
DRAFT DEVELOPMENT BRIEF

GT Cars Site Les Bas Courtils Road

February 2012



ENVIRONMENT

A STATES OF GUERNSEY GOVERNMENT DEPARTMENT



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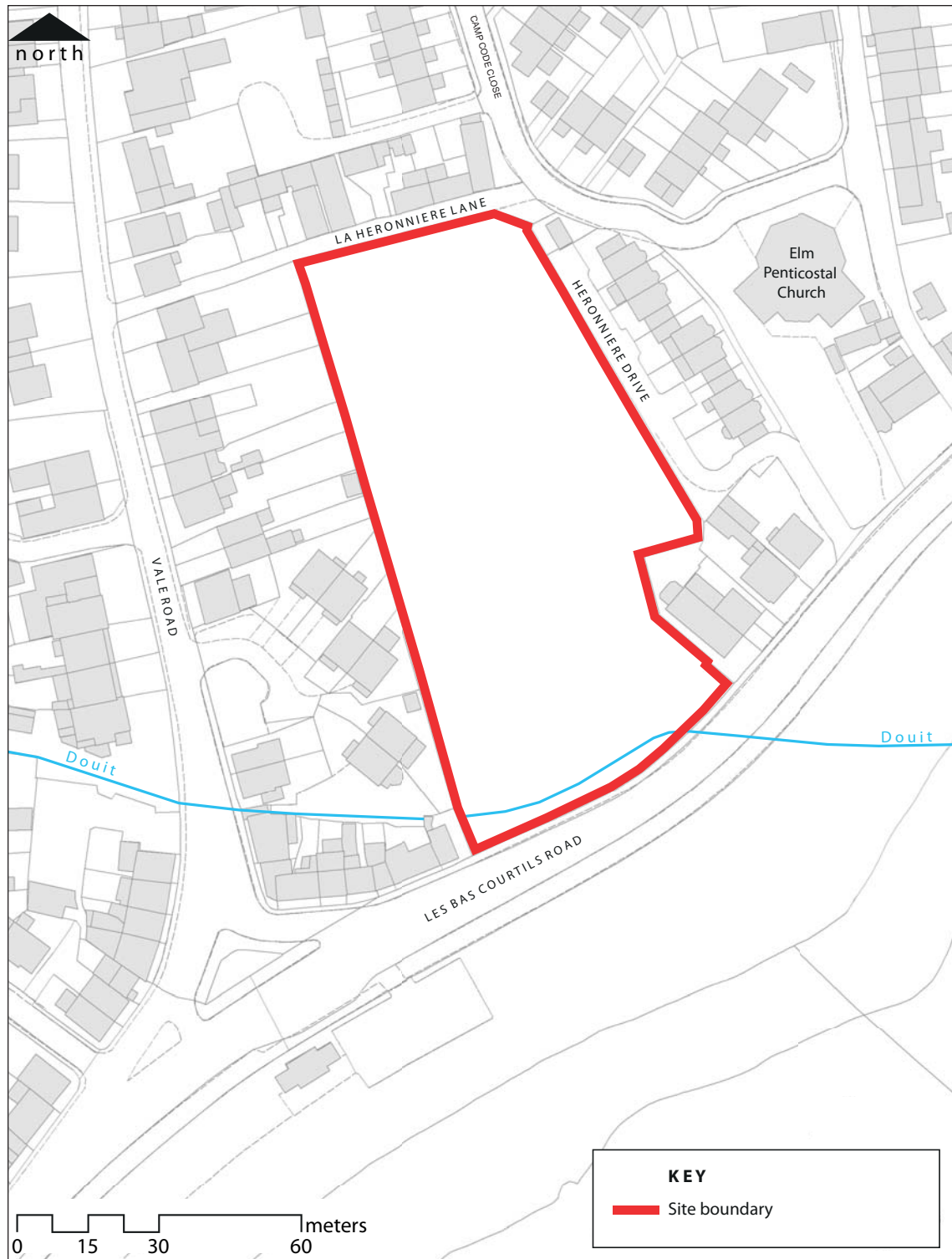


Figure 1 - Development Brief Boundary

1. Introduction

- 1.1. The purpose of this *draft* Development Brief is to provide planning guidance for the development of the former GT Cars Site, Les Bas Courtils, St Sampson's. The site area requires that a Development Brief is prepared, and this will provide a framework for the comprehensive development of the site.
- 1.2. The *draft* Development Brief sets out the planning and urban design principles in order to bring forward and facilitate the redevelopment of the site in accordance with the policies of the Urban Area Plan (Review No 1) 2002, as amended.
- 1.3. The *draft* Development Brief will be revised and finalised after a period of consultation with the public, St Sampson's Douzaine and other States Departments.
- 1.4. Once approved in its final form, the Development Brief will guide the development of the site. The potential uses that accord with the Urban Area Plan policies are identified.
- 1.5. The site boundary to which this draft Development Brief applies is shown in Figure 1.

