

# GRAND BOUET - PHASE ONE

## DEVELOPMENT BRIEF

November 2008



ENVIRONMENT

A STATES OF GUERNSEY GOVERNMENT DEPARTMENT





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# 1.0 Introduction

This development brief has been prepared by The Environment Department in conjunction with the States Housing Department for the potential redevelopment of Le Grand Bouet housing estate. The redevelopment of the area offers the opportunity to create a vibrant and attractive neighbourhood, with strong links between open spaces and neighbouring communities. It is proposed to redevelop the estate in a number of phases.

The purpose of this Development Brief is to guide the redevelopment and is considered essential in the interest of maintaining and enhancing the area's long term future. It provides guidance on how the policies of the Urban Area Plan (UAP) will be applied to produce an appropriate and beneficial form of development. It also sets out broad urban design principles, providing a flexible approach within which high quality proposals can evolve.

The Grand Bouet Estate is situated on the northern outskirts of St Peter Port close to the St. Sampson Parish boundary. The estate in its entirety comprises 200 houses, flats and maisonettes, which were built in the 1970's using non-traditional building methods. The units were originally classed as temporary accommodation with a life expectancy of 25 years, but are now substandard and beyond reasonable repair. Indeed, it is considered that it will be impossible to maintain the properties in a habitable condition beyond 2010.

The site, whilst currently in States ownership, is due to be transferred to the Guernsey Housing Association at the end of 2008.



Figure 1. Aerial Photograph of the site



The phase related to this brief comprises 54 properties in Courtil Ash/Place Cerise/Ivy Castle Lane to the east of the Estate. Tenants are currently being relocated to facilitate the comprehensive redevelopment of a sustainable, social housing proposal.



Figure 2. The site in a wider context

## 2.0 The Site

Phase one covers an area approximately 0.9 hectares (6 verges) and is currently occupied by 54 social housing units, including maisonettes, flats and family units. It is bounded on three sides by roads – Le Grand Bouet to the south, Place Cerise to the west and Ivy Castle Lane to the east. Open land known as the Marais area bound the north side of the site.

The site is located to the north of St. Peter Port close to the St. Sampson Parish boundary. It is close to shopping facilities at Admiral Park and the Esplanade, and public open space at Chateau des Marais (also known as Ivy Castle) and is convenient for regular bus services along Les Banques. To the west of the site lies the Pitronnerie Road Industrial Estate which provides a major employment focus for the area and along its northern boundary

the site abuts an Area of Landscape Value which acts as an important buffer between the built up areas of St. Peter Port and St. Sampson.

The site is relatively flat with little or no landscaping. The existing built form has no architectural or design merit and therefore makes no positive contribution to the local townscape.

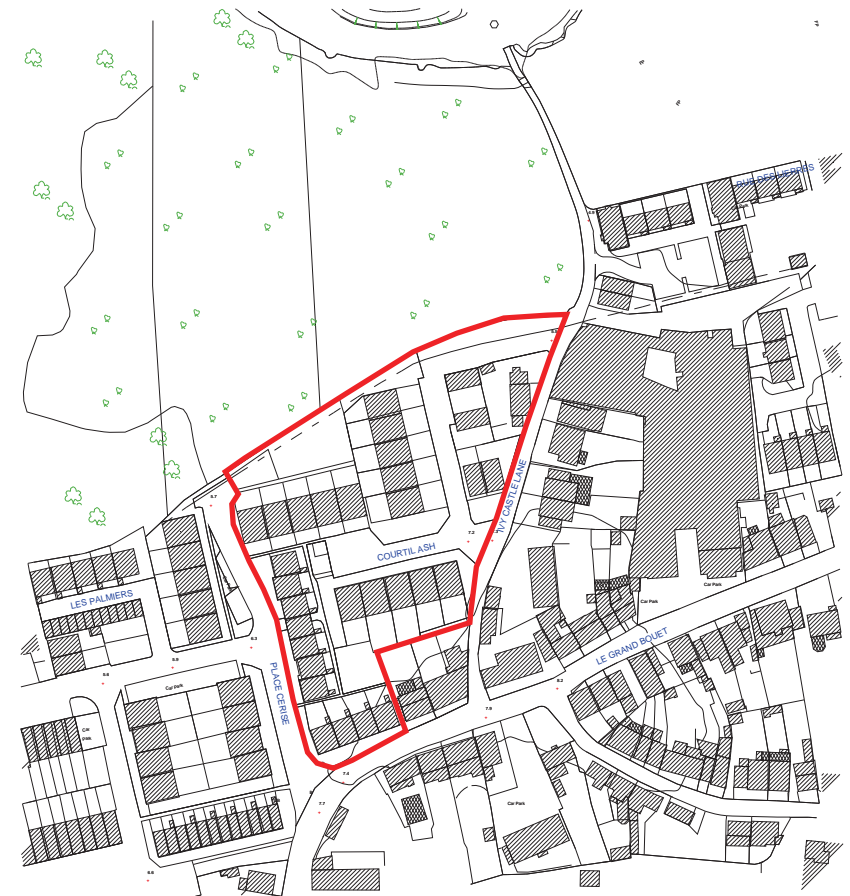


Figure 3. Site Location



## 3.0 Policy Context

Whilst individual policies of the UAP should not normally be taken out of context, the policies that are considered to be particularly relevant to the site are listed in the following table. Potential developers/ architects/ agents are advised to refer to the specific policy wording in the UAP written statement in drawing up detailed redevelopment proposals.

