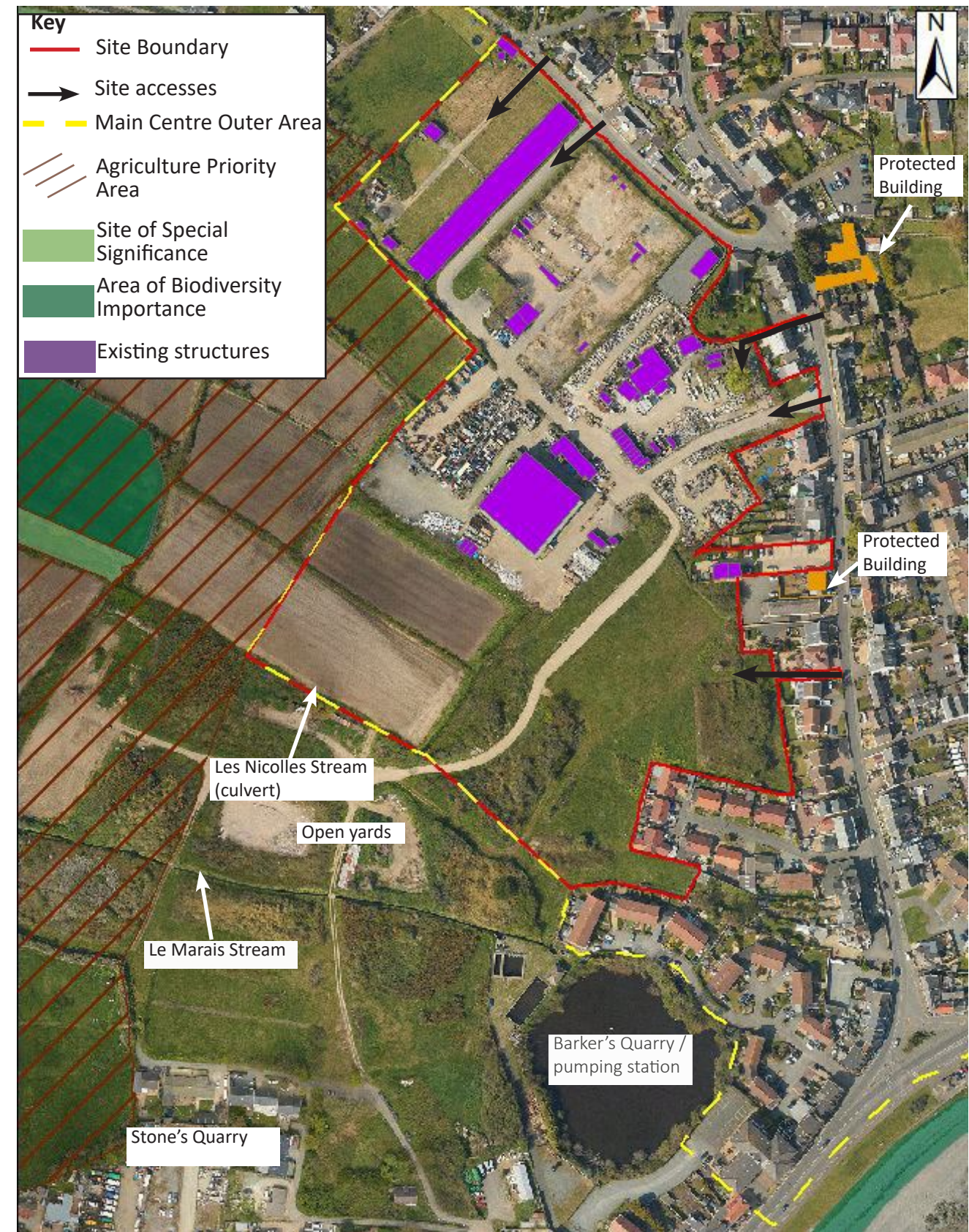


Image 1: Belgrave Vinery site overview

3. Planning Policy Context

3.1. Under the Urban Area Plan (2002), this site together with lands to the south was designated as a Housing Target Area. A Housing Target Area was a means of safeguarding land which may be needed to meet a requirement for housing. This designation fell away with the adoption of the IDP in 2016. Numerous reports have been prepared previously to consider the development of these lands including a series of expert studies to identify and assess development constraints and options. An Outline Planning Brief was previously produced under the Urban Area Plan, adopted and approved by The States of Guernsey on 25th January 2006 (Billet d'État, XIX, 2005). Despite this, no planning application for residential development was ever brought forward for the site. The Outline Planning Brief fell away with the adoption of the IDP but remains a valuable resource of information on previous studies and is available on the States website here: https://www.gov.gg/past_plans_and_monitoring.

3.2. Under the policies of the Island Development Plan, 2016 (IDP), this site falls within the Bridge Main Centre Outer Area (see Image 2). The site is designated as a Housing Allocation Site and therefore IDP policies state that the site can only be developed for residential accommodation and, if appropriate to the site and location, complementary development as part of a comprehensive proposal for the site where this would support the housing development proposed.

3.3. Other policies in the IDP that are of relevance to this site are referred to throughout this Development Framework and are summarised in Appendix 1. Image 2 shows the relevant extract from the IDP Proposals Map, illustrating the policy designations and local area. The Belgrave Vinery housing allocation site is outlined in red.

3.4. Individual policies of the IDP should not be read in isolation or out of context. The specific policy wording in the IDP, including the preceding text and Annexes, should be referred to in drawing up detailed development proposals.

3.5. 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; and,
- Strategy for Nature SPG 2020.

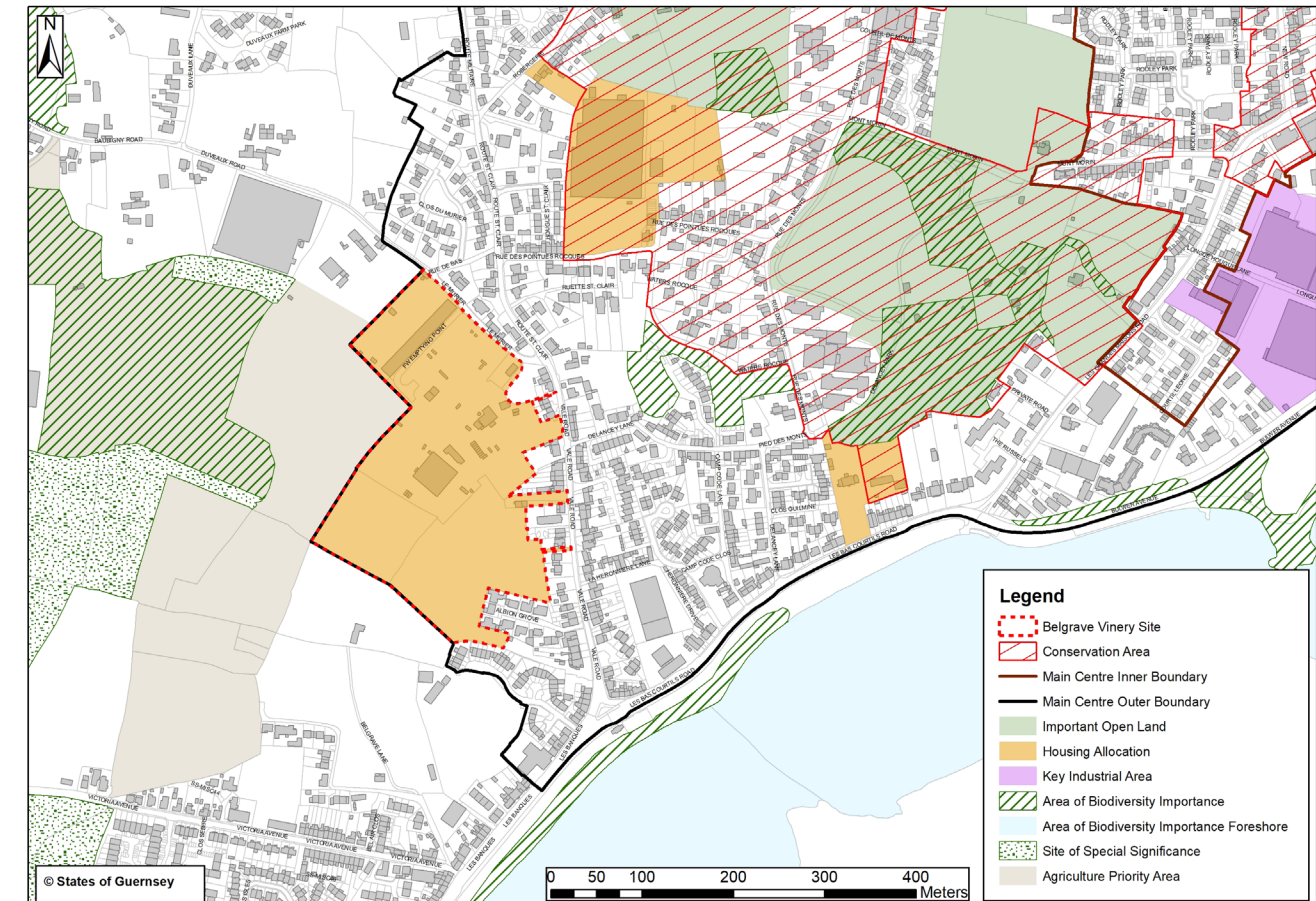


Image 2: Extract from the IDP Proposals Map showing the site outlined in red

4. Surrounding Area

Location

4.1. The site is within a generally low-lying area of the Island, with the majority of the site within an area defined within the IDP as “Lowland Landscapes – Lowland Hills” (see Image 4). The site forms part of a south west facing escarpment between Delancey hill in the north east and the low lying open land to the west of the site which is known as ‘Le Marais’ meaning marsh or lowlands. Views of the escarpment are obscured by ribbon development.

4.2. The extensive wetland Le Marais landscape which borders the site originated as ponds impounded behind coastal shingle banks. Significant parts of Le Marais are semi-natural wetlands and wet meadows, where reeds, flag irises, rushes and wet meadow grass flourish. The Marais retains much of its original character due to its historic field pattern. Field sizes are generally small. The field parcels are open grassland, with some having diverse swards. Distinctive boundary treatments are boulder and earth enclosures, hedgerows and stone walls. Hedgerows are common along field boundaries. The predominant species are Blackthorn (*Prunus spinosa*) and Sallow (*Salix cinerea*). Individual or small groups of trees occur, including White Willow (*Salix alba*) and occasionally Pine (*Pinus spp.*), located to the west of the sports pitches. Stone walls are predominantly along the roads but are also found as rear garden walls.

4.3. Le Marais has been drained since the mediaeval period (5th – 15th Century) by historic man-made channels Les Nicolles stream and Le Marais stream. Le Marais stream was modified in the 1960’s and involved the construction of a walled open culvert, through the area of the former Belgrave Vinery. Some sections are virtually rectangular and these alterations have inevitably caused the watercourses to appear artificial and less in keeping with the surroundings, and are a safety hazard to users of the site. Les Nicolles stream is adjacent to the site boundary and enters a culvert, which was formed in 1983/84 prior to the construction of the new States’ prison.

4.4. Le Marais catchment accounts for about 20% of the Island’s potable water resources which are pumped up from adjacent to Barker’s Quarry to the Longue Hougue Reservoir. Guernsey Water runs the pumping station at Barker’s Quarry for the extraction of rainwater. There is an incoming piped supply from the Vrangue stream, and two supply pipelines are supplying raw water to Longue Hougue Quarry (or in times of flood, Spur Point) and Baubigny Quarry.

4.5. Another former quarry is located to the south of the site, known as Stone’s Quarry. This quarry was land-filled with waste material and its current use is for the storage of States department vehicles.

4.6. There is a significant amount of archaeological and historical interest within the area with

evidence showing that Le Marais was a focus of activity for thousands of years; including menhirs (standing stones), the Chateau De Marais which dates from the 12th Century but in which excavations have uncovered prehistoric artefacts, and the Mediaeval rabbit Warren (garenne) on which stands the former Bowl.

4.7. Also immediately to the south of the site are a number of open yards. The uses are temporary in nature with short leases and have the potential to cause noise and dust nuisances to future residents. The yards can be currently accessed through the site.

4.8. Adjoining the site to the west is an area designated as Agriculture Priority Area (APA). It appears this land is not currently actively farmed and is overgrown with scrub. It contributes to the openness of the area.

4.9. Further west, is an Area of Biodiversity Importance and a Site of Special Significance, which together with APA land collectively form a natural corridor of green and open land running from Victoria Avenue/Ivy Castle through to Duveaux Road.