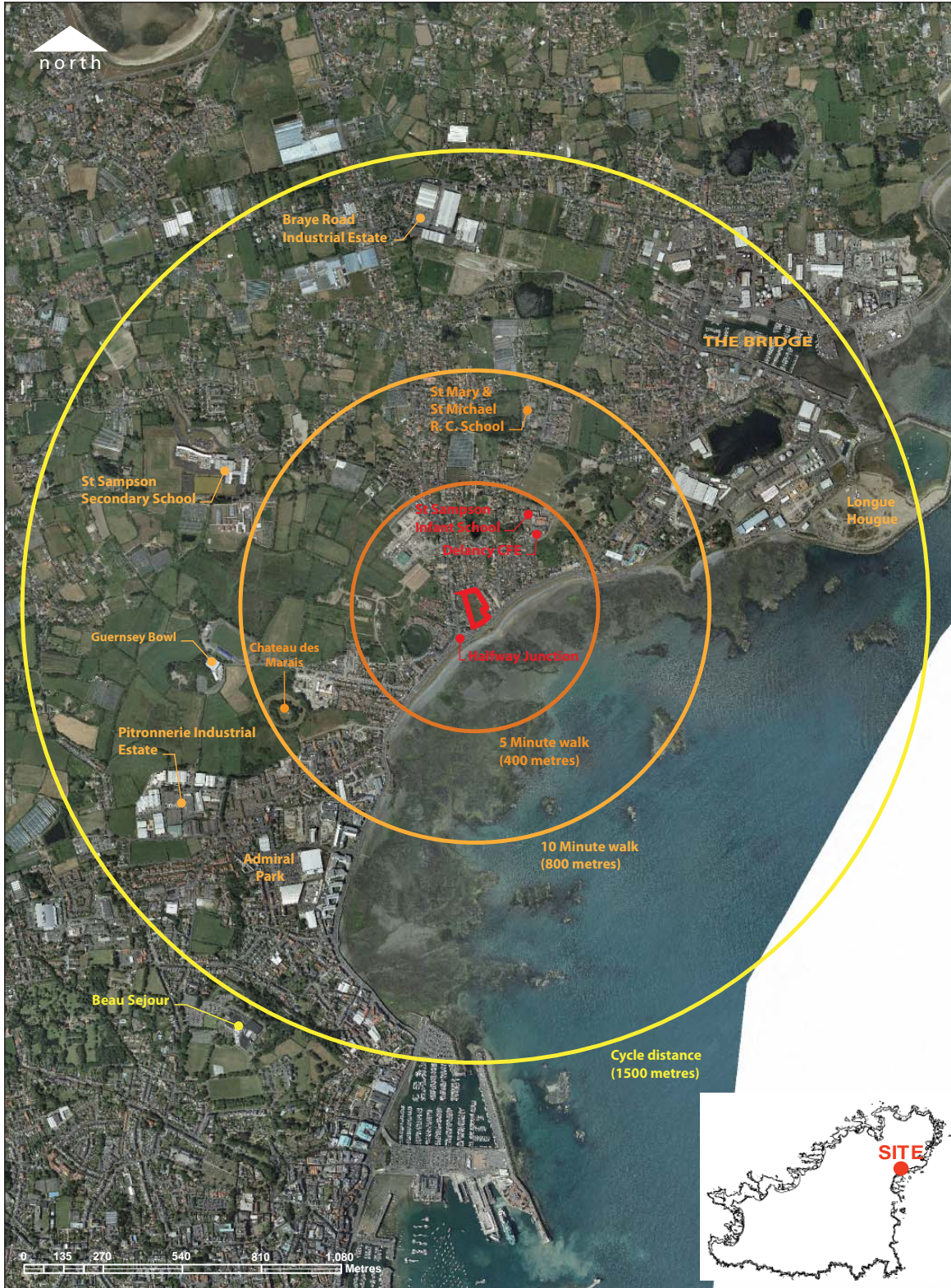


Figure 2 - Site in it's Strategic Context.