UAP Ref.	Policy relevance
<b>GEN1</b>	The proposed redevelopment will benefit the community by providing new social housing units for the States Housing Department. The redevelopment should make a positive contribution to the neighbourhood by reinforcing sustainable physical and social links with surrounding communities.
<b>GEN2</b>	The Development Brief provides guidance for the comprehensive redevelopment of the site.
<b>GEN3</b>	The redevelopment should respect and enhance its relationship with the local landscape and features of ecological and wildlife interest.
<b>GEN4</b>	The quality of the urban environment should be enhanced by the redevelopment.
<b>GEN5</b>	The redevelopment should relate well to its surroundings in terms of layout, scale, design and use of materials.
<b>GEN6</b>	The redevelopment should ensure that the amenity and character of the area is maintained.
<b>GEN7</b>	Detailed proposals should demonstrate how the local infrastructure, including roads, can accommodate the redevelopment scheme.
<b>GEN8</b>	The principal access to the site should be via Le Grand Bouet, allowing for safe and convenient pedestrian routes through the site, including important linkages to Ivy Castle Lane and Pitronnerie Road.
<b>GEN9</b>	Adequate levels of car parking and amenity open space should be integrated into the redevelopment in accordance with guidance outlined in Annexes 2 and 3 of the UAP. Where it is considered that a better redevelopment scheme can be achieved, this guidance will be interpreted flexibly.

<b>GEN11</b>	Careful consideration should be given to the public realm and the spaces between buildings in drawing up detailed redevelopment proposals.
<b>GEN12</b>	Care should be taken to ensure that the redevelopment is not detrimental to the reasonable enjoyment of adjoining properties, particularly the relationship between residential/industrial land uses arising from later phases of redevelopment.
<b>DBE1</b>	All new development should achieve a high standard of design.
<b>DBE2</b>	The redevelopment scheme should make a positive contribution to the urban environment.
<b>DBE3</b>	New residential buildings should generally conform to the height of surrounding buildings which are predominantly 2-3 storeys.
<b>DBE4</b>	The redevelopment proposals will be expected to incorporate a detailed landscaping scheme together with a management programme to ensure future maintenance.
<b>DBE8</b>	Redevelopment proposals should ensure that the setting of the Chateau de Marais site which is an Ancient Monument on land to the north of the site is not compromised.
<b>DBE9</b>	Having regard to the substantial benefits to the community that will accrue from the redevelopment, there are no objections to the demolition of the existing housing.
<b>DBE10</b>	Redevelopment proposals should ensure that the archaeological importance of the Chateau des Marais site is not adversely affected.
<b>HO2</b>	The redevelopment scheme will contribute towards the need for improved social housing in the Urban Area.

<b>HO9</b>	The existing housing is substandard and beyond reasonable repair, hence the redevelopment scheme may allow for a loss of social housing from later phases. However, the quality of housing on Phase One of the Le Bouet site will be significantly improved, together with a potential increase in the overall number of dwelling units.
<b>HO10</b>	The redevelopment proposals will be expected to achieve a similar density of residential development as that which currently prevails.
<b>HO11</b>	The majority of housing provided should be designed to meet the needs of smaller households (ie. no more than 2 bedrooms/4 habitable rooms).
<b>HO12</b>	The needs of the mobility impaired should be addressed in the detailed design, particularly level access.
<b>EMP6</b>	The potential expansion eastwards of the Pitronnerie Road Industrial Estate should not be compromised by the redevelopment proposals for Le Grand Bouet (Phase One).
<b>WWM5</b>	The redevelopment should incorporate an acceptable surface water management scheme incorporating sustainable urban drainage (SUDS).
<b>CO3</b>	The redevelopment proposals should respect the character of the adjoining Marais Landscape Character Area to the north of the Le Bouet site.
<b>CO5</b>	The redevelopment proposals should not adversely affect the Marais Site of Nature Conservation Importance to the north of the Le Bouet site.

# 4.0 Site Context

## 4.1 Topography and Landscape

The site forms a transition zone sloping very slightly down to the north from the built up, urban character of the Grand Bouet to the low-lying, rural fields and open space around the Chateau des Marais. The existing housing development of this site is relatively featureless in terms of landscape character, although a few recently planted trees are becoming established. The Grand Bouet road, together with a few older buildings, forms the south boundary of the site. This main road follows a shallow undulating ridge extending from the foot of Mont Arrivé to the coast road near Hougue à la Perre. From the Grand Bouet, Ivy Castle Lane extends along the east edge of the site, forming an undistinguished access to Chateau des Marais. The north edge of the site directly abuts the open land and agricultural fields forming the heart of the Marais Landscape Area.