4.10. Areas of woodland in the vicinity include the Rabbit Warren, which is the land around the former Bowl, and the Chateau de Marais (Ivy Castle). These both have man-made, albeit historic, topographic features which increases visual and landscape character interest. Native species associated with these woodlands include: Hawthorn (*Crataegus monogyna*); Oak (*Quercus robur*); Sycamore (*Acer pseudoplatanus*); Ash (*Fraxinus excelsior*); and Alder (*Alnus glutinosa*). There are also individuals/small groupings of White Willow (*Salix alba*).

4.11. The open and green corridor is characterised by vegetation including open grassland, hedgerows and trees. The site itself can be viewed at a distance from several vantage points, including Beau Sejour and Delancey Park, as shown in the photographs.

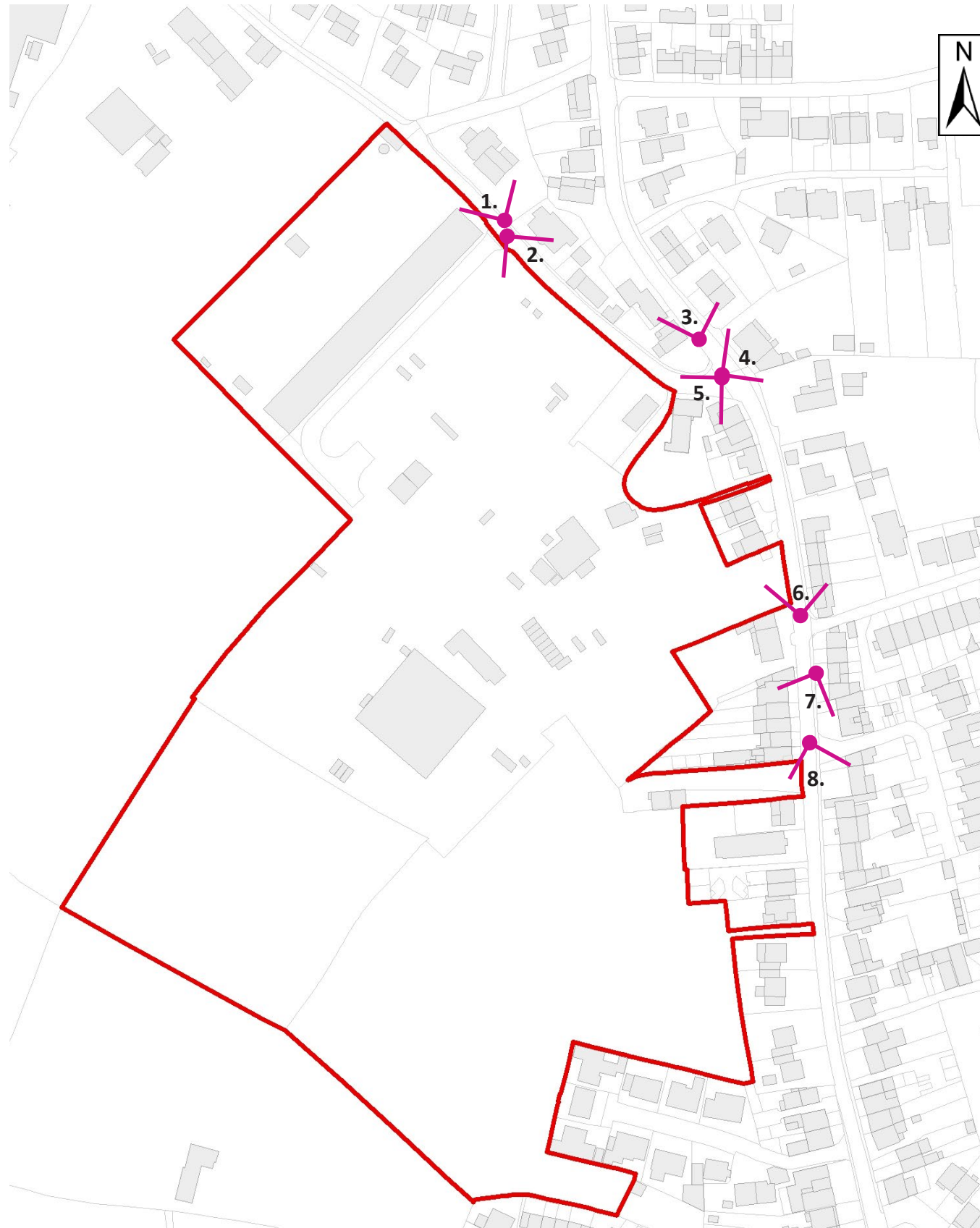


Image 3: Location of viewpoints 1-8.



1. Le Murier Road looking North West.



2. Le Murier Road looking South East.



3. Dwellings on the East side of Route St Clair.



4. La Fontaine Inn.



5. Junction of Vale Road and Le Murier Road.



6. Vale Road looking North.



7. Vale Road looking South West.



8. Vale Road looking South East.



9. Site viewed from Beau Sejour car park.



10. Site partially visible from Delancey Park.

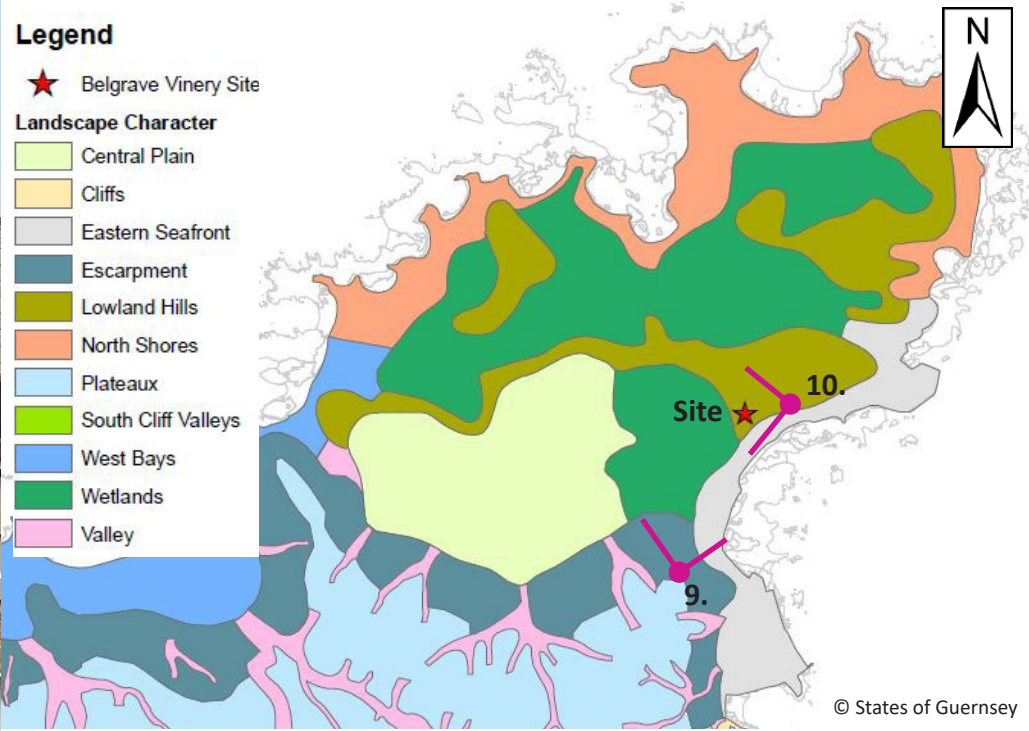


Image 4: Landscape Character and location of viewpoints 9-10.

Surrounding built development

4.12. Built development surrounding the site to the north, east, and south and bounding the highways is mainly residential, with a small cluster of public amenity buildings within Le Murier road, and commercial properties / retail outlets situated towards the coast on Les Bas Courtils road to the south east. There is a well-established ribbon of residential development along Vale Road, Le Murier and Route St. Clair to the north.

4.13. The density of development increases to the north and east of Vale Road heading towards the centre of The Bridge. The density of the surrounding area is varied at approximately 17-50 dwellings per hectare.

4.14. The area has developed from small clusters of pre 1787 buildings (about 12 in the immediate area) on Les Banques, Pied Des Monts and Route St Clair, to fairly continuous ribbon development in 1898 along Les Banques and Vale Road with infill development over the 20th century. Buildings in the surrounding area are varied, with a mix of building lines and architectural styles, however pitched roof forms are commonly seen in the area and properties are typically between one to two and a half storeys, although some taller buildings (around three storeys) are located along Les Banques. In general, storey heights are quite variable and adjoining buildings do not necessarily share ridge or eaves lines. Building and roof forms are mainly simple and unfussy. To the north of the site, buildings are generally larger and more often detached. Otherwise, buildings are frequently grouped together into short terraces of 4-6 properties, with some detached and semi-detached properties. This gives a strong sense of enclosure to the surrounding streets. Entrances to roads and clos are narrow and restrict views. Where there are changes in topography or curves in the street the buildings ‘hug’ the edges of the street.

4.15. 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.

4.16. The main negative aspects of the built development is the way most of the development turns its back on and blocks public views of the rural landscapes behind. The road side of the development seems inhospitable due to the lack of amenity and the dominance of traffic, and the rural area behind is inaccessible.

Protected Buildings, Protected Monuments or Protected Trees

4.17. There are no Protected Buildings within the site boundary but there are two Protected Buildings in the immediate area situated along Vale Road, as shown in Image 1.

4.18. There are no Protected Trees within the site or the immediate surrounding area.

4.19. The site contains no Protected Monuments, archaeological sites or find-spots within the site itself. However, as described above there are important historic features in the landscape and adjacent to the site including: drainage channels; Les Nicolles stream which is on the southern boundary of the site; Le Marais stream further south; prehistoric find-spots; standing stones to the west of the site; a site of a medieval chapel in Route St. Clair; and the historic boundaries and field patterns of Le Marais.

Services and facilities

4.20. The Bridge is the nearest centre for shops and services at approximately 1km away to the north east of the site. Additional shops and services are located in the Braye Road Industrial Estate 1.5 km north of the site (including Alliance), and the petrol station and Co-Op at the Halfway is 500m to the south east. St Sampson’s High School is 700m away to the west. The site is 2km away from Town. Other facilities close by include Delancey Park, Guernsey College of Further Education (Delancey Campus), St Mary and St Michael Roman Catholic Primary School and the St Sampson’s Medical Centre. The Chambre De La Douzaine on Le Murier is opposite the site (see Image 5).

4.21. The site is within the Vale Primary School Catchment and the St Sampson’s High School catchment. The route to the St Sampson’s High is walkable. Vale Primary is around 2.5km to the north east of the site if you go through the lanes (Ronde Cheminee and Lowlands Road) and 3km if you go on the main road (Route Militaire – La Route Du Braye).

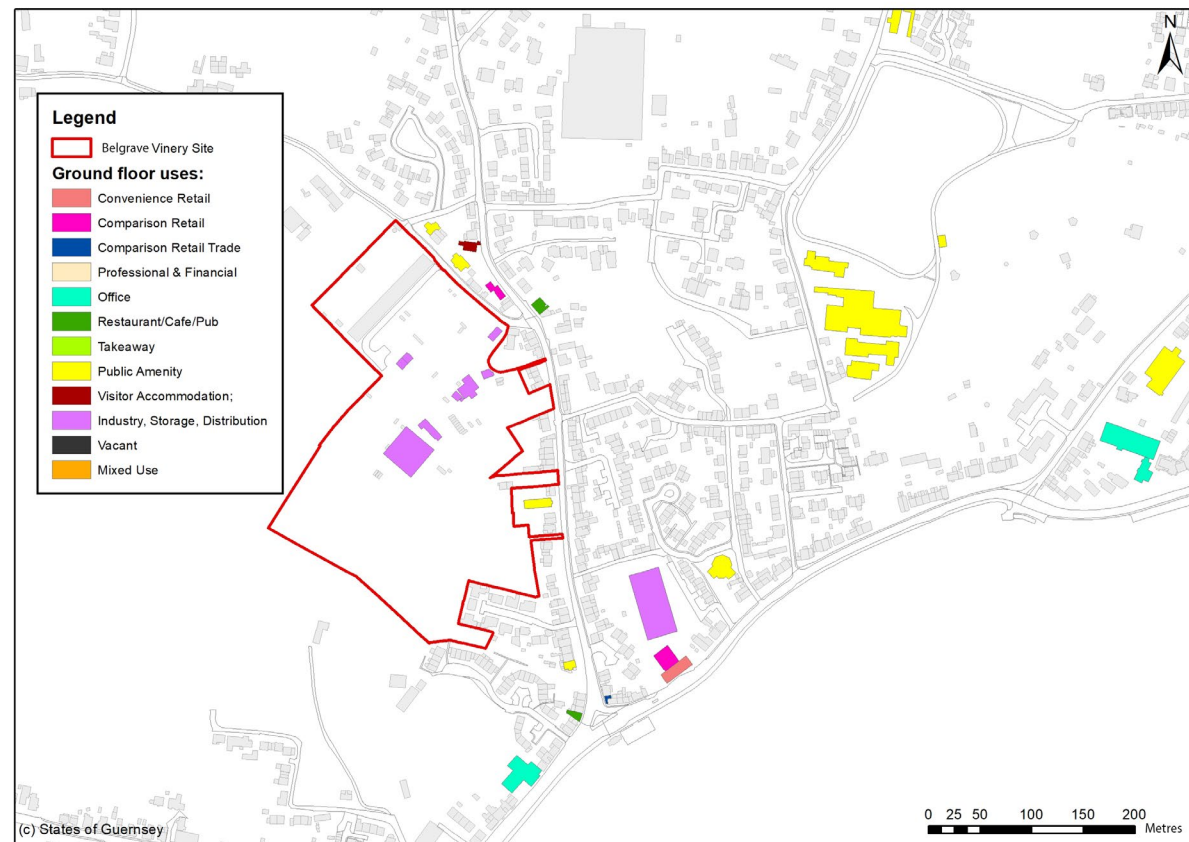


Image 5: Local Services and amenities.