2. The site and its context.

- 2.1. The site is relatively large (4.41 verges, or 7233 m sq), [refer to Figure 3] fronts the eastern seaboard and has lain largely unutilised since the early 1990's. The effective use of this site is highly desirable although the ground conditions of the site present additional constraints on development potential. The greater part of the site was formerly a quarry which was subsequently used in an unregulated way as a landfill site. Redevelopment of the site commenced in 1991 but halted with the piles remaining exposed since that time. Remediation of contaminated soil from another former industrial site was carried out on the site. The remediation of the GT cars site itself is imperative before development can be carried out. A framework for the comprehensive development of the site is also required and this *draft* Development Brief recognises that within that the constraints and opportunities directly arising from the future requirements of site management differ between the eastern and western areas of the site.
- 2.2. Les Bas Courtils Road is a major traffic artery, part of the inter-harbour route, with cycling, pedestrian and public transport provision to local facilities and the mixed use centres of Town and the Bridge [refer to Figure 2].
- 2.3. The site appears neglected and abandoned. Hoarding encloses much of the frontage with informal parking on part of the roadside. The site has a prime frontage to Les Bas Courtils Road yet has no street presence within the immediate or wider coastal panorama. At present the site makes no positive contribution to the character of the area [refer to photos on page 2 and 3].
- 2.4. The predominant character of the areas bounding the site is residential; there are a few small commercial premises at the junction of Vale Road and Les Bas Courtils Road. Generally, the existing buildings are 2 and 2 1/2 storeys. Opposite the site is a small car park and WW2 fortifications and the land is above the level of the site [Figure 3; photos on pages 7 and 11].
- 2.5. There are no protected buildings or protected monuments on the site or within the immediate vicinity of the site. The site is not in a conservation area and is not within the vicinity of a conservation area.



Figure 3 - Site in Local Context.



Camp Code Close.



Elm Penticostal Church.



Cafe at Halfway Junction.



Existing Site entrance.



Vale Road.



Heronniere Lane.



Local services at Halfway Junction.



Vale Road/ Halfway Junction.

This is a detailed historical map of the area around the former Kennedy Battery in Guernsey. The map shows the coastline, the battery's location, and surrounding areas like 'Lan. du Tonnel' and 'St. Martin'. It includes a scale bar from 0 to 200 meters and a copyright notice for the State of Guernsey 2011.

2.6 Historic Development of the Site

The table below provides a summary of the Historic Development of the site.

Date	Surroundings	Site
Duke of Richmond	Scattered development of buildings. Beginnings of street pattern.	No development.
1898	Present day street pattern established. Mixture of buildings and glass houses. Guernsey railway along sea front.	Quarry. Mission Hall to east boundary. Two buildings to Les Bas Courtil.
1938	Intensification of glasshouses.	Quarry. Buildings front Les Bas Courtil.
1970	Reduction in glasshouses and replacement with buildings.	Quarry appears to be filled. Use noted as a scrap yard.
1990	Further replacement of glasshouses with buildings.	Buildings to Les Bas Courtil used as a car shown room. Parked vehicles to the rear of the site.
2001		Heronnerie Drive built. Some buildings to south boundary demolished. Piling visible.

Photographs of the site frontage to Les Bas Courtils Road [circa 1992].