The Landscape Character Assessment appended to the Urban Area Plan (UAP) describes the Marais as a *lowland landscape which is essentially a freshwater marshland, still occasionally flooded, but increasingly drained to 'improve' the land*. Although largely flat and treeless, the Marais is punctuated by scrub hedges and several tree-covered 'hougues' (small rocky hillocks). The remaining agricultural land and other areas of vegetation still retain much of their semi-natural character, providing important habitats for flora and fauna. The best habitats are protected as Sites of Nature Conservation Importance, including the land lying directly adjacent to the north of the site.

The wider rural hinterland is also designated in the UAP as an Area of Landscape Value, and forms an important landscape buffer between the built up areas of St. Peter Port and St. Sampson's.



Figure 4. Landscape context



## 4.2 Vistas and Focal Points

The site is located at the edge of the built up area of St Peter Port and St Sampson and directly adjacent to the historic and archaeologically important site of the Château des Marais. Despite the site being relatively flat, views and vistas to and from the site are key contributors to the semi-urban character of the area.



Figure 5. View from the site to the Chateau



Figure 6. View from the Chateau into the site



Because the redevelopment site is relatively low-lying, views out of the site are naturally restricted. To the north, views across the adjacent nature reserve focus on the distinctive feature of Château des Marais, while from the south side of the site, there are classic “streetscape” views in both directions along Le Grand Bouet. In particular, the view southwards along the road centres on a prominent tree in front of Clarkes Estate and extends to the tree-modest covered heights of Mont Arrivé beyond. This wooded hillside is also visible from within the site.



Figure 7. View from the Marais into the site



Figure 8. View from the footpath to the neighbouring development at Rue de Marais and Victoria Avenue areas



Buildings on the site, as now, will be very prominent in views from public spaces, so it is important to maintain and enhance the character of the area. This applies to both the rural qualities to the north of the site and the locally distinctive character of the adjacent built up areas. Longer vistas from the Château des Marais in particular should be protected and modelled to emphasize natural and built environment features (such as a mix of building forms, scale and materials with varied roof profiles) of St Peter Port that help to create the uniqueness and quality of the Island's environment.



Figure 9-11. Focal point approaching the site from the east of La Grand Bouet



Figure 12. View from inside the Chateau to the site.

### 4.3 Building heights

Building heights along the Grand Bouet vary from one and half to three storey with predominantly two storey Victorian terraces. There is a continuous relationship between heights and building plots, creating a dense fabric along the road which gives a sense of enclosure and continuity. There are more recent three storey buildings located at strategic points to mark and give contrast to the existing street scene (see photo). The low scale (from one up to three storey) buildings reflect the residential character of the area and location within the townscape of St Peter Port.



Figure 13. Single and one and half storey dwellings.



Figure 14. Traditional terraces along the Grand Bouet.



Figure 15. Three storey flats end of Ivy Castle Lane



Figure 16. Traditional three storey buildings.





## 4.4 Access and Transport

The site adjoins Le Grand Bouet, which is classified in the Department's Road Hierarchy as a Traffic Priority Route within the 25mph town speed limit cordon. The functional emphasis of this road is the mobility and free flow of traffic. The junction of Place Cerise and Grand Bouet is adequate in terms of road width, turning radii and visibility splays. The junction of Ivy Castle Lane and Le Grand Bouet (which serves Courtil Ash) is less than satisfactory from a road safety and traffic management perspective because, whilst the sightline in the direction of oncoming traffic exceeds the recommended 33m, the sightline to the east is 18m. In addition, the road width narrows to a single carriageway slightly to the north of the junction.

There are good public transport links for those persons living on the estates with a bus stop positioned at Grand Bouet Stores.

Routes 1 and 1A pass the estate with a ¼ hour frequency at commuter travel times and ½ hourly throughout the rest of the day. Routes 1 and 1A start and finish at the main town terminus and travel around the north and west of the parish of St. Peter Port passing residential, retail and leisure areas.

Pedestrian needs are currently fairly well served in Place Cerise due to continuous footpaths leading to Le Grand Bouet. The needs of pedestrians are less well served when walking to/from Courtil Ash due to a lack of a footpath on Ivy Castle Lane. However, the current layout does allow pedestrians to link with Place Cerise. Once residents have exited the estates, there are continuous footpaths in all directions and a formalised crossing point at the junction of Le Grand Bouet/ Vrangue Hill. Pedestrians wishing to cross from Le Grand Bouet to the seafront are less fortunate, in so much as

there is no formal crossing point, but there is a pedestrian refuge in the middle of the road.

There are no dedicated facilities for cyclists within either of the estates or along Le Grand Bouet. There is however a dedicated cycle path linking Le Grand Bouet with town and Bulwer Avenue.

