

# Le Maresquet Development Framework

Supplementary Planning Guidance March 2019



Contents

1. Introduction..... 5

2. Site Overview..... 5

3. Planning Policy Context..... 5

4. Surrounding Area..... 6

5. Site Description..... 9

6. Site Analysis..... 10

7. Development Guidelines..... 13

8. Waste and Environment..... 17

Appendix 1: IDP Policy Relevance..... 18

Appendix 2: Vibration Impact Assessment (human impact) and Vibration Testing Report (structural impact)..... 20

Appendix 3: Environmental Noise Assessment (technical reports: 22227 R1D & 27550 R2)..... 20

Appendix 4: Traffic Impact Assessment (ARUP)..... 20





## 1. Introduction

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

**1.2.** A Development Framework is required for the site in accordance with policy MC2: Housing in Main Centres and Main Centre Outer Areas as the site exceeds 0.25 hectares (1.5 verges).

**1.3.** The Development Framework relates to the residential development of the site and does not consider other forms of development which may or may not be appropriate in this location.

## 2. Site Overview

**2.1.** The site is located within the parish of Vale, is a greenfield site and covers an area of approximately 7000 m<sup>2</sup> (0.7 hectares or approximately 4.3 Verges) in total and is located to the east of La Hure Mare Road and south east of Route Summerfield. It is bounded to the east by La Hure Mare Industrial Estate access road and to the south and west by industrial type developments, with the Guernsey Electricity Power Station visually dominating the area due to its scale and mass.

## 3. Planning Policy Context

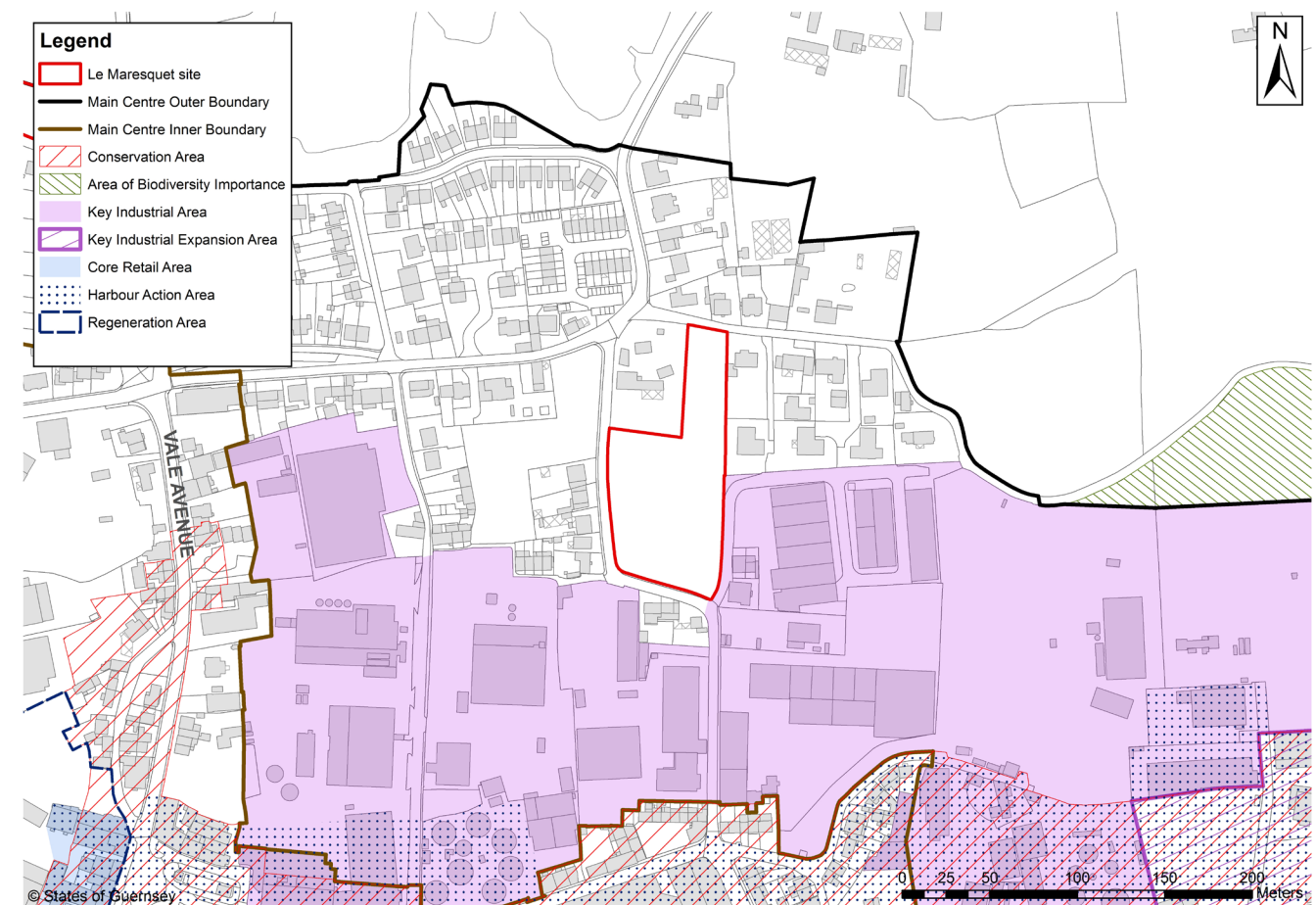
**3.1.** Under the policies of the Island Development Plan (IDP), this site falls within St. Sampsons/ Vale Main Centre Outer Area. It is also adjacent to a Key Industrial Area (see image 2). The site is not Important Open Land and as such Policy MC2 - Housing in Main Centres and Main Centre Outer Areas, supports new housing development where the development accords with all other relevant policies of the IDP, and where able to, the site provides an appropriate mix and type of dwellings.