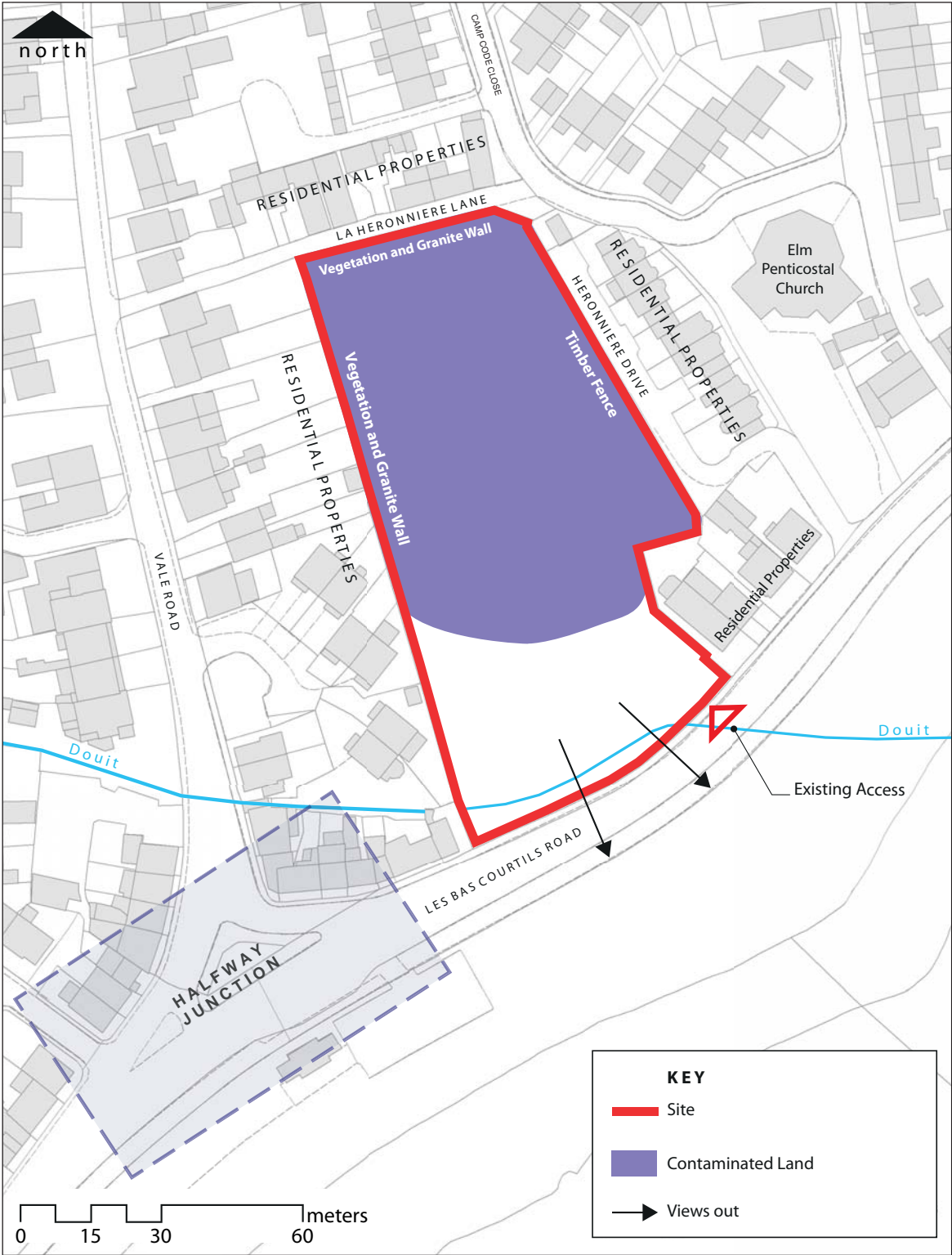


Figure 4 - Constraints and Opportunities.

Figure 4 provides a summary and illustration of the site constraints and opportunities.



Granite wall to North boundary.



East boundary/Heronnerie Drive.



Views out of Site.



View towards Halfway Junction.



Existing visibility looking North East.



Existing visibility looking South West.

3. Policy Context

- 3.1. The site is part of the Urban Area Plan settlement area. In principle a number of land uses would be acceptable. As the site is not in a Mixed Use Redevelopment Area and outside the Central Area of Town and the Bridge the provision generally of further new retail developments will be resisted.

UAP Ref.	Policy Relevance
GEN1	The proposed development will benefit the community by restoring and enhancing a vacant site and providing an employment generating use, housing and services to the surrounding area.
GEN2	The Development Brief provides guidance for the comprehensive development of the site.
GEN4	The quality of the urban environment should be enhanced by the redevelopment.
GEN5	The proposed development should relate well to its surroundings in terms of layout, scale, design and use of materials.
GEN6	The redevelopment should ensure that the amenity and character of the area is maintained.
GEN7	Detailed proposals should demonstrate how the local infrastructure can accommodate the redevelopment scheme. In particular, due to the size of the site and the potential of development to generate a large number of vehicles and/ or vehicle manoeuvring onto the inter-harbour route, there is a need for a Traffic Impact Assessment to demonstrate any proposed access arrangements or suggested improvements to the road network would be satisfactory.
GEN8	The redevelopment should create an environment that provides for safe and convenient access for all users, including the needs of the mobility impaired.

GEN9 Adequate levels of car parking and open amenity 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.

GEN10 Any risk to public health and safety and the environment associated with the redevelopment of this site will need to be fully addressed as part of the consideration of any formal development proposals. Further advice should be sought from the Waste Regulation Officer at Environmental Health & Pollution & Guernsey Health and Safety Executive.

GEN12 Care should be taken to ensure that the new development is not detrimental to the reasonable enjoyment of adjoining properties, particularly the relationship between existing residential and any proposed employment uses generating noise and disturbance.

DBE1 The development should achieve a good standard of overall design.

DBE 2 The development should make a positive contribution to the urban environment, in particular, strengthening the streetscape of the area.

DBE3 New buildings should generally conform to the height of surrounding buildings which are predominantly 2-3 residential storeys.

DBE4 The redevelopment proposals will be expected to incorporate a detailed landscaping scheme paying particular attention to the site boundaries with existing residential development together with a management programme to ensure future maintenance.

DBE 6 The site occupies a prominent position on the coast road; any development proposals should not adversely affect important public views of a landmark, the skyline or the sea.