The main access road within Place Cerise is of sufficient width to accommodate 2-way traffic flow for cars, light vans and service vehicles, but sections of Courtil Ash are substandard in terms of road width. Physical traffic calming measures are installed in Place Cerise to control the speed of traffic. Whilst some off-road parking provision is provided within the estates, it is not sufficient for the current level of demand and therefore some of the estate roads are clogged with parked vehicles and cannot accommodate 2-way traffic; this is particularly the case for Courtil Ash.

## 4.5 Archaeology

Archaeological remains provide evidence of the Island's history and can be of great interest and value to residents. Moreover, they are vulnerable to development and once lost, cannot be replaced. As a general rule, developers are encouraged to assess the archaeological implications of development proposals at as early stage as possible and to provide, as appropriate, for the retention or the investigation and recording of any archaeological remains. Where proposals affect such areas, mitigation measures need to be put in place, which are normally covered by planning conditions.

However, the Grand Bouet site is unlikely to hold a great deal of archaeological potential; it seems probable that large elements of any archaeological deposits would have been destroyed at the time the estate was first constructed. The area is not sufficiently close to the Château des Marais to warrant further

investigation on that basis. A small part of the area (at the southern end of the site) was occupied by a farm complex shown on the 1787 map (see fig 17).

There were a few small greenhouses on this part of the larger Grand Bouet complex in 1898 and 1938, but otherwise most of the site seems to have been undeveloped until the construction of the housing estate. A watching brief on the nearby site of Rue des Marais/Rue des Lierres in 2003 yielded only post-medieval and modern disturbance, and the water table was encountered at a depth of between 1.4m and 1.6m.

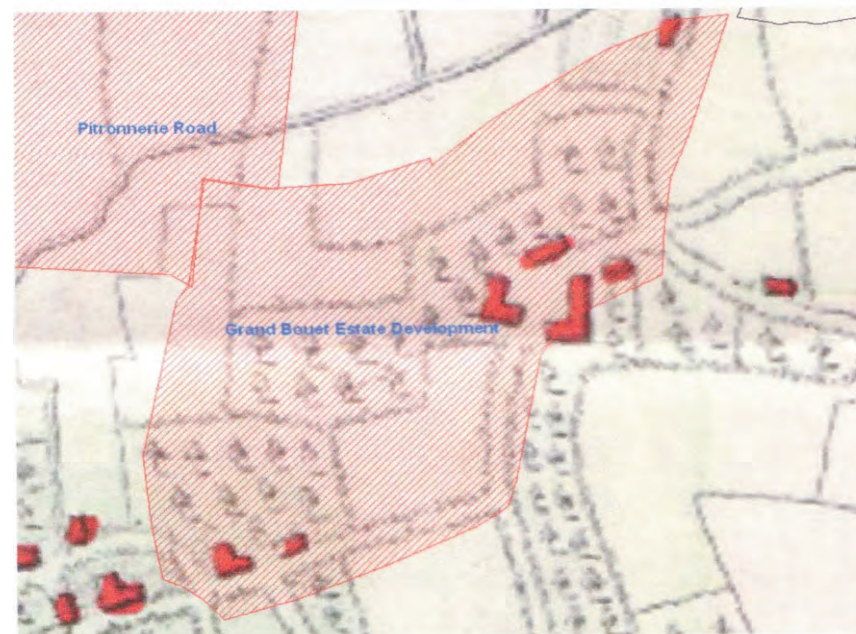
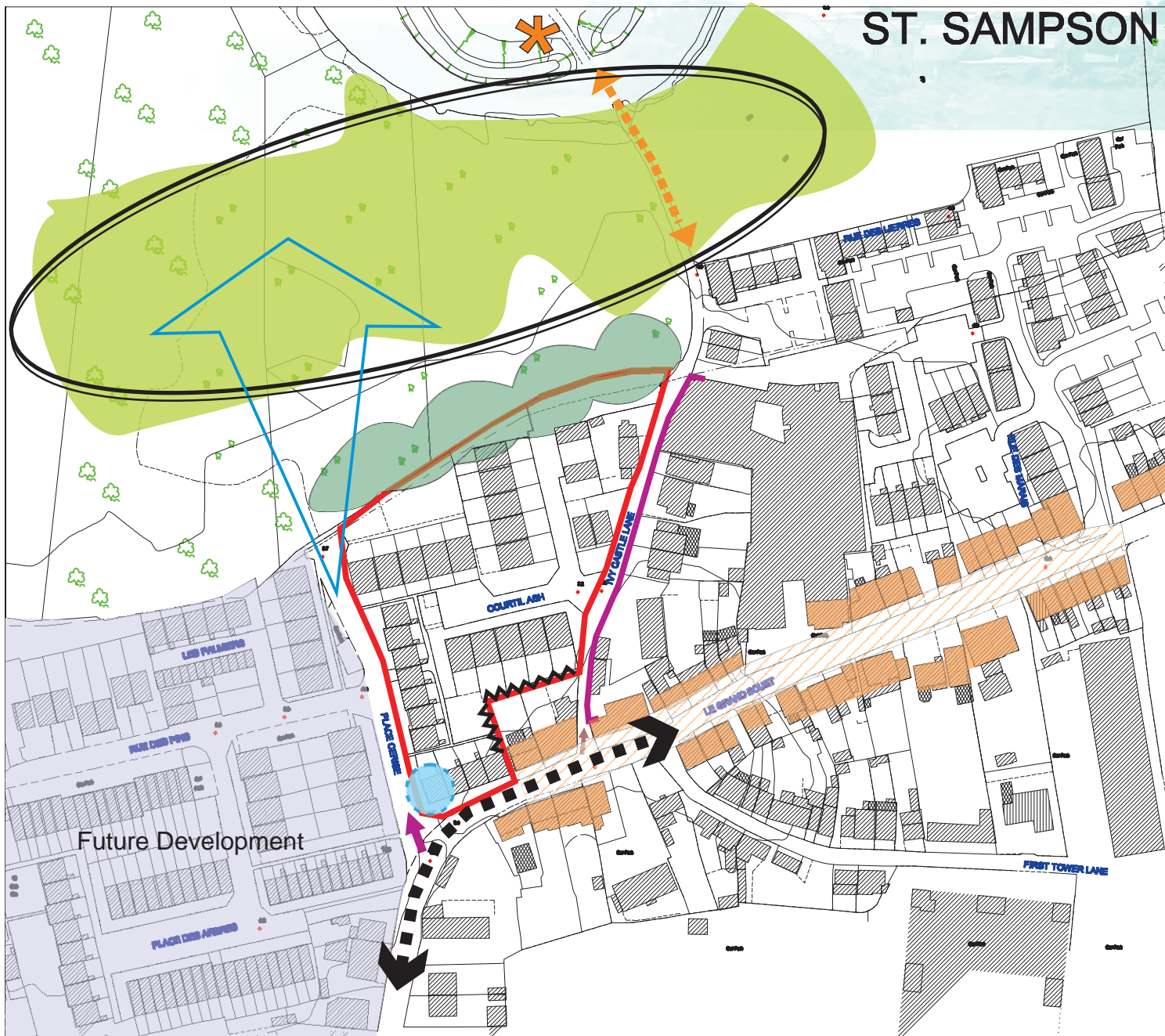