Surrounding land potential development

4.22. In close proximity to the site are three other sites allocated for residential development in the Island Development Plan. Franc Fief is situated approximately 0.6Km to the north-east, Pointes Rocques is situated approximately 0.3Km to the north-east and Les Bas Courtils is situated approximately 0.35Km to the east. 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 Pointues Rocques which could yield between approximately 75-125 dwellings. A Development Framework has been approved for Les Bas Courtils which could yield between approximately 6-12 dwellings.

Road network

4.23. The main roads in the area (see Image 6) are Vale Road to the east of the site, Les Bas Courtils and Les Banques Road to the south and Route St. Clair to the north. The coast road is the Inter Harbour Route which provides the main route between St Peter Port and St Sampson's harbours and industrial areas. Vale Road leading north is a Traffic Priority Route. Le Murier leading towards Duveaux Road and St Sampson's High School is a Local Circulation Route. The interconnecting roads to the east of Vale Road such as Delancey Lane and Victoria Avenue to the south are Neighbourhood Roads which predominantly serve as access to houses rather than through routes. The States' Traffic & Highways Services have

raised concerns regarding the impact of additional traffic movements on the ability of junctions within the area to perform within capacity.

Footpaths, pavements and pedestrian crossings

4.24. Le Murier road has a pavement on the north side which connects to the cycle path further north. The closest pedestrian crossing is approximately 3 minutes' walk along Vale Road in a northerly direction at the junction with Vale Road / Route St. Clair / Le Murier Road which is served by a set of traffic lights. Walking along Le Murier road is inviting due to the one way system and the slower speed of the traffic (20mph speed limit).

4.25. Vale Road and Route St. Clair are generally both 4.5 - 5 metres in width and include a continuous pavement along the eastern side of the road. Given the general speed and intensity of the traffic together with the closeness to the pavement which itself varies in width and has gaps for driveways, estates and lanes, this road does present a barrier to pedestrian movement southwards or eastwards from the site.

4.26. Les Bas Courtils road as described above is busy and fast moving. The pavement continues from the Vale Road to a crossing on the junction near the entrance of a busy petrol station. The crossing does not benefit from traffic lights or any road markings to facilitate pedestrians crossing. The coastal side of the crossing terminates on the cycle path with cyclists approaching from the opposite direction to the traffic which adds another challenge to pedestrians.

4.27. There are existing lanes and paths around Le Marais connecting Victoria Avenue with the Chateau Des Marais, Le Grand Bouet and Pitronnerie Road, also paths to Les Osmonds to the west, and to Baubigny Road past the prison. The development of this site provides opportunities to improve safety by providing new pedestrian links and cycle paths to Belgrave Lane and Victoria Avenue which would in turn connect the existing network of lanes.

4.28. Some of these lanes and paths are at present underused, unlit, uneven and lead through areas with derelict vineries and sheds that do not benefit from natural surveillance. Whilst they are of great potential they currently feel slightly unsafe.

Cycle routes

4.29. A shared cycle/pedestrian route along Le Murier/Duveaux Road/Baubigny Road links St Clair Hill to St Sampson's High School. This continues along Les Effards Road to the west and ends at the filter between Les Hougues Magues Road and La Route Des Capelles near Capelles School. To the north along Les Gigands Road there is a gap where the path re-joins the road to the north but there is another cycle path along the length of Oatlands Lane leading east. Cycle users share the main roads of Vale Road and

Route St. Clair with all other means of transport as there are no dedicated cycle routes in these areas. A cycle lane does exist along the eastern seafront.

Bus services

4.30. The area is well served by bus routes (11, 12, 13, 91, 92 and 21) and provides links to the north of the Island, St Peter Port and the rest of the Island, and school buses to Vale Primary School and St. Sampson's High School. Number 21 runs hourly from La Fontaine to Town from approximately 07.25 to 19.40 Monday-Saturday with an additional weekday service at 07.55 (plus 08.50 during school term time). The service runs every two hours on a Sunday. More frequent buses are available at the Halfway serving Town and the Bridge plus access to Pembroke and L'Islet.

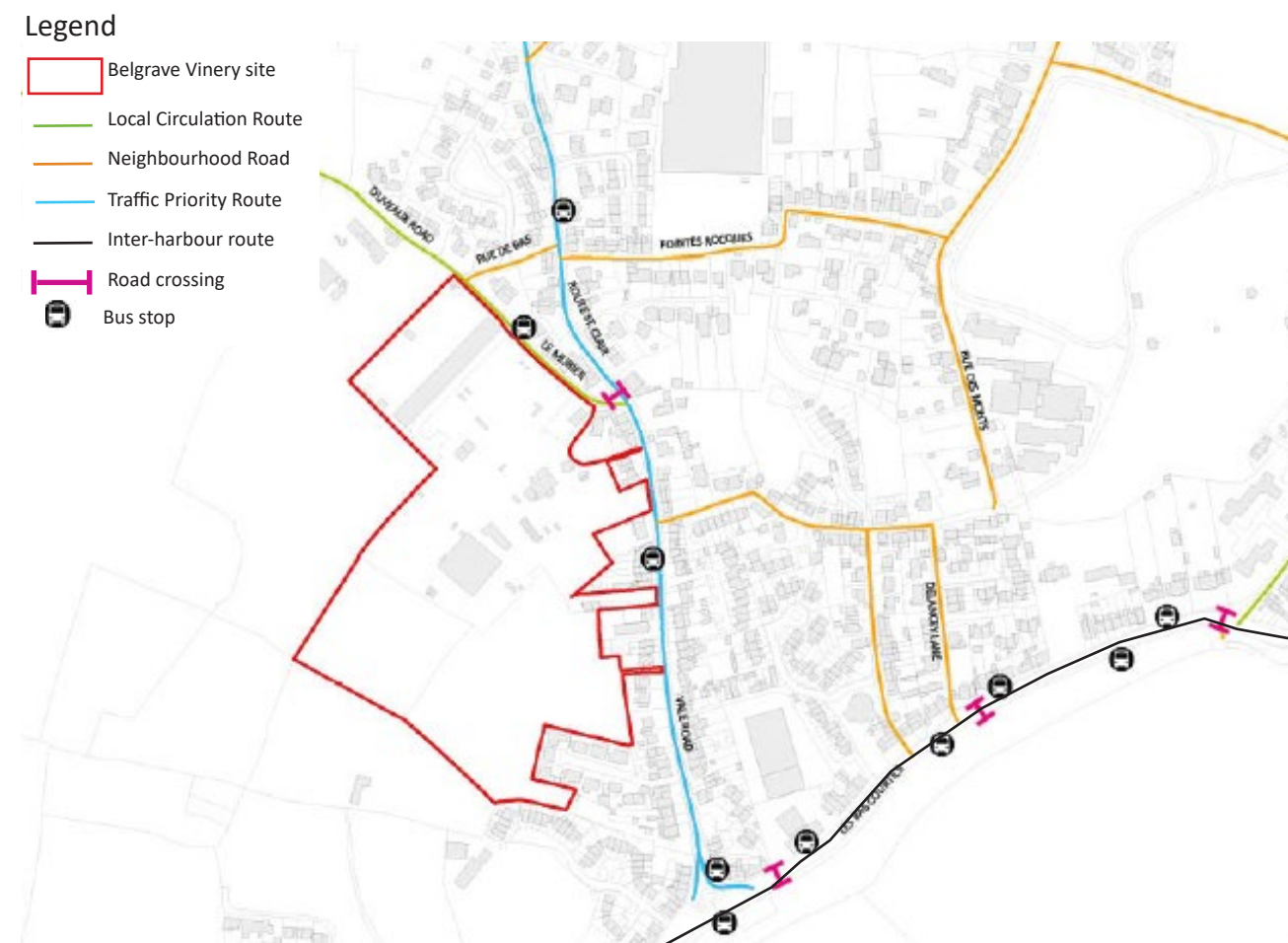


Image 6: Local roads and accessibility of surrounding area.



11. Looking south along Vale Road with continuous footpath to the East side.



12. Looking south along Le Murier. Site boundary and Le Murier vehicular site access to the right hand side.



13. Pedestrian Crossing at the junction of Vale Road, Route St. Clair and Le Murier Road.



14. Footpath on the East side of Route St Clair.



15. Rue Des Bas with on site street parking and partial footpath.



16. Cycle and pedestrian lanes on Duveaux Road.

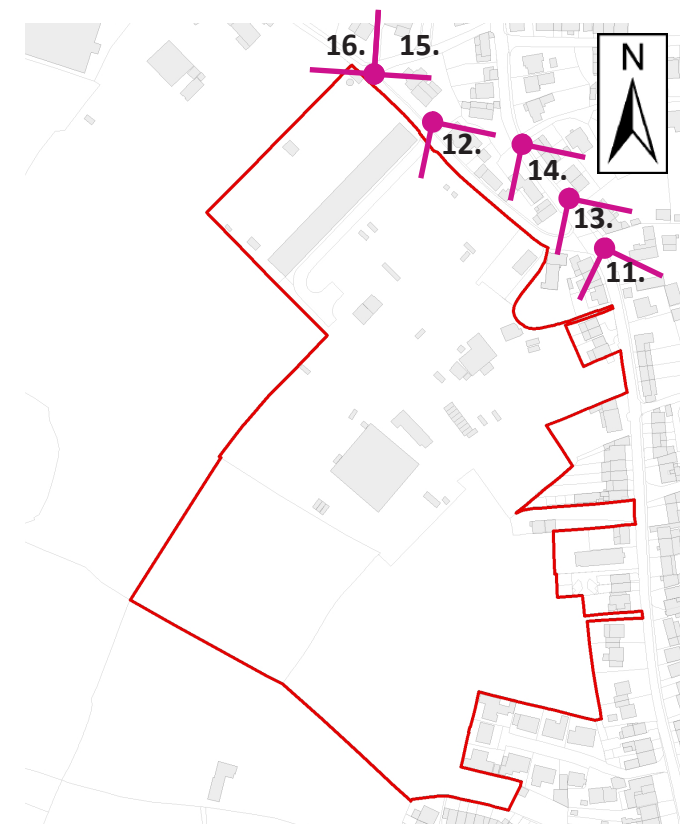


Image 7: Location of viewpoints 11-16.

5. Site Analysis

5.1. Proposals for development need to consider the constraints and opportunities that the site presents to ensure that the layout and design responds to the specifics of the site. The main constraints and opportunities that have been identified for this site are set out below and in Image 12. The applicant should demonstrate, using more detailed drawings or modelled studies, clearly how the design of proposals responds to the Site Analysis and the Development Guidelines.

Site use and ownership

5.2. Since before 1898 and up to around 2004 the majority of the site was in horticultural use but the glass has since been mostly cleared and now consists of open land, scrub and a number of commercial operations. Several 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 water tower and associated plant equipment.

5.3. The site is divided into land belonging to four owners (labelled A-D in Image 8). As stated previously, the site forms one allocated housing site.

5.4. In the centre of the site there is a large commercial shed occupying a footprint of 1227m². There are also several temporary open storage yards on short leases. Remaining tenants are in the process of being relocated by States Property Service. These uses are temporary in nature and will be required to relocate for the development, which could be phased to coincide with areas within the site becoming available.