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|--------------------------|--|
| HO1
& H02 | In considering the environmental characteristics of the site, the redevelopment scheme could contribute a limited provision of housing towards the front of the site. |
| H03 | Mixed use proposals for the site could include a limited amount of housing where appropriate. |
| HO11 | The housing provided should be of a size, form and type suitable for smaller households (i.e. no more than 2 bedrooms/4 habitable rooms). |
| HO12 | The needs of the mobility impaired should be addressed in the detailed design, particularly level access. |
| EMP1
& 2 | Provision of small scale offices offering direct service to members of the public could be considered along the front of the site. |
| EMP6 | The reuse of this brownfield site within the settlement area for light industry and storage & distribution with ancillary uses would be encouraged. |
| CEN2 | Generally, the provision of new retail developments on sites outside the Central Areas of Town and the Bridge will be resisted. |
| WWM1 | The redevelopment of the site should demonstrate adequate measures will be taken to prevent the risk of pollution to the water supply. |
| WWM5 | The redevelopment should include an acceptable surface water management plan, protecting the quality of the water supply and incorporating where appropriate sustainable urban drainage systems. |
| SCR1 | Mixed used proposals for the site could include community service facilities, where appropriate. |
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- 3.2. Whilst individual policies of the Urban Area Plan (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 preceding table. Potential developers/architects/agents are advised to refer to the specific policy wording in the UAP Written Statement in drawing up detailed development proposals.

4. Development Principles

4.1. This brief does not identify a specific use for the site. The Urban Area Plan would support, in principle, a number of different uses. The development principles serve almost irrespective of proposed uses and all the development principles (4.2 – 4) must be satisfied. Further principles may be necessary in order to guide the use or uses preferred by the developer. Early pre-application discussions with the Department are recommended in order to establish any further principles that may be specific to the proposed use.

4.2. Ensure proper and full remediation of the site.

4.2.1. A comprehensive scheme for remediation of the site is required, demonstrating to the satisfaction of the Environment Department, Health & Safety Executive and Pollution and Waste Regulation Officer that the site can be successfully redeveloped without posing significant risk to public health and safety. A full planning application for these works would be required to be submitted either prior to consideration of any future development of the site or as part of an application for planning permission for the entire site (see section 5).

4.2.2. Proposals should demonstrate that monitoring and management of the site will be on-going. This may include limitations on occupation particularly in relation to Zone B of the site (see figure 7, page 22).

4.2.3. While phasing of development may be allowable, remediation works for the entire site must occur prior to or in tandem with the first phase of development and must be completed prior to the occupation of a building or commencement of any uses on site.

4.2.4. An Environmental Impact Assessment is likely to be required in support of any future planning application for these remediation works (see 4.3).

[Urban Area Plan Policies GEN10, WWM1; WWM5]

4.3. Promote a viable and feasible development of the site with use(s) that comply with the objectives and policies of the Urban Area Plan.

4.3.1. The UAP policies do not support most office and retail uses. Most other uses would be considered. However, the significant constraints placed by existing contamination suggest it may be appropriate to consider different uses across the site (see figure 7, page 22).

- **Zone A** reflects the area to the south of the site that is not contaminated. A range of uses would be considered acceptable on this part of the site. For example housing and small scale offices offering services to visiting members of the public.
- **Zone B** reflects the area of contamination. On this part of the site, the uses are constrained in order to minimise the risk to the public by ensuring limited occupation for example, light industry and storage and distribution uses. Therefore residential development would not be acceptable.

Note: the extents of Zone A and Zone B shown on Figure 6 are approximate. The precise extents are to be determined by the developer.

- 4.3.2. Remediation of the whole site must be undertaken comprehensively. The application for the remediation could be part of an application for the comprehensive development of the site or be for planning permission for the remediation supported by an indicative plan for the development of the entire site. Once detailed plans for the remediation are granted planning permission, an application for outline permission for development could be considered, subject to the Department being satisfied that it would not constitute EIA development. Given constraints of the site, it may be possible that the site is developed with a number of uses over a number of phases.
- 4.3.3. Uses that do not comply with UAP policies will be resisted. Planning permission for such uses can only be approved as a minor departure under Part IV Section 12(2) of the General Provisions Ordinance. A minor departure may be considered where:
- A compelling case is made by the applicant
 - Such a use(s) are wholly supported by other States Departments
- For the avoidance of doubt, the Department may consider exceptionally, on a without prejudice basis, proposals for a petrol filling station on part of the site provided that these criteria are met.
- 4.3.4. Developers are expected to satisfy themselves that their proposed use(s) will obtain approval from building control. Appendix A provides comments from the Environment Department Building Control Team.