Fig. 17. Duke of Richmond map (1787)





Key	
	Main road
	Site boundary
	Focal point
	Landmark/archeological
	Overlooking/amenity constraints
	Secondary access
	Main access
	Pedestrian link/footpath
	Granite wall
	Continuous building line/enclosure
	Dense green vegetation/boundary
	Open views
	Open space

## 4.6 Urban Design Analysis

# 5.0 Development Guidelines

## 5.1 Access and Traffic

**Main/Emergency Access:** The initial assessment described in Section 4 identifies that the main access road within Place Cerise is of sufficient width to accommodate two-way traffic flow for cars, light vans and service vehicles. Therefore, Place Cerise will constitute the main access to the site. It is not envisaged that the re-development of the site will create any significant road safety or traffic management concerns, if the site is developed with a similar density of housing to the existing level. Access from Ivy Castle Lane should be mostly considered as a pedestrian and emergency vehicle access.

**Street Layout/Design:** The development should not be designed just to accommodate the movement of motor vehicles. It is important that designers place a high priority on meeting the needs of pedestrians, cyclists and public transport users, so that growth in these alternative modes of travel is encouraged. The Department encourages innovation with a flexible approach to street layouts and the use of locally

distinctive, durable and maintainable materials and street furniture.

**Traffic:** To promote low vehicle speeds and facilitate social interaction, the use of shared surfaces is encouraged where practical. This will also help to create areas with distinctive character within the development. When designing shared surfaces, careful attention is required: - to avoid poor parking behaviour, to ensure that vulnerable road users do not feel threatened by having no space protected from vehicles and to position planting and street furniture that creates visual clutter. In general, streets should be designed to keep vehicle speeds at or below 20mph.

**Permeability:** The development should enhance the existing movement framework of the area and whilst internal permeability is important, the site also needs to be properly connected with adjacent streets and open space networks. This will help to encourage movement to and from the development by sustainable modes, rather than by car.

**Cycle parking:** To encourage the use of cycles, it is important to provide enough, convenient and secure parking. The development should aim to make access to cycle storage at least as convenient as access to parking.

**Car/motorcycle parking:** The general provision of parking shall be carefully considered in order to enhance the overall character and interest of the site, for example adopting an innovative approach, avoiding large areas of hard surfacing (e.g. limiting the numbers of car in a parking court to 8) and using existing and enhanced landscaping to soften the impact of car presence. Parking levels should be adequate for the density and profile users of the scheme. Standards should be referred to Annex 2 of the Urban Area Plan. The end users of the scheme allow for some flexibility in the application of those standards to encourage sustainable development, therefore a minimum of 1.25 parking spaces per dwelling is recommended.