5.5. In addition, an adjoining section of undesignated open land to the south, is also under the same ownership.

5.6. In the northern section of the site, a sewage emptying point and 'Fontaine Vinery Pumping Station' is served off Le Murier, under the control of Guernsey Water.

5.7. A small portion of the site to the north adjoining Le Murier is in separate ownership. This includes a large electricity substation known as 'Le Murier Switch House'.

5.8. Part of the allocated site to the east, adjoining Vale Road, is occupied by 2 residential properties known as 'Calabar' and 'Burma'. This part of the site is not essential to the otherwise comprehensive development of the wider site but could potentially be redeveloped. This area is not considered as a potential access to the site in the Development Framework.

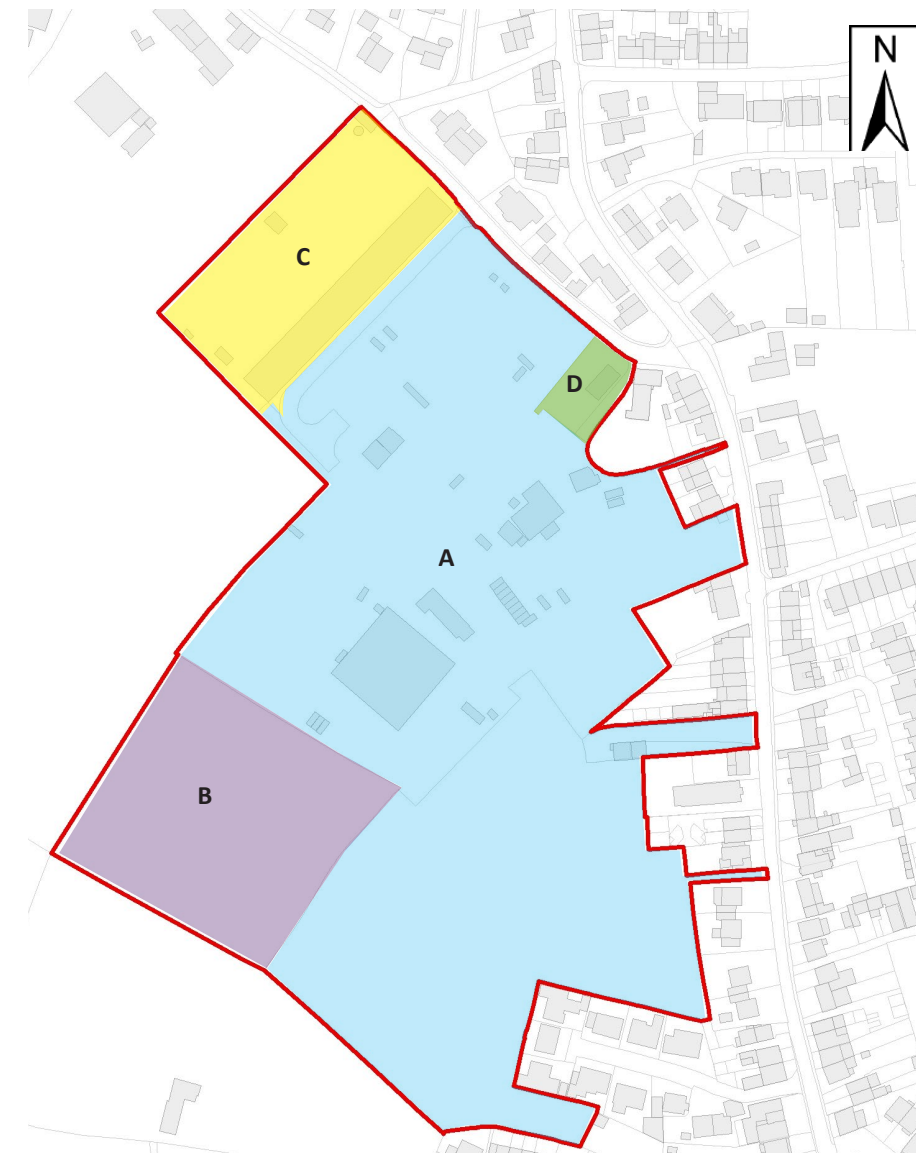


Image 8: Land Ownership, different landowners labelled A to D.

Landscape, topography and biodiversity

5.9. The central section of the site is generally flat, before gently rising from its lowest point in the south to the northeast with an overall change in levels of approximately 0.9 metres over a 180 metre distance. There is a significant change in levels at the north western end of the site; where the land adjoining Le Murier drops away from the highway into the site by approximately 4 metres over a 110 metre distance.

5.10. The low-lying nature of the site means that close views into the site are largely concealed by the surrounding frontage development, however distant views of the site are very important. The northern edge of the site is situated on higher ground, but existing boundary treatments and glasshouses restrict views across the site. Probably the best view across the site can be gained from St Clair Hill and Le Murier. A number of the adjoining properties in Vale Road, Les Banques, Belgrave Lane and Victoria Avenue have rear views of the site. Most views from within the site are of the higher land to the north and south, adjacent buildings, boundary treatments and features of the site's horticultural past such as water towers and chimneys.

5.11. Boundaries comprise of a mixture of trees, hedging, earth banks, fencing and granite walls. There are also douits and watercourses bounded by a line of trees, earthbanks and vegetation bisecting through the site in various locations, which provides a natural boundary between the western and southern sections of the site.

5.12. The Habitat Survey 2018 identifies areas of dense scrub and improved grassland within the site. Both habitats have some biodiversity value. Dense scrub can support populations of invertebrates, small mammals and nesting birds. The value of improved grassland varies depending on management practices and is generally of less conservation value than other dry grassland habitats.

Flood risk and drainage

5.13. The site is at sea level for the most part towards the southern area, rising to between 5 and 10 metres above sea level to the northern area of the site adjoining Le Murier.

5.14. The site is identified as being within a flood risk area (see Image 9). For the most part, this is at a risk of 1:250 year flooding, with smaller portions of the site falling within 1:100 year, 1:50 year and 1:10 year flood risk zones. The flood risk will have significant implications for the development of the site.

5.15. The Guernsey Coastal Defences Flood Risk Assessment Studies (2012) modelling indicates the potential for regular overtopping along the Belle Greve Bay, in particular the section of the frontage nearest the site, and recommends measures to improve coastal defences.

5.16. Given its previous function as a horticultural site, it is likely that the existing storage provisions and douits / watercourses, could provide a delay to the dispersal of surface water run-off during adverse weather conditions via soakaways and existing culverts. Les Nicolles Stream is adjacent to the southern boundary of the site and Le Marais is nearby to the south.

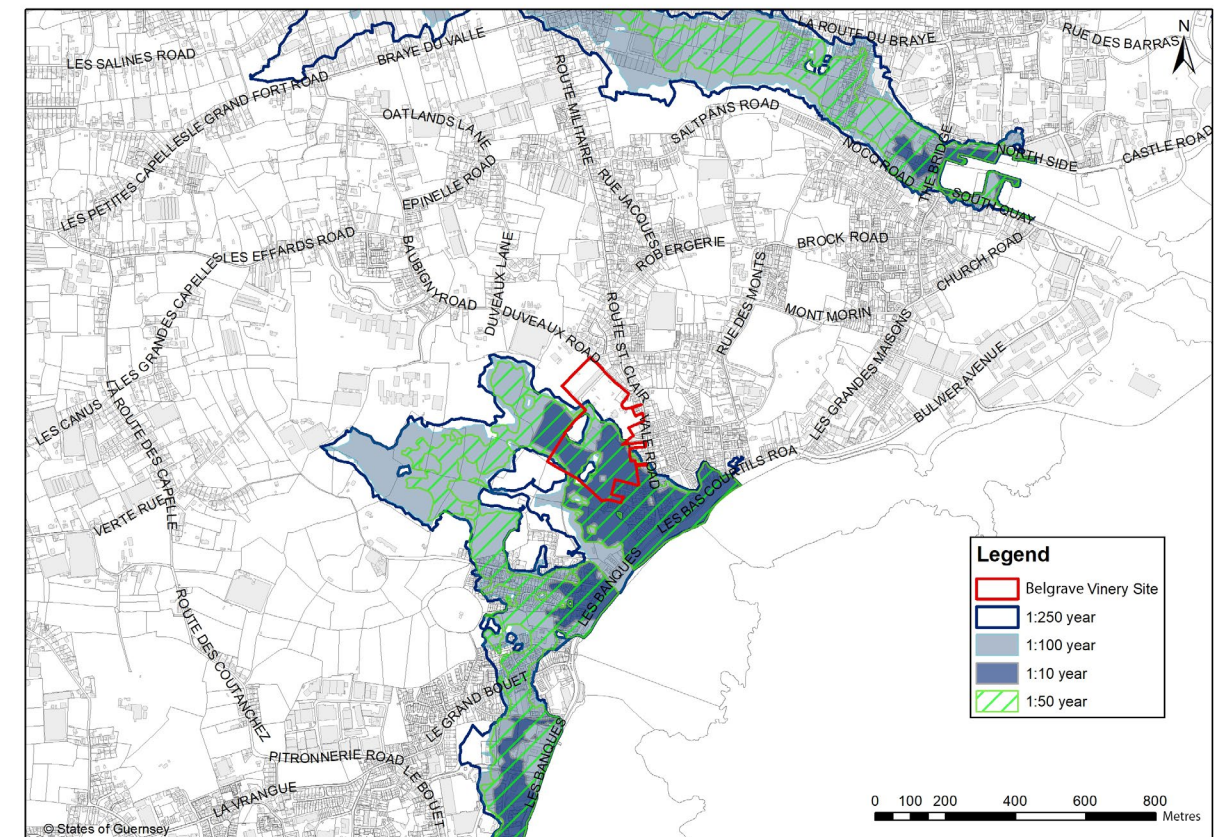


Image 9: Flood risk for the site and surrounding area.

Boundaries

5.17. The site is open to the south-west as the adjoining land is under the same ownership. A granite wall approximately 2 metres high forms the south-eastern corner boundary with the adjoining neighbouring properties. The remaining boundary treatments to northern and eastern parts of the site are principally bordered by a mix of fencing styles, hedges, rendered blockwork walls, and granite stonework walls of varying heights. The open boundaries to the west and southwest, generally comprise of scrub vegetation, trees, hedges and overgrown earthbanks.

5.18. The boundary in part to the south is undefined where it adjoins the most south eastern corner. The boundary line appears to follow the line of the culverted Les Nicolles stream which has been covered over in recent years.

5.19. The site forms the boundary between the built urban environment to the north and east and a swathe of undeveloped rural land to the south and west. The adjoining land to the west is designated as an Agriculture Priority Area, whereas the undeveloped land to the south is not subject to any designations.

Neighbour amenity

5.20. There are several 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.

Access and movement

5.21. The site is located within relatively close proximity to The Bridge and the Halfway, both of which offer a range of services and access to the bus network. Whilst the pedestrian access to these services is satisfactory, the development of this site provides opportunities to improve safety and connectivity to Vale Road and Le Murier for future residents of the site as well as existing residents in the surrounding area. There is also the possibility of providing new pedestrian links and cycle paths to Belgrave Lane and Victoria Avenue which would in turn connect the site to paths to Les Osmonds, La Route Des Capelles which runs past the back of the prison, the Chateau Des Marais and Pitronnerie Road.

5.22. There are two main existing vehicular accesses serving the former horticultural site, and one from Belgrave Lane which is gated. To the north is a service road onto Le Murier and to the east is the primary service road into the site from Vale Road. The Le Murier service road provides access to the sewage emptying point. Guernsey Water require this access to not be interrupted both during and after development. This road has the effect of dividing the part of the site to the north-west from the larger part of the site.

5.23. There is also an access for the former horticultural site off Le Murier. There is a single width vehicular access between dwellings onto Vale Road located between 'Oakwell' and 'Mi Amigo'. This existing access is an informal track serving the existing field which is open to the remainder of the site. The access is relatively narrow at 3m wide, as the opening and access track was never intended for cars, only agricultural vehicles.

5.24. There is also a pedestrian access track between dwellings to north east of the site leading directly onto Vale Road, located between 'Granite Lodge' and 'Fountain Lodge'.

Contamination

5.25. Previous land use may indicate both asbestos and industrial land contamination risks. Surveys will be required to establish if remediation is required.

Utilities

5.26. Public utility services are available on site or in the adjoining highways.

5.27. A large network of cables and services run through the site generally north to south. In particular

Guernsey Water has a significant amount of wastewater infrastructure on site. The applicant/agent is encouraged to contact the relevant utility service providers at the earliest stages within the development process.

5.28. The Le Murier Switch House substation will continue to be an important component of the Island's electricity network infrastructure.