[Urban Area Plan Policies GEN1 & 2; HO1, 2 & 3, H011, EMP2; EMP6; CEN2, SCR1]

4.4. Encourage safe and appropriate vehicular, cycle and pedestrian traffic to, through and beyond the site.

- 4.4.1. Les Bas Courtil Road forms part of a strategic movement corridor from St Peter Port to The Bridge (the Inter-Harbour Route). Initial consultation with the Traffic Services Unit highlights significant constraints in respect of: new vehicle movements onto Les Bas Courtil Road; right turning manoeuvres into the site and visibility at the existing access/egress.
- 4.4.2. Redevelopment of the site should enhance, or at least must not adversely affect vehicular, pedestrian and cyclist movement in the vicinity of the site.
- 4.4.3. The Developer could explore options to alter the Halfway junction as part of a comprehensive scheme to provide safe access to the site without adversely affecting vehicle flows along Les Bas Courtil Road particularly if proposals for the site were to result in increased traffic movements in comparison to its previous use. In such cases conditions will be placed on any approval, and if appropriate covenants concluded requiring completion of the alterations to the Halfway junction prior to the occupation of a building or uses beginning on the site or prior to the commencement of works on site.
- 4.4.4. The developer could explore options for access/egress point off the north boundary (La Heronerrie Lane, Camp Code Lane). The Department does not encourage an access/egress point off La Heronerrie Lane, Camp Code Lane, but the developer may wish to pursue such options if they help to unlock the development of the site.
- 4.4.5. If a secondary access point is provided care must be taken to ensure it, and routes through the site are safe and secure; overlooked by buildings, and with appropriate lighting and boundary treatments to buildings.
- 4.4.6. Safety and security issues dictate that some uses (e.g. bus depot) require a closed site where the public are not able to move through the site. Other uses (e.g. residential) encourage movement through the site.
- 4.4.7. A planning application must be supported by a Traffic Impact Assessment that demonstrates the development will not adversely affect traffic movement along Le Bas Courtil Road.

[Urban Area Plan Policies GEN 7 & 8]

4.5. Respect the Character of the Site and its Surroundings.

- 4.5.1. Potential uses identified in 4.3 could produce a variety of building forms with different lengths, widths and heights. Therefore, this brief will not constrain the length or width of new buildings.
- 4.5.2. The site has a fine aspect to the south east, across Belle Greve Bay and towards Herm. Development of the site should be designed so that this aspect is integrated into the scheme to allow views from the buildings and external spaces wherever possible.
- 4.5.3. The existing buildings that front Les Banques, Les Bas Courtils Road provide a positive urban edge. The development of the site should reinforce this characteristic by providing building(s), of an appropriate scale/mass and height (see 4.5.6) which follow the established building line.
- 4.5.4. The urban grain of the surrounding area has been established by the historic development of the site. Initial development was predominately a urban block extending north and south from Les Bas Courtils Road to Camp Code Close/ La Heronniere Lane; and west and east between Vale Road and Camp Code Lane. The site forms part of an urban block approximately 160 metres by 120 metres although it has been eroded with cul-de-sac development built in the 20th century.
- 4.5.5. There is the opportunity to break this down and improve the permeability of the urban grain by connecting Les Bas Courtils Road with Camp Code Close/ La Heronnerrie Lane. However, as indicated in 4.4.4 above, the viability and feasibility of delivering this principle is questionable.
- 4.5.6. The height of the new buildings must not exceed or be less than the following:
- Buildings in Zone A should not exceed 7.8 metres (3 storeys x 2.6 metres per storey = 7.8 metres) to the ridge of the building; and should not be less than 5.2 metres to the eaves of the building.
 - Building in Zone B, the eaves of any building should not exceed 5.5m (2 storeys x 2.75); and the ridge of the roof of any building on the site should not exceed the ridge of buildings in the immediate context.
- 4.5.7. For the purposes of this brief 'immediate context' is deemed to mean the properties that front:
- Le Bas Courtils Road, from Vale Road to Camp Code Lane,

- Vale Road from Le Bas Courtils Road to La Heronnerrie Lane;
- La Heronnerrie Lane; and
- Camp Code Close [see photo's on pages 7 and 11]

4.5.8. Materials and their colour should respect the characteristics of the building in the surrounding area.

[Urban Area Plan GEN4, 5, 6 & 9; DBE1, 2, 3, 4 & 6]