## 5.2 Landscape and Nature Conservation

**Trees:** Existing trees on a development site can be a major asset, providing, for example, an immediate appearance of maturity. There are only a few relatively young trees on this site and retention of any of them may be an undue constraint on the development of a site. However, if any of them can be kept and would not detract from the future amenity of subsequent occupiers, proper protection of their root areas (in accordance with BS 5837) should be ensured.

Locations where new tree or other structural planting could provide the greatest benefit should also be protected from construction activities during the development of the site if they are in areas at present covered by vegetation. This will ensure the integrity of the existing soil structure is maintained and provide the best conditions for the growth of new planting.

**Landscape Schemes:** New tree planting should include the use of large but robust tree species such as Ash and Oak to form focal points within and at the periphery of

the development, and to provide shade in car parking areas and open spaces. Structural shrub planting/hedging should be included where appropriate to provide enclosure of spaces and shelter from wind. A comprehensive, high quality landscape scheme will be required for the site presenting positive enhancement of the general locality as well as contributing to the creation of pleasant living spaces within the site. The scheme should include areas of protection for any existing trees to be retained as well as similar protection for proposed planting areas as noted above.

**Hard landscaping:** materials should be carefully selected from both locally distinctive and ordinary surface materials to achieve mutually compatible textures/colours, variety and interest, but also to maintain simplicity and visual continuity within the development.

**Nature Conservation:** If the Vrangue Stream culvert is found to have regularly running water, the restoration of the Douit de la Vrangue

as an open stream should be considered as an opportunity to dramatically enhance the development. It may be possible, for example, to form a broad shallow douit with low stone weirs as in the St Peter Port Water Lanes. A feature such as this would also present nature conservation opportunities.

Native and/or naturalised tree and shrub species should be used in preference to purely exotic/ornamental plants in order to increase opportunities for dependent wildlife species, including lower plants and fungi, invertebrates, etc, as well as the more charismatic creatures such as birds, bats and hedgehogs. Opportunities should also be taken to incorporate bird and insect access/boxes into building structures, such as accommodation for Swifts and House Martins that could make use of feeding opportunities on the adjacent nature reserve areas. Provision of feature pond areas could beneficially encourage the introduction of amphibians and invertebrates.



### 5.3 Urban Design Framework

This section describes the design principles for Phase I of the Grand Bouet site that will be used as a measure for the Environment Department in making development control decisions.

The development principles provide the overall physical framework for future development of the site, and seek to integrate the Grand Bouet to the existing urban context of St Peter Port. It is intended that the re-development will add value to St Peter Port and the wider area.

The design principles promote.....

- An overarching character of completeness, life and intimacy as well as the creation of a series of recognisable and distinct character areas that contribute to the overall character of the Grand Bouet area and St Peter Port.
- A high standard of urban design that incorporates measures to integrate the development with its wider context.
- A development that respects the distinct views and vistas afforded by the surrounding landscape and semi-urban setting.
- Development that is 'people friendly' and offers a real choice of travel mode.
- A development that achieves best practice in sustainability and encourages social and environmental well-being.
- Development that achieves energy efficiency, waste minimisation, water resource efficiency and does not contribute to water pollution.
- A safe, secure and inviting environment for all.





## **Character**

*Phase I of Grand Bouet should be designed as a place with its own identity.* The new development ought to promote character in townscape and landscape by responding to, and reinforcing, locally distinctive patterns of development (low scale housing) and landscape. The character of the area should have distinctive attributes, reflecting the residential use of the area whilst contributing to the overall quality and sense of place of St Peter Port. This may include elements such as materials, landscape or public art.

The character of Grand Bouet should respond sensitively to its setting, and at the same time create a feeling of animation, quality and intimacy. This is a character that will mature over time and become a stimulating, quality place for all.

## **Continuity and enclosure**

The development should maintain the continuity of street frontages, particularly along Le Grand Bouet, and the enclosure of space by development which clearly defines private and public areas.

### **Quality of the public realm**

The new development should include public spaces (streets) and routes that are attractive, safe and work effectively for all in society, including disabled and elderly people. Whilst the site will be developed primarily for the elderly and first time buyers, the public realm shall be fully inclusive and enhance the quality of living in the wider area.

To secure safe and liveable public spaces, buildings should be orientated and designed to provide natural surveillance (i.e ground floor living room's windows and regular access doors).

## **Ease of movement**

Design of the development should be fully accessible and promote local permeability by making places that connect with each other and are easy to move through, putting people before traffic. Particular attention is needed in relation to the Château des Marais site to facilitate access for residents and visitors, including users from future phases of the Grand Bouet.

### **Adaptability**

The Grand Bouet provides an opportunity to promote adaptability through development and buildings that can respond to changing social, technological and economic conditions. Mistakes from the past should be avoided and new proposals shall be carefully designed to create environments that last longer than the properties that are due to be replaced. This will not only achieve sustainability objectives, but also help to build and maintain communities together.