17. Le Murier Road vehicular site access. (Access A)



18. Vale Road vehicular site access. (Access B)



19. Le Murier agricultural site access. (Access C)



20. Vale Road agricultural access. (Access D)



21. Vale Road pedestrian site access. (Access E)



22. Belgrave Lane access to the site from the south



23. Chambre De La Douzaine on Le Murier



24. Change in levels between the site and Le Murier



25. Looking south across the site adjacent to the substation

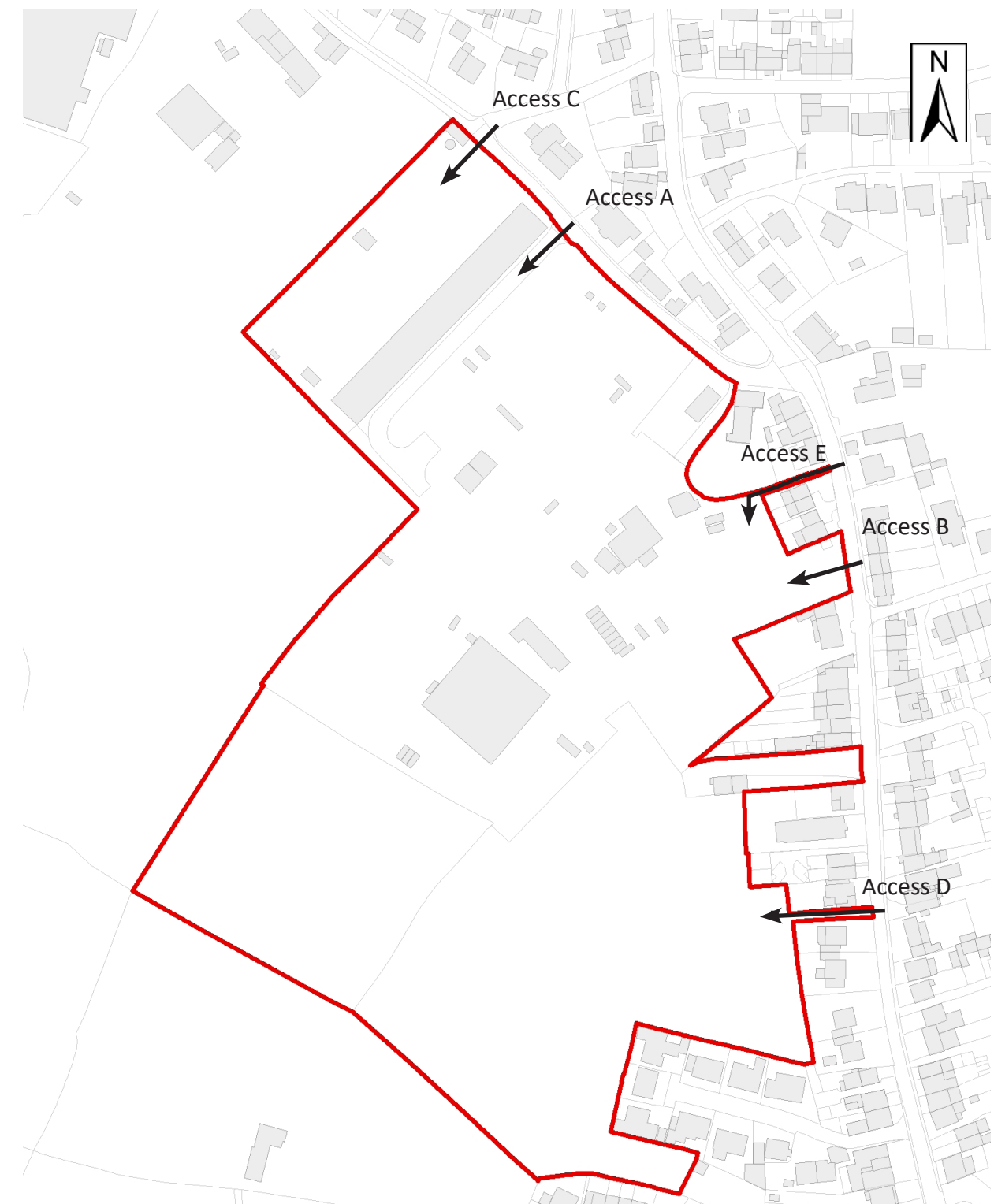


Image 10: Site access points A-D.



26. Site viewed from St Clair Hill.



27. North site boundary and agricultural site access from Le Murier Road.



28. Looking across storage yard towards Le Murier Road and St Clair Hill.



29. Trees within East Boundary of the site.



30. Looking across agricultural land to North and West site boundaries



31. Looking North across the site.



32. West corner of site.



33. South East corner of Site.

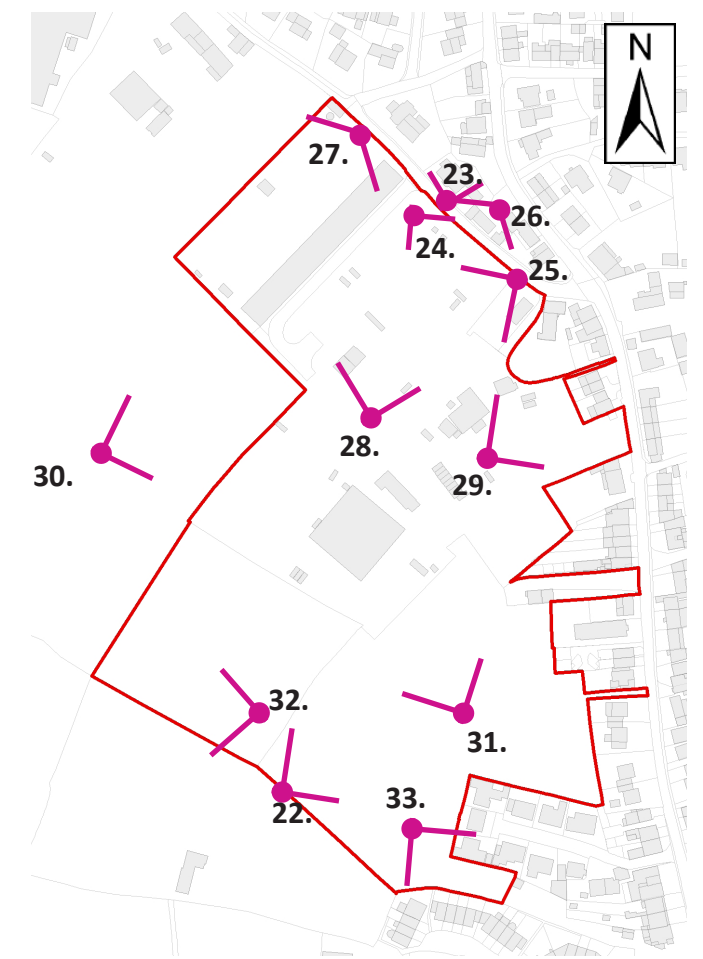
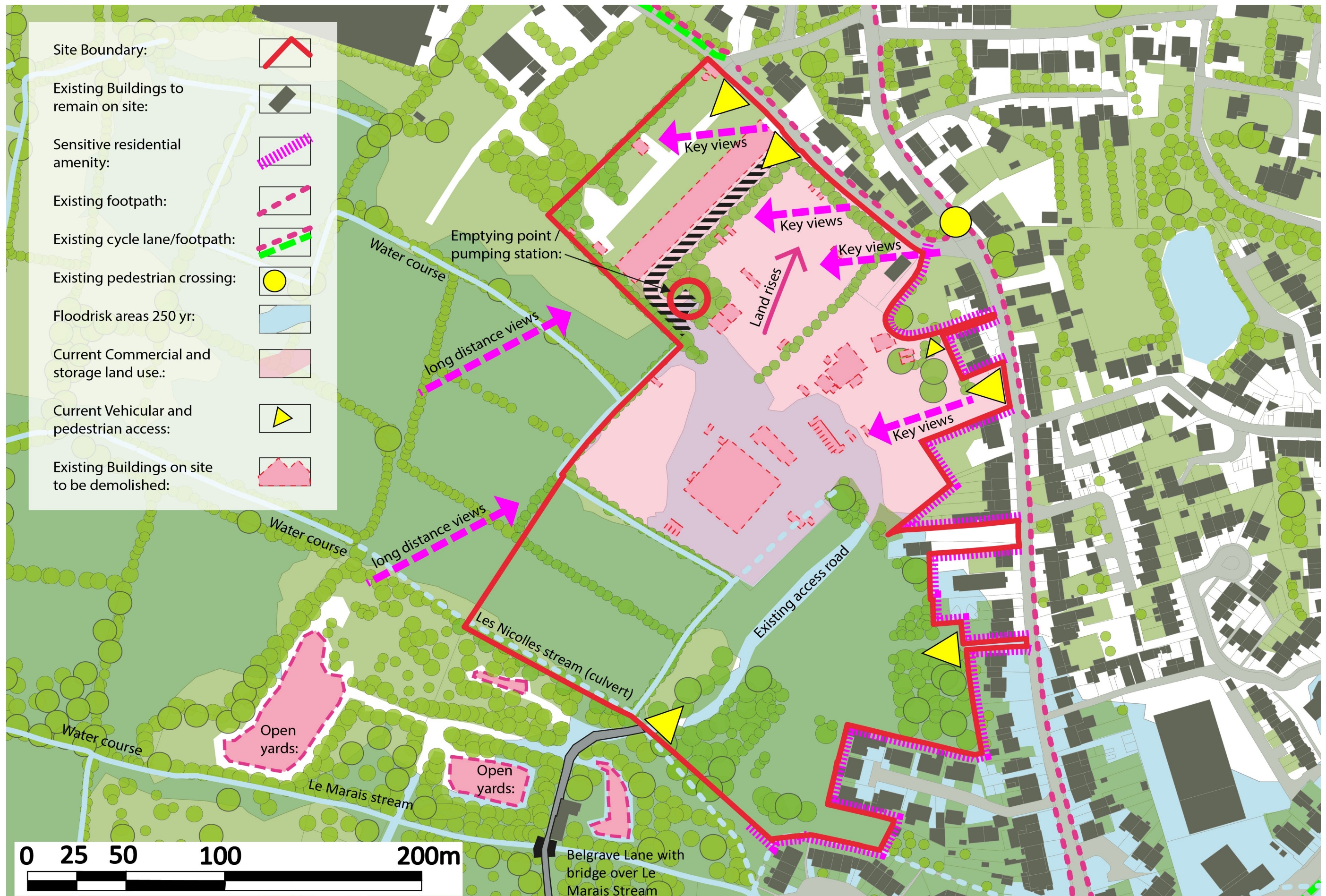


Image 11: Location of viewpoints 22-33.



6. Development Guidelines

Key Delivery Requirements

The following list sets out the minimum deliverables that this Development Framework requires from proposals for the Belgrave Vinery site. This aims to clearly show what elements of the Development Guidelines are fixed and what aspects offer a degree of flexibility.

Development proposals must:

1. Provide a comprehensive development of the entire site through a masterplan - potentially brought forward in phases starting with the part of the site not currently at risk of flooding
2. Include an integrated flood defence solution, as part of an approach to addressing the flood risk in the wider Belle Greve Bay area, to protect properties and the public realm, and address the significant public safety risk
3. Make the most effective and efficient use of the land while ensuring quality and amenity
4. Provide a range of densities appropriate to a mix of house sizes, types and tenures
5. Include a comprehensive plan for Affordable Housing
6. Include a comprehensive landscaping scheme that respects the local character, mitigates against the impact of development, addresses the relationship between the site and the adjoining landscape to the west and south, addresses the risk of flooding, provides for amenity and play space and includes opportunities to improve biodiversity
7. Include a public realm strategy to identify the opportunities to create the highest possible quality of built form with appropriate standards of urban design, densities, scale, heights, street patterns and materials, with positive frontages to Le Murier and Vale Road
8. Be supported by pre-application consultation with Guernsey Electricity to ensure that the implications of development adjacent to the substation have been fully considered and with Guernsey Water to address the constraints of the sewage emptying point and other waste water infrastructure within the site (and with Environmental Health regarding appropriate odour controls and mitigation)
9. Consider all aspects of sustainability and directly and indirectly contribute towards mitigating and adapting to climate change
10. Be supported by a Traffic Impact Assessment
11. Provide access to the site via Le Murier and Vale Road and create a network of streets and paths that are safe and prioritise pedestrians, cyclists and public transport and link the site with the wider area, including evidence that the potential to link the site to the south via Belgrave Lane has been explored

12. Provide appropriate levels of parking 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
13. Include a consideration of the archaeological interest in the area
14. Include an Environmental Statement if an Environmental Impact Assessment is required following screening
15. Include an investigation of contaminated land
16. Include a Site Waste Management Plan
17. Include a Construction Environmental Management Plan.