4.6. Respect the amenity of surrounding residential properties.

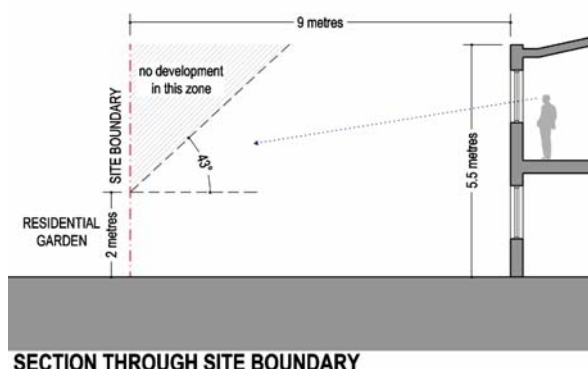
4.6.1. Restricting the height of new development to the maximum envelope set by 4.5.6 will help to reduce the impact of the development on the residential properties to the north, west and east boundaries. However, in order to ensure any new buildings are not overbearing and do not overlook the adjacent properties, new building(s) must be set an appropriate distance from the boundary:

- Walls or roofs with windows must be at least 9 metres from the north, east or west boundary;
- Walls or roof without windows must comply with the 2 metre/43 degree rules [Figure 5].

Note: The form of the buildings and windows must not be contrived to meet these principles and instead must be designed to respect the character of the surrounding buildings (for example see figure 6).

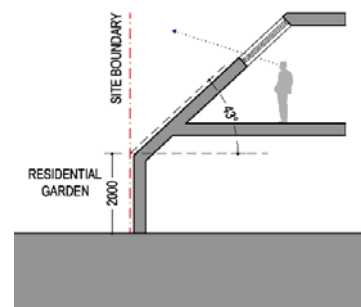
4.6.2. A specific use may generate noise, lighting or other pollution that could materially and adversely affect residential amenity. In such cases, it will be necessary for the layout, location and scale of buildings to be designed to reduce potential impact on residential properties wherever possible. Where it is not possible to 'design-out' potential impacts, measure to ameliorate should be used (e.g. acoustic fence).

[Urban Area Plan GEN6 & 12; DBE1].



SECTION THROUGH SITE BOUNDARY
Figure 5

The form of this building is not characteristic of the surrounding area and is contrived to meet the 2m/43 degree rule.