## Sustainability

Sustainable development is now well-recognised concept that touches all aspects of our life today and seeks to protect our natural environment as well as improving our quality of life. Proposals for the Grand Bouet, Phase I should aspire to best practice in sustainability. Some of the sustainability principles that are worth exploring:

- Consideration of the viability of renewable / alternative energy sources
- Minimise negative impact of the construction and use of infrastructure
- Reusing and recycling building materials and choosing those with low environmental impacts. Designing and building to minimise waste is possible to reduce the amount of new building materials wasted on site.
- Reduce overall energy use and maximise potential for renewable energy supply and use.

- Enhance ecology and biodiversity, particularly next to the protected Site of Nature Conservation Importance to the north of the site.
- Sustainable Urban Drainage

## Aspects of Development Form

The density and form of development shall be designed in conformity with the relevant guidelines set out elsewhere in this brief to assimilate with the overall character of the surroundings and having regard to the access and parking considerations outlined above.

## Layout

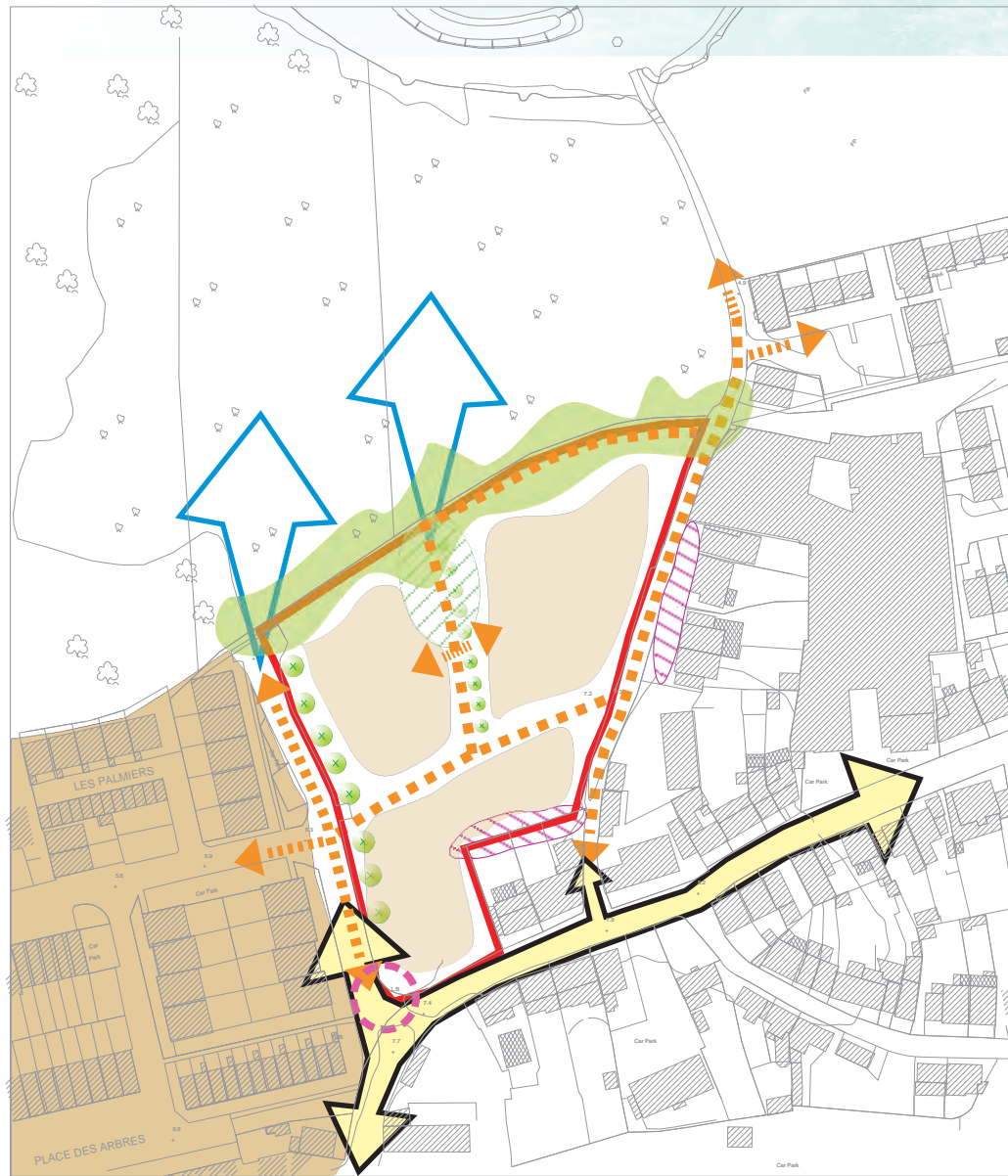
The Grand Bouet area in general is characterised by a fine urban grain which is made up of a pattern of small and frequent plots. The area is mainly residential and domestic in scale; therefore the layout and architecture should reflect this

The layout should create routes and spaces that connect locally, whilst providing an intimate living environment for its residents. Large building blocks will not be considered appropriate to the site, as they are not in keeping with the character of the area.