NB. This list does not cover all of the matters that will need to be considered, nor list the supporting studies, evidence or data that should be gathered and assessed in order to support the proposals, nor does it set out the detailed requirements of any planning application for the site.

6.1. 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. Also see Image 13 below. Appendix 1 contains a summary of the relevant policies in relation to this site which will inform development.

Comprehensive Development

6.2. 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, the provision of infrastructure necessary to facilitate it and the flood risk to the lower part of the site that will be reduced by planned improvements to coastal defences in the Belle Greve Bay. Each phase will be expected to accord with the requirements of the Development Framework.

6.3. 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, to that end any phased development must come after a masterplan is approved for the whole site. There is potential for a phased approach that develops the part of the site not subject to flood risk first and develops the remaining area once the Belle Greve Bay coastal defences have been improved. Policy GP10 states that division or piecemeal development will not be supported.

Housing types

6.4. Given that this site is large enough to accommodate numerous dwellings, the mix and type of

housing should provide a choice, but be reflective of the demographic profile of households requiring housing based on the most up to date evidence available. It is preferable that different size homes are mixed throughout the site and in the different building types, i.e. the site should not be segregated by unit size or building type.

6.5. The exact mix will be determined through consultation with the Planning Service in the first stages of the planning application, informed by the most up-to-date information such as Housing Needs Studies and other relevant information held by the States of Guernsey. Current evidence suggests a range of house types is likely to be appropriate with the majority of private market homes expected to have 1-3 bedrooms. Affordable housing mix and type requirements are informed by the Housing waiting list ('Single Gateway' to social housing) and other information held by Housing and the Committee for Employment & Social Security

Density and housing numbers

6.6. It is a requirement of any new development to make the most effective and efficient use of the island's finite land resource, which must be balanced against requirements ensuring quality and amenity.

6.7. Density and yield are dependent on the construction and type of building, the mix of housing and the requirement to meet the high standards of design and amenity as set out in the IDP. As such the final density and yield of the site will greatly depend on collaboratively developing designs based on further site analysis and investigation. Limiting factors will include, but not be restricted to, requirements for: appropriate private and communal amenity areas, landscaping, flood attenuation and design, building heights, parking and road layout strategies. The density of housing provisions within the site is likely to be reduced should complementary development be included within the proposed scheme.

6.8. A further limiting factor on the potential development of the site is the extensive water infrastructure within the site and in particular the existing sewage emptying point served off Le Murier Road and associated pumping station and the potential for foul odour complaints. Further investigation is required in consultation with Guernsey Water to establish the feasibility of relocating the emptying point to a location outside of the site. Should this not be feasible, the views of Environmental Health should be sought in relation to locating residential development in the vicinity of the emptying point, appropriate buffer distances (which may be longer or shorter than those shown on Image 13) and any potential mitigation of odours.

6.9. All of the above issues are discussed and developed as far as is possible in this document based on current available information of the site, but it is important to understand that the figures given

below can change during the development of any design during the planning application process; but generally maximum numbers of quality homes with good amenity levels will be expected.

6.10. Given the density of the surrounding development of 17 - 50 dwellings per hectare which represents a range of types and standards of quality and amenity, and the limiting factors outlined above, it is anticipated that the site would be able to accommodate a density range of 20-50 dwellings per hectare, which is approximately 125 - 313 dwellings on this site of 6.26 hectares.

6.11. Rather than having a uniform density across the site, areas of lower and higher density would be acceptable as a response to the types of dwelling proposed and the site constraints which include responding appropriately to the surrounding built development and the challenges of designing in a flood risk zone, should this remain the case following works to coastal defences. This also gives scope to reflect demographic need for housing as well as the surrounding character, whilst still making effective and efficient use of land.

Affordable Housing

6.12. IDP Policy GP11 requires proposals for development resulting in a net increase of 20 or more dwellings to provide a proportion of the developable area of the site for Affordable Housing. On sites of 30 or more dwellings, 30% of the developable area of the site is required for Affordable Housing. This site will provide for more than 30 dwellings. 30% is a minimum requirement and there is potential that this site, with the States as the principal landowner, may be developed for up to 100% Affordable Housing.

6.13. Further guidance relating to the provision of Affordable Housing is set out in Policy GP11 and the Affordable Housing Supplementary Planning Guidance (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.

6.14. Due to the strategic nature of this housing allocation site, a comprehensive plan for Affordable Housing is a Key Delivery Requirement and will be required as part of any proposals for the site. Affordable Housing may be delivered in a number of ways, including:

- the preferred route is to identify a minimum of 30% of the housing areas of the site for Affordable Housing as, one or more, reasonable land parcels; and/or
- if this is not achievable or appropriate, alternatively it may be possible to identify the delivery of a minimum of 30% of the homes to be transferred as completed Affordable Housing.

6.15. In either case, the preference of the Development & Planning Authority is for the Affordable

Housing to be distributed throughout the site.

6.16. The mix, tenure and the design of all affordable homes is subject to agreement. Early discussions on the preferred mix and type of Affordable Housing will be needed with the States' Housing so that this can inform the emerging design strategy for the site. For example, if a site is identified for extra care accommodation, this may be able to fulfil the relevant proportion of the Affordable Housing requirement for the site. In any event the phasing of proposals (if any) for the site will need to identify Affordable Housing land (or units) as plots and clearly set out how this will be provided alongside any private market housing to which it is related such that affordable homes are not left until the end of the scheme or as the last phases of development. If a phased approach is proposed, Affordable Housing will be required within phases on a pro rata basis (at a minimum of 30% in each phase), cumulatively providing the entire requirement for the allocated site.

Complementary development

6.17. The development of the site will create a significant new neighbourhood within the Main Centre. Complementary uses provide an opportunity for a community focus and to engender a sense of place. By ensuring that the site includes any complementary uses not available locally, it has the potential to reduce the need for residents to travel and have the positive knock-on effect of reducing traffic.

6.18. Policy MC2 states that housing allocation sites could include small convenience retail, community uses and facilities or recreational facilities where this supports the particular housing development. The policy notes that the potential for supporting and complementary development will be considered in Development Frameworks.

6.19. Taking account of the range of community facilities in the nearby area, potential complementary uses to be considered in partnership with service providers include play space / amenity areas, a community multi-user hub and health services – depending on the proposed range of accommodation, projected number of residents on the site and any particular requirements.

6.20. Any proposed play space provision should be of sufficient size to accommodate facilities suitable for very young children, children who are able to go out and play independently, and facilities for older children. This, and amenity space, should be planned in consultation with the States taking account of the projected number of residents and the proportion of family housing. Play space and amenity areas need to be designed alongside the network of routes through the site, the landscaping and to allow for natural surveillance.

6.21. Dependent on the capacity, availability and accessibility of other local community facilities, a genuine community multi-user hub available to all residents, such as a multi-purpose hall, may be

needed and appropriate and could be combined with health provision. There is potential for other forms of residential tenure on the site such as elderly care and therefore uses that complement this and support residents (including in the wider area) should be considered.

6.22. The onus would be on the applicant to demonstrate the need for the facility with support from the relevant service providers, demonstrating that the facility would support the housing development proposed and align with relevant States' strategies and has a clear route for delivery and for future management. The site must however be developed principally for housing to meet Guernsey's housing needs, the complementary uses need to be proportionate and ancillary.

6.23. Other facilities are available in the locality, however pedestrian routes from the site to the Co-op En-Route, Halfway and the St Sampson's Medical Centre need to be carefully considered, as well as routes to Delancey Park. Bus connections to Vale Primary need to be considered given the school is beyond a reasonable walking distance from the site.

6.24. Depending on the wider layout there is the opportunity to group any built complementary facilities with the existing Chambre De La Douzaine on Le Murier, due to the proximity with a well-used community route, its existing community use and as the design of the existing building is quite striking and would make a good focal point.

Collaborative approach to design

6.25. A collaborative approach to design yields better results. This collaboration relies on regular communication at the right stages and it is therefore recommended that any developer / designer contact the Planning Service in the earliest stages to arrange contacts and regular meetings.

6.26. 3D modelling is a useful tool that allows different information to be gathered and presented so that it is quickly and easily understood. 3D modelling of the surrounding built environment and landscape would allow different schemes to be quickly understood and tested, which would speed up the response/advice of the Planning Service. It is therefore recommended that these tools are fully utilised. All good design is based on sound site analysis and information gathering which is a collaborative process. There is an expectation for further site investigations in particular 3D modelling of the site and specialist drainage and landscaping design.

6.27. Any proposals for design should be collaboratively reviewed at regular stages from feasibility to detailed design. The fundamentals of layout, massing, landscaping and communal spaces should be agreed in principle before moving onto more detailed design as this will reduce the risk of abortive work and may enable any detailed design to be more flexible; i.e. if the design of the landscaping and communal spaces is good, providing focal points on key views and connecting the site to the wider rural

landscape, that is a clear benefit to the site and the wider community which may mitigate other impacts of the development.

6.28. Sketch feasibility design including building type, masterplan layout, parking strategy, landscape and flood attenuation analysis and design should be submitted to the Planning Service for discussion so that fundamental design and site density can be addressed as a first phase of the design process. The masterplan, if setting out a phased approach, will need to take account of the anticipated flood risk for any phases within the lower part of the site. Detailed design for this phase can take account of any changes to the flood risk assessment.

Flood risk and drainage

6.29. The majority of the site is at risk of flooding from the sea (see Image 9). The Guernsey Coastal Defences Flood Risk Assessment Studies (2012) modelling indicates the potential for regular overtopping along the Belle Greve Bay, in particular the section of the frontage nearest the site which comprises of a natural shingle and earth embankment. Extensive flooding is predicted on a 1:10 year event with flow into the low lying hinterland. Flood risk increases significantly on events greater than 1:50 year return period. The study modelling shows that the frontage is very vulnerable to increased water levels, on more severe storms. With sea level rise this risk increases. Even the limited predicted sea level rise over the next 20 years changes the situation, where severe flooding could occur on a return period of 1:10 year.

6.30. The 2012 report sets out 3 options for coastal defence works at Belle Greve Bay and recommends advancing the line of defence with raising defence levels to the section closest to the site. The report states that developing and confirming a long term strategy is essential and needs to be taken forward with a degree of urgency given the increasing risk posed even by predicted sea level rise over the next 20 years. The report also recommends a number of interim measures to reduce flood risk in the area nearest the site, which are lower cost to the long term strategic solutions. This would involve bringing the lower section of defences up to a consistent level of 7.7m LOD. Further investigation is needed into specific measures.

6.31. Belle Greve is the number 2 priority area for action as identified by the Coastal Defence Strategy in 2013. Number 1 is the Bridge and a States' team are progressing solutions for this area.

6.32. This flood risk has significant implications for the level of development possible within the site. Given the significance of the flood risk and consequent public safety risk, the Development & Planning Authority requires an integrated flood defence solution for Belgrave Vinery that addresses the risks and protects properties, residents and the public realm. Policy IP10: Coastal Defences states that new developments in vulnerable areas are encouraged to contribute to the maintenance, improvement

and development of coastal defences and that the Authority will fully explore opportunities to harness investment in coastal defences from developers proposing development within vulnerable areas which are large-scale or where the type of development proposed will be particularly sensitive to flooding.

6.33. The Development & Planning Authority recommends that no development takes place on the Belgrave Vinery site prior to coastal defence improvement works to Belle Greve Bay being carried out. However, in order to allow the development of the site to progress, a phased approach would be possible where the part of the site to the north that is not subject to flood risk is treated as a 'phase 1' and 'phase 2' is the lower lying part of the site. It is recommended that phase 2 is only brought forward once the coastal defence works are complete. This approach should result in lower infrastructure and site preparation costs, and costs of maintenance in the longer term, and more effective and efficient use of the land including higher density. There are also benefits to the quality of the residential environment to be created, with reduced risk to public safety.

6.34. This approach will require a comprehensive masterplan for the whole housing allocation site with the proposed phases set out. Phase 1 will be required to be designed to take account of the potential for a delay in phase 2 coming forward and create a successful scheme in its own right. As such the boundary treatments between the phases need to be carefully considered. Phase 1 will however also need to be designed to allow for the vehicular access to phase 2 as both the main vehicular access points would be within phase 1. Phase 1 will need to incorporate surface water management as set out below.