SECTION THROUGH SITE BOUNDARY
Figure 6

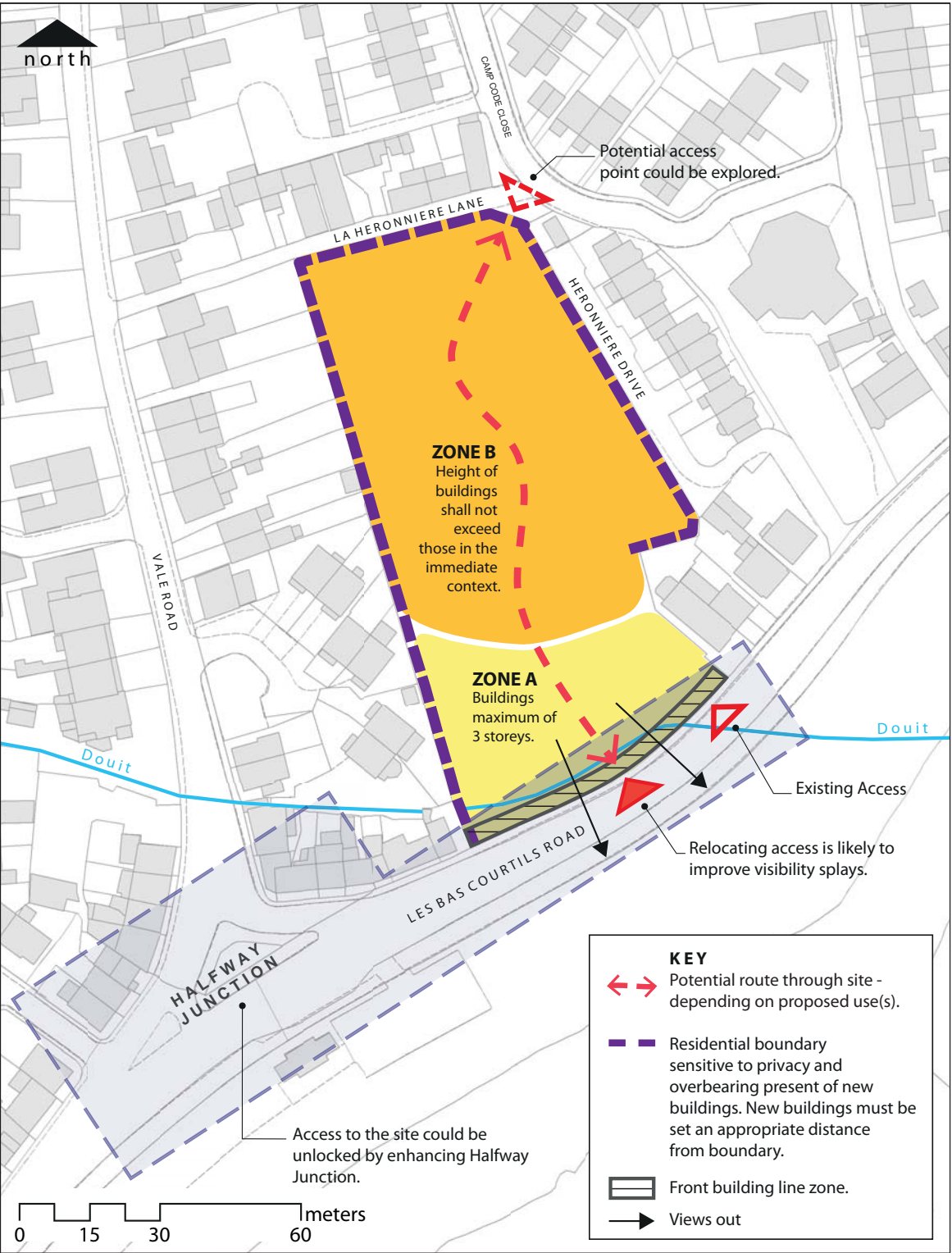


Figure 7 - Development Principles.

5. Environmental Impact Assessment.

- 5.1. The greater part of site is underlain by contaminated land and the remediation of such is paramount in deciding the form and use(s) of the development that may take place. The consultations on the Development Brief raise significant environmental issues which have to be resolved prior to the development of this site. Reports compiled in the 1990's have to be updated to assess changes in the past 15 years, the integrity of the engineering works evident on the site, and to address other work carried out on the site over that period.
- 5.2. The Land Planning and Development (Environmental Impact Assessment) Ordinance, 2007 defines where a detailed assessment has to be carried out on the likely environmental impact of a proposal and by which such effects can be identified and measured. An EIA informs decision making and by clear detailing of the likely environmental impact allows early consideration of ways by which to minimise impacts may be designed into the development. An EIA on a development proposal is commissioned by the developer.
- 5.3. The EIA Ordinance identifies EIA development in Schedule 1 (where an EIA is required) and Schedule 2 (where an EIA may be required following screening). Where development is 'EIA development' then only an application for planning permission may be considered. In consideration of the initial consultation responses to the preparation of the *draft* Development Brief, the Department anticipates that the engineering works to restore the site to a developable state likely to constitute EIA development. A full planning application should be submitted for these works. Once that work is completed, then the subsequent development above ground level would not necessarily constitute EIA development (the precise development may itself constitute EIA development or be subject to screening), and therefore allow consideration of an application for outline permission for the comprehensive development and subsequently phased development
- 5.4. It may be preferable for a single planning application to include the remediation and development in which case the design principles guide development on the basis that the remediation of the site is assured, (see 4.3.2 above).

Appendix A

Comments from the States of Guernsey Environment Department Building Control

A New Environmental Report would be required as gas levels will be different from the original readings given in the Report in 1995. The bore holes are still present for this investigation to take place.

Gas levels in the piles to be re-tested

The exiting pile construction is in excess of 30 metres deep, these have now been present for 20 years. Prior to new development taking place the piles will have to be retested.

As part of the initial investigation the current settlement on the site will need to be monitored.

Guidance for the safe development of housing on land affected by contaminated does not recommend domestic dwellings within half a kilometre of a contaminated site, obviously this would be impracticable and there are currently existing dwellings within this zone.

So to proceed and taking into our previous preliminary guidance report.

Zone A

Would require remedial works.

Monitored covered protection would be required.

With the correct detailing the development area could be used for housing.

Zone B

Would require remedial works.

Monitoring will be essential.

With the correct detailing and design there is potential for non-residential development.

The number of people based there or calling to the site should be kept to a minimum to ensure satisfactory management.

Minimum impact commercial development would be most acceptable.

Access to and from the site is a major consideration it would be preferable that the impact of traffic is kept to a minimum.

Management of monitoring the gas levels is also a major consideration.

FEEDBACK FORM

GT Cars Site, Les Bas Courtil Road Development Brief Consultation Draft

The Environment Department would be pleased to receive your views on this Draft Development Brief. The consultation process starts on 20th February until 16th March 2012. Please send the comments back to the address below.

Comments:

Please return this form to:

Environment Department
Sir Charles Frossard House
La Charroterie
St Peter Port
GY1 1FH

If you would like to discuss any aspect of this Draft Development Brief prior to submitting your views, please contact the Environment Department, Tel 717200 or send us an email to planning@gov.gg