Frontage development to Le Grand Bouet has the potential to reinforce street alignment and containment. Similarly, building form along Place Cerise should enhance and create a street that is attractive and safe and provide a quality environment for future residents and users in all phases of the Grand Bouet site.

The design of any scheme should also consider the need to create a high quality environment that is safe and secure. Crime prevention principles set out within the 'Secured by Design' initiative, as promoted by the Department for Communities and Local Government (DCLG) in the UK, is an established and appropriate reference point in this respect and should be taken into account in any proposed layout design.





## Key

-  Reinststate/create views towards the Chateau
-  Site Boundary
-  Maintain and establish good pedestrian links through and beyond the site
-  Opportunity to create an open space that integrates the site with its natural context
-  Areas where buildings should respond and enhance the existing character of the open space
-  Particular attention to effects on neighbouring properties
-  Focal point
-  Main vehicular movement access/egress
-  Creation of distinctive character areas

## Urban Design Framework

The layout of the development shall be carefully designed to create a high quality residential environment that integrates quality landscaping (i.e. trees and planting) and enhances the wider area.

In developing the layout for the site, every opportunity should be taken to create public views and vistas within the scheme. These might involve framing short and long range views which focus on distinctive buildings and the Château des Marais.



## **Density and Mix**

The potential for a high density development is closely related to the design and quality of the public realm and parking provision. Principles detailed above should be taken into account when proposing the density of the development to avoid dominance of vehicles. The minimum density envisaged for the site is 54 dwellings. This will be supported by a mixed tenure scheme (social and partial ownership) that creates a sustainable, balanced community.

The profile of the potential occupiers indicates that the most appropriate mix of unit sizes is one and two bedroom flats/houses, which should be designed towards meeting the Lifetime Homes Standards as a benchmark for good practice in social housing development.

## **Scale and Height.**

Housing types should reflect the existing character of the wider area. The maximum height of the development should be three storeys with a mix of single, one and half and two storey domestic dwellings and blocks of flats. The scale of the buildings should directly relate to existing building forms in the vicinity and particular attention must be given to adjoining residential properties in Le Grand Bouet at Meadow View and Stonedown.

## **Appearance**

The richness of a building and the public realm lies in its use of materials, which contribute to the attractiveness of its appearance and the character of the area. In this regard, materials should be used to secure high quality environments in the long term, those that are sustainable and easy to maintain.

There is no indication of a preferred architectural style, but buildings should respond to local characteristics and introduce innovative design that provides modern and high quality living environments for residents and visitors.

## **Archaeology**

The archaeology approach here would consist of a small number of hand-dug trenches, perhaps three or four, located at various points on the site, where the archaeology officer considers most likely that intact archaeological deposits have survived. These would be along the northern boundary for example, behind the properties north and east of Courtil Ash, or in the gardens west of Ivy Castle Lane and north of Grand Bouet. These trenches would be aimed primarily at recording the nature of the deposits, rather than in anticipation of any particularly significant archaeological finds. It is advisable to contact the States archaeology team in the Culture and Leisure Department to obtain further guidance.





## Services and Infrastructure

There are no identified sewerage capacity or flooding issues arising from the redevelopment of the site for a comparable housing density. However, developers/architects are advised to contact the relevant States Department at an early stage to seek advice on schematic proposals.

In response to an early consultation, Guernsey Water expressed a view that any material from site used or stored in the water catchment area must be uncontaminated. Any oil installation must comply with the relevant Ordinances and Regulations and all vessels and equipment which use the water supply must comply with water bylaws. The developer should contact the relevant Department regarding mains supply, irrigation or grey water recycling.

## Design Statement

It is recommended that the planning application for the site should be accompanied by a design statement. The document will show how the applicant has analysed the site and its setting, and formulated and applied design principles set out in this guidance to achieve good, inclusive design for buildings, as well as the public realm. The statement should explain the background thinking that led to the planning proposal being drawn up, it is not just a description of the scheme.

## Consultation Process

Prior to the completion of a draft brief, it was considered important to seek the views of other Departments and Agencies, so that if necessary these could be fed into the brief and dealt with at an early stage.

14 letters were sent out along with a site plan indicating the proposed area and area for future development on 30 May 2008.

A deadline of 14 days was given and therefore responses should have been received by 13 June 2008, but up until this date, only 4 had been received. The chasing up of the additional consults then took place on 13 June 2008, requiring comments to be made by 18 June, and during that time representations or contact has been made by every Department.

The first draft was subject to a public consultation exercise from the 22 September to the 10<sup>th</sup> October inclusive. This was an invitation to all sectors of the community to make comments on the proposals at Grand Bouet –Phase I. Copies of the brief were made available for public inspection at the Environment Department Reception, Sir Charles Frossard House, La Charroterie, St Peter Port. Following the consultation exercise, comments and amendments to the brief have been considered before the final version was published and adopted by the Department.