6.35. Once coastal defence works have been approved, this will allow for a reassessment of the flood risk to the site to inform and update the comprehensive masterplan. Should there be any residual flood risk, this can be taken into account in the masterplan, supported by the flood risk assessment, the design of flood attenuation and drainage and a Surface Water Management Plan. Further guidance on design to manage the risk of flooding can be given by the Planning Service and Guernsey Water following a flood risk assessment. Depending on the remaining level of flood risk, if the flood risk cannot be fully designed out (flood avoidance) then flood resistance and resilience measures will be required. Any application would be required to demonstrate how the development has been designed to manage the risk of flooding with reference to BS 85500:2015 'Flood resistant and resilient construction'.

6.36. It is therefore recommended that prospective developers make early contact with the Committee *for the* Environment and Infrastructure to ensure any proposals tie into the wider strategy for defence of the area and are based on evidence of the timing of such works and the consequent effect on the flood risk at the site.

6.37. The management of surface water within the site will require a landscaping design which

incorporates Sustainable Urban Drainage Systems (SUDS) and takes into account the flood risk assessment. This should be integral to the scheme from the initial stages (in accordance with Policy GP9). The existing water features within the site, mainly the douits, adjacent wetlands and the watercourses, should be incorporated into the design or adapted where appropriate to be utilised in sustainable drainage and flood management measures.

6.38. The applicant/agent is encouraged to investigate the potential to open-up Les Nicolles stream, to be re-naturalised to provide a positive landscape feature, with communal open spaces, and biodiversity enhancement that ‘extends’ the Marais into the site and, if necessary, contains wetland areas to provide flood storage. Naturalising the course of the stream would improve the carrying capacity of the watercourses. The stream could be enhanced by breaking out the existing culvert channels and creating new cross profiles. If the streams became surcharged in times of peak rainfall the open space would serve as a wash-land area. The use of large rooted water plants in the stream margins and pond areas would avoid the growth of nuisance algae.

6.39. Where it is proposed that existing and potential new water features are adjacent to communal open spaces, it is critical that health and safety is taken into consideration as open water is a potential risk, especially to children. It is therefore expected that effective boundary features, such as a reed bed, would act as a visual deterrent.

6.40. 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.

6.41. SUDS opportunities to be explored include:

- The use of green or brown roofs, permeable paving in pedestrian areas and roads, and soft landscape in line with Guernsey Water’s best practice guidelines and recommendations;
- Open surface water attenuation within the main public open space(s) including swales, ponds, basins, infiltration trenches etc;
- Linear open drainage features and SUDS along key streets or routes; and
- Effective control of pollution to the water environment (groundwater and the sea) in line with best practice set out in the CIRIA C753 SUDS manual.

6.42. Until such time as the coastal defence works have been approved, any detailed proposals for the allocation site as a whole, or the phase 2 site, will be assessed by the Development & Planning Authority

in relation to the existing flood risk identified in the Guernsey Coastal Defences Flood Risk Assessment Studies. In which case, proposals will require a greater degree of specialist research and design to be carried out in the early stages of developing proposals. Any proposals would require flood resistant / resilient buildings and an Emergency Flood Plan to reduce the risk to life, mitigate damage and enable a safe and organised evacuation of occupants of the premises during a flood event. The Development & Planning Authority recommend that proposals wait for the approval of the coastal defence works.

6.43. It could be possible to raise the levels of the land throughout the site out of the risk of flooding through the dumping of inert waste. This could however have implications for flood risk in the wider area (making flooding worse on the neighbouring properties), ground contamination and stability, the sustainability of landscape features and landscape character. This approach is unlikely to be financially viable or practical.

Public realm strategy

6.44. A public realm strategy is required to identify the opportunities to create public open spaces and routes within and through the site. Any proposal will be expected to be the highest possible quality of built form with appropriate standards of urban design, densities, scale, heights, street patterns, materials and landscaping, without being an inhibitor to innovative and bold architectural styles.

6.45. 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 sets 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.

6.46. The public realm strategy is required to consider:

- The relationship between the proposed development and the existing areas of open land to the west and south of the site to ensure visual and physical connections with the rural landscape, and help mitigate the effects of development on the rural land and in long range views. The site as a whole should act as a transition between the built up area and the rural areas adjacent;
- Views into and through the site with quality urban design and landscaping at focal points (improvements to visual and physical access to open areas is an objective of the IDP (see Policy GP1));
- Creation of active frontages onto proposed roads and shared communal areas so that houses are connected to and overlook safe and accessible community streets and public areas - potential routes through the site with key frontages and areas of planting are shown on Image 13;
- The importance of the frontages to Le Murier and Vale Road in terms of views, access and safe

transport – as set out in more detail below;

- Opportunities to ensure the development is not car-dominated through prioritising pedestrian movement. Options to explore include: car share schemes, provision of multi-storey parking garages which could have green facades, ground floor parking garages to apartments, limiting roadside spaces to accessible spaces.

Le Murier frontage

6.47. Le Murier will be the main access and egress point for the development and also a key view into and through the site. Le Murier has an existing active frontage along its northern side with a community building and is the main route to St Sampson's High School.

6.48. There is an opportunity to create an active frontage along the south side of Le Murier to react to the existing buildings on the north side and give the development a presence. This could be through community buildings or spaces. There is however a drop in levels from the road to the site so this should be considered.

6.49. This area also provides an opportunity to create a safe transport hub including pedestrian, bicycle and bus facilities. There could be a widening of the road and a bus stop and shelter, together with a crossing point and the continuation of the cycle path. It is likely that all of these functions would be grouped so as routes and public areas are limited to one zone, and the emphasis should be on safety with vehicle speeds reduced through active design.

6.50. The development should seek to provide adequate spacing between buildings of an appropriate scale and mass along Le Murier to provide access to views into and possibly through the site to the rural landscape beyond. Key views could focus on a landscaped area or a built focal point.

6.51. Development within the higher part of the site to the north will be highly visible in distant and short range views due to its elevated position and will need to take into account the potential views over the development and landscape.

Vale Road access

6.52. This is another key view into the site as well as being a main vehicular access. It is unlikely that this road could be used as a vehicular egress for the site because of the restricted sightlines and safety. An active frontage which contributes to and enhances the street scene should be created and it is an opportunity to create a landscape or public art focal point.

Public art

6.53. There is scope 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. 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. The definition of Public art is not restrictive and can include natural features such as trees or natural landscaping as a focus. Policy GP18, Public Realm and Public Art, requires public art proposals to be considered at the earliest possible stages of design to ensure that it appears and functions as an integral component of the overall design of a development rather than an add-on feature.

Refuse and recycling

6.54. Development must also provide adequate covered areas for storage and collection of refuse and recyclable materials considering the new States of Guernsey waste strategy. The applicant/agent is encouraged to contact Guernsey Waste early in the design process in this regard, email: recycle@gov.gg. These facilities can be private or communal but must be well designed and ample as overflowing smelly bins can harm community pride.

Crime prevention

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

Landscape design

6.56. A comprehensive landscaping scheme must be submitted as part of any proposal which should respect the local character, mitigate against the impact of development, restore and enhance the landscape, address the risk of flooding, provide for amenity and play space and consider opportunities to increase and improve biodiversity on the site. The existing water features provide an opportunity to create focal points as part of a landscape design to address each of these issues.

6.57. 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, and integrated into the development, reinforced with new tree planting and new hedgerows. This would form a strong planting structure for the overall site. Selective tree planting should be used to add visual interest, enclose or frame key views, and identify junctions or key gateways to a neighbourhood. The planting of copses of trees within the public amenity areas would add to the biodiversity value of the development.

6.58. 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, Sycamore, Oak, Hawthorn, Birch (Downy), Lime, Poplar (Black and Aspen), Sallow, Blackthorn and Gorse.

6.59. Proposals for landscape design should support the goals and objectives of the Strategy for Nature Supplementary Planning Guidance, in particular to encourage everyone to get out into nature. There is an opportunity to create links between the site and adjoining undeveloped land to provide, through restoration of the degraded natural landscape, additional open amenity space for both residents of the development site and the surrounding area, and potentially extend the green space into the site, as well as a green lane network to link to Victoria Avenue – this could be linked with a nature trail running north-south from Le Murier Road down through the site along the western boundary.

6.60. Any development should respond to the adjoining natural environment and not stop abruptly with features such as boundary walls. Landscape dominated residential courtyards would break up the edges of the development and soften the transition between open landscape and built-up areas.

6.61. A landscape buffer will be required along the section of the eastern boundary which adjoins the existing neighbouring properties to enhance and protect the amenities of the existing buildings.

6.62. A landscape buffer may also be required to the southern boundary should the existing open yard uses remain in-situ to mitigate against environmental impacts and ensure amenity for future residents.

6.63. Suitable provision for communal open space is to be included within the scheme to provide amenity for its residents.

Building Design

6.64. The new development will be expected to respond to and respect the existing buildings in the vicinity, and in particular those adjoining the site. It is expected that a detailed analysis of the existing amenity of these buildings is carried out to establish views, levels of overlooking and potential overshadowing, and this should be used to inform the detailed design. It is expected that a 3D model of the site and its surroundings could be very useful in this respect.

6.65. Generally, 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. Higher buildings will only be acceptable, in very exceptional circumstances, where the building can be justified in urban design terms through analysis.

6.66. It is expected that the northern and eastern sides of the site which adjoins the existing built development will be of a similar scale and form as the existing which is typically simple 2 – 3 storey buildings with pitched roofs in short terraces, and will likely be buildings containing single units with private amenity spaces used as a buffer to the existing development.

6.67. Taller buildings of 3 or 4 or more storeys are possible in this part of the site but should be the exception rather than the norm, and could be used to break the pattern of development to provide interest or a focal point. Taller buildings elsewhere in the site may be appropriate as a response to either the existing flood risk or any residual flood risk in those areas following coastal defence improvements.

6.68. The three-dimensional form and materials for the proposed buildings should respect and compliment the character of the buildings in the surrounding area, and 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. However the development is expected to be designed to be sustainable in construction and use, accessible for all, and address existing or residual flood risk through material and design resilience. Therefore, the development could deliver a range of different buildings types and architectural styles as long as the benefit of these types or styles is quantified through analysis.

6.69. 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.

6.70. 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.

6.71. The Department for Communities & Local Government document Technical housing standards - nationally described space standard deals with internal space within new dwellings. The standard does not apply specifically in Guernsey but represents current best practice in England and should therefore be considered when developing new housing in Guernsey under the policies of the IDP. Please note that paragraph 9 is not relevant to Guernsey due to differences in the Building Regulations between the jurisdictions. The document can be found here <https://www.gov.gg/CHttpHandler.ashx?id=116050&p=0>

Amenity

6.72. All new homes proposed should be of high quality with well-designed homes and blocks that demonstrate consideration for quality of life, community and amenity issues. All development should

pay careful regard to the needs of residents in accordance with Annex 1 of the IDP (and the Guernsey Technical Standards G7) and as follows:

- good space standards and well considered flexible layouts, including sufficient storage space and generous floor-to-ceiling heights;
- good levels of daylighting and amenity;
- all homes should have access to useable external open space in the form of a balcony, terrace or garden;
- communal amenity space that is well overlooked and shared between residents, with a particular focus on the needs of children, young people and older residents;
- well-located, highly visible and easy to use entrances and front doors, with space for getting to know neighbours;
- good outlook and aspect with at least one of the elevations having access to longer views;
- carefully planning the location and layout of windows and balconies across streets and courtyards such that the privacy of each home is well-considered; and
- all homes will need to plan for a reasonable proportion of accessible units, and where appropriate those suited to specific user groups such as housing for older people, or supported accommodation.

6.73. 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 amenity space, private gardens, landscaping and / or the retention and reinforcement of existing planting to mitigate potential overlooking and overshadowing of neighbouring properties.

6.74. Proposals should be accompanied by analysis of the amenity of adjacent properties. 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.

Sustainable design

6.75. All proposals for the site will need to support the States of Guernsey's recognition of the climate emergency by demonstrating how they have considered and adopted the States' strategies and policies that directly and indirectly contribute towards mitigating and adapting to climate change. These include the renewable energy programme, integrated transport strategy, waste strategy and biodiversity

strategy, and the energy policy and climate change policy/action plan as well as the requirements of the relevant policies of the IDP.

6.76. In addition to this, and because of the relatively large size of the site, proposals must consider their ability to act as an exemplar project in terms of sustainable development. This should consider all aspects of sustainability, i.e. minimising waste and energy during both design and construction stages, providing a net gain in biodiversity, surface water management, water use, accessibility, adaptability, materials, and health and wellbeing. Objectives such as achieving zero carbon and whole-life cost considerations should also be set out.

6.77. At a more detailed level, the design process and choice of materials should also demonstrate how development can help to minimise its negative impact on the environment. This should include consideration of:

- site layout and orientation to ensure optimisation of direct and natural light, as well as energy efficiency and thermal comfort - 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. Policies GP8 and GP9 seek a high standard of consideration in the design, layout and orientation of buildings, their form of construction and materials used in delivering more sustainable development and reducing energy demand;
- flexible design layouts to create flexibility in how residents can use their homes at different stages in their lives and to reflect changing needs;
- low embodied energy materials and energy efficient buildings - 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);
- designs incorporating the use of renewable energy and energy efficiency, such as:
 - Photovoltaics / garage with communal PV
 - Solar water heaters
 - Heat pumps
 - Ventilation and heat recovery
 - Shared community heating
 - High levels of Insulation
 - Public transport hub
 - Infrastructure for electric vehicles (cars and cycles) and shared electric cars scheme;
- increasing biodiversity potential and achieving a net gain where possible - 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;

- surface water management in the form of SUDS (Sustainable Urban Drainage Systems); and,
- the potential for off-site construction / modern methods of construction.

Access and Movement

6.78. A Traffic Impact Assessment (TIA) will be required in accordance with the Parking Standards and Traffic Impact Assessment Supplementary Planning Guidance. This document states that developments resulting in the creation of 25 or more dwelling units and those with a likely significant impact on the local transport network will require a TIA.

6.79. An initial TIA would normally be prepared to accompany a Development Framework for a site of this size, however given the ongoing Covid-19 pandemic the Development & Planning Authority is aware that it is likely to be some time before the relevant agencies can be employed to undertake this work. The findings of the TIA in relation to the capacity of the road network could affect development densities as well as road safety considerations, and therefore the guidance given in this Framework.

6.80. As part of the TIA consideration should be given to 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, or the potential density of the development could be affected.

6.81. Proposals must also demonstrate compatibility with Policy IP9: Highway Safety, Accessibility and Capacity where the road network must be able to cope with the increased demand resulting from the new development.

6.82. 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. 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.

6.83. The development should be primarily served by two access points onto Le Murier and the Vale Road, both of which are within the part of the site that is not subject to flood risk. Both accesses will need improvement to ensure safety. The Le Murier boundary provides opportunities to ensure a 'to standard' access. The access to the emptying point could be closed off if it were to be relocated off-site.

It is expected that the Vale Road entrance will be restricted to access only for motor vehicles as the sightlines on exiting are restricted by surrounding development.

6.84. Policy IP6: Transport Infrastructure and Support Facilities requires that development of the site must be well integrated with the transport network and make provision for infrastructure and facilities which assist in people being able to access the site using a range of transport options.

6.85. The development must create a network of streets and paths that are safe and prioritise pedestrians, cyclists and public transport. This should be based on good design principles of identifying destinations (shops, amenity areas, etc.) and desire lines and linking them with continuous and safe pathways.

6.86. Prospective developers will need to liaise with the States' Traffic and Highways Services to consider the implications of the traffic movements to the sewage emptying point (should it remain in situ) and pumping station for the access to the wider site and the safety of pedestrians and cyclists.

6.87. The provision of pedestrian and cycle links across the open undeveloped land to the south is expected to be explored to provide connectivity to Victoria Avenue, in particular via Belgrave Lane but also alongside any improvements to the network of streams in the area. This is a great opportunity to improve the connectivity and amenity of the whole site and to provide an alternative to the Vale Road Traffic Priority Route for pedestrians and cyclists. Access for vehicles through the site to the land to the south will be required to be closed-off as part of the development.

6.88. The potential to utilise the other existing connections between the site and Vale Road (one located between 'Oakwell' and 'Mi Amigo' and one located between 'Granite Lodge' and 'Fountain Lodge') for pedestrians and cyclists should be explored in consultation with Traffic and Highway Services, although their potential may be limited by sightlines.

6.89. The development should include the provision of a footpath within the site linking to the potential provision of pedestrian crossings on Le Murier and Vale Road. The applicant/agent is encouraged to contact Traffic Highway Services early in the design process in this regard, email: traffic@gov.gg.

Parking Requirements

6.90. In accordance with Policy IP7: Private and Communal Car Parking and the Supplementary Planning Guidance: Parking Standards and Traffic Impact Assessment, 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, the standards will be interpreted flexibly where it is considered that a better overall development can be achieved. The maximum parking standards are set out on pages 6 and 7 of the SPG.

6.91. Cycle parking should be considered at the outset of the design process and be covered, secure with a design that promotes self-policing, and easily accessible in order to comply with policy IP6: Transport Infrastructure and Support Facilities.

6.92. Electric vehicle charging points are required as part of the proposed development.

6.93. The use of smaller vehicles is encouraged as these are more space efficient. Preferential provision for smaller cars in parking arrangements should be considered.

6.94. Parking provisions can have a large impact on the amenity and safety of the overall development and should therefore be addressed as part of the strategic feasibility stage. It is possible that parking garages could be used in conjunction with general parking on site, either underneath apartments or in a separate parking garage which would focus vehicle routes through the site, reduce on street parking and improve the safety and usability of shared amenity areas.

Utilities

6.95. Adequate utilities must be provided to serve the proposed development, including power and water supplies and foul water drainage services. Consultation should be undertaken with the relevant utility providers early in the development process to ensure all constraints are addressed. 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 – in particular with Guernsey Water (and Environmental Health) in relation to the sewage emptying point.

6.96. A small portion of the site to the north adjoining Le Murier is a large substation known as ‘Le Murier Switch House’. Planning applications should be supported by pre-application consultation with Guernsey Electricity to ensure that the implications of development adjacent to the substation have been fully considered.

Archaeology

6.97. Les Nicolles stream and Le Marais stream are part of a network of drainage conduits dating back to the medieval period, and as such their examination with a view to discovering their age and recording their construction would be of great value. The Marais (marsh) conditions mean that although the land has been drained since the medieval period, the soils are frequently wet. Wet soils are of special archaeological interest as they preserve organic matter, allowing artefacts of wood or other organic

materials to be preserved for several thousand years.

6.98. The States Archaeologist will be consulted when an application is made for the site; it is therefore advised that any Developer contact them in the early stages of the design process for advice.

7. Waste and Environment

Environmental Impact Assessment

7.1. 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.

Contamination

7.2. The former commercial horticultural use of the site could give rise to potentially contaminated land, particularly due to numerous heated glasshouses and fuel tanks, and in relation to the current commercial uses on the site. This will need to be investigated, with an assessment of ground and groundwater contamination supported by sample testing as part of the ground investigations.

7.3. With limited disposal routes available for contaminated spoil, consideration should be given to on-site/in-situ remediation measures, and potential on-site containment within the development. Contaminated land guidance can be found on this link: www.gov.gg/planning_building_permissions

7.4. A sensitivity in this location is the watercourse (dout) running through the site. Guernsey Water and the environment regulator within the States of Guernsey should be consulted prior to works starting to ensure suitable protection measures are in place to prevent contamination of the groundwater or adverse impacts on the existing drainage infrastructure.

Site Waste Management Plan

7.5. 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

7.6. Site Waste Management Plans apply to all aspects of a project, with many 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 a project and how waste will be

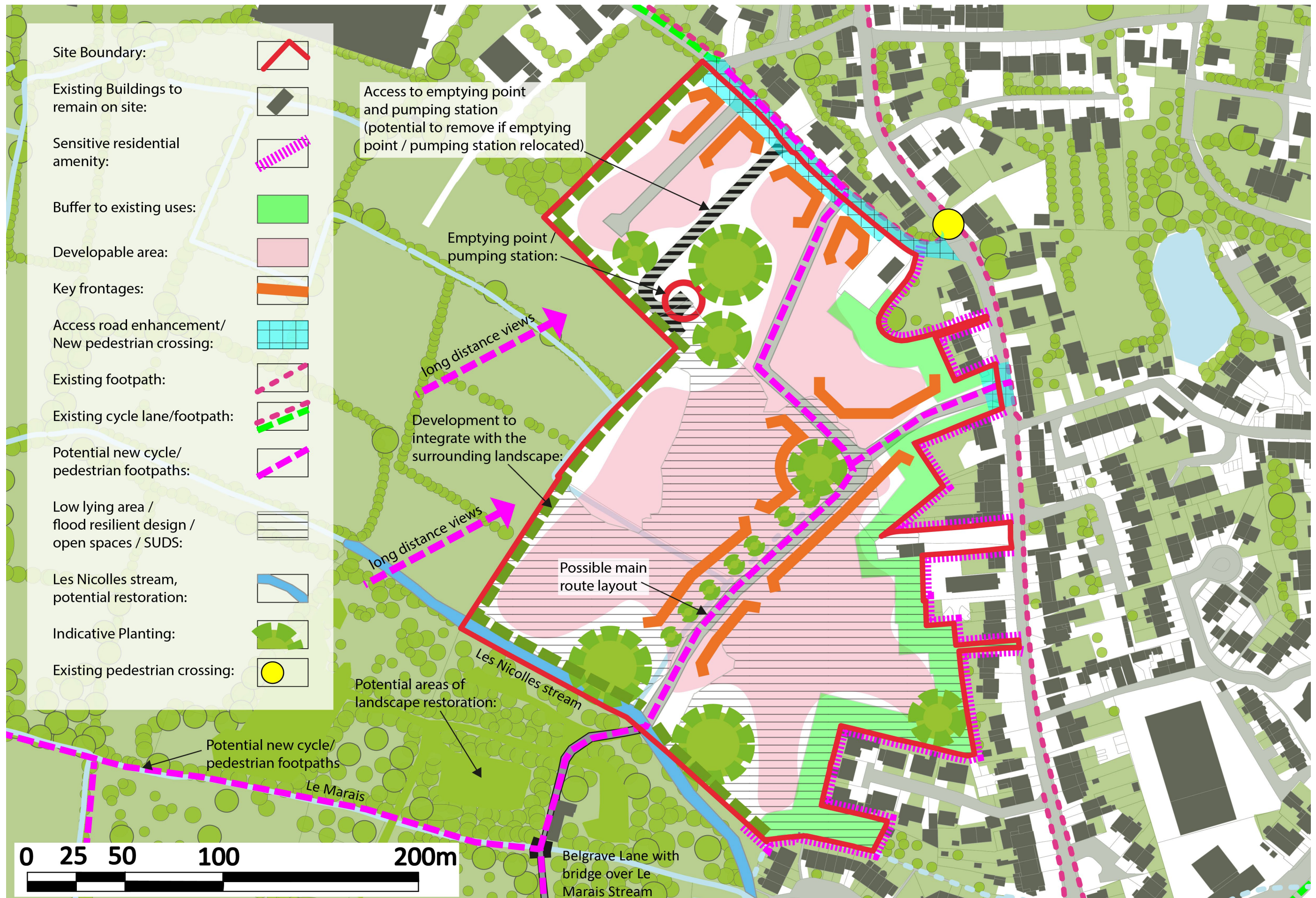
reduced, reused, recycled, recovered or disposed of. This should be a living document, drafted from the conception of a project and being added to and evaluated until the completion of the development and submitted again to the Authority prior to occupation or use of any dwelling on the site.

7.7. 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.

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

Construction Environmental Management Plan

7.9. Due to the potential scale of the residential development a Construction Environmental Management Plan (CEMP) may be required but consideration of this will be given at the planning application stage.



Appendix 1: IDP Policy Context

IDP Policy	Policy Relevance
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 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	<p>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.</p> <p>The policy states that housing allocation sites, where appropriate, can include complementary development appropriate to the site and location. This could include small convenience retail, community uses and facilities or recreational facilities where this supports the particular housing development.</p>

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	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.

	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
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	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. 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.
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	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.

IP8: Public Car Parking	Provision will need to be made for secure covered bicycle parking for residents and visitors. 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.
IP10: Coastal Defences	Opportunities should be taken to improve the Island's resilience to climate change, especially in respect of coastal defences, through a co-ordinated approach to land planning which harnesses investment that would address flooding-related problems. As such, new developments in vulnerable areas are encouraged to contribute to the maintenance, improvement and development of coastal defences, and to develop sites and construct buildings in a way that alleviates the effects of flooding, thus securing protection for neighbours as well as the development site. The Authority will fully explore opportunities to harness investment in coastal defences from developers proposing development within vulnerable areas which are large-scale or where the type of development proposed will be particularly sensitive to flooding. Residential development is a use sensitive to flooding.
IP11: Small Scale Infrastructure Provision	Proposals for small scale infrastructure provision will be supported where this would contribute to the maintenance and support of efficient and sustainable infrastructure, the applicant being required to demonstrate that the sharing or co-location of facilities, buildings, apparatus and support structures is not practically possible.

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

Have you visited our website? Go to www.gov.gg/planningandbuilding for additional guidance material and other planning information, including how to 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 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.