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

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

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

**3.4.** The Development Framework also considers the 'Visions for St. Peter Port, The Bridge & St. Sampson's Harbour'.



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



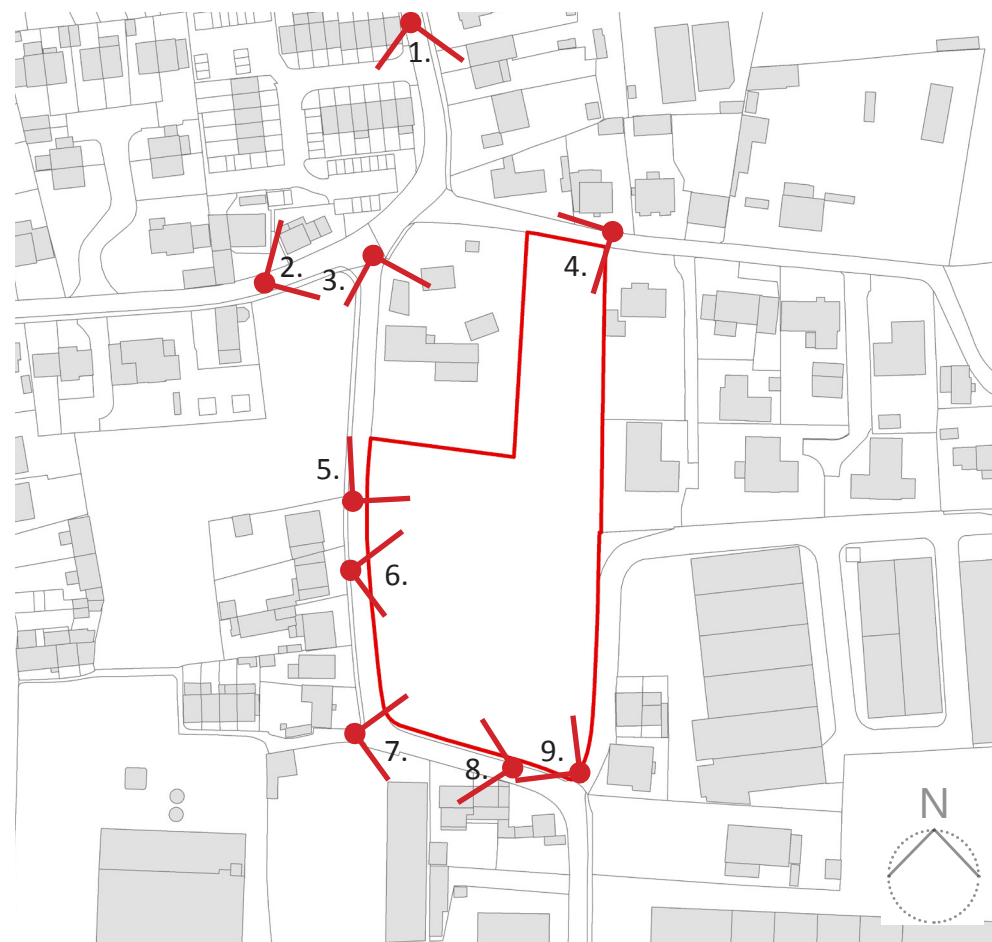
## 4. Surrounding Area

**4.1.** The site is surrounded to the north and east by housing and to the south and west largely by industrial and commercial uses. The site is in a contrasting landscape of small, low-rise dwellings and large industrial buildings. There is a historically significant (protected) farm immediately to the north-west (Le Maresquet).

**4.2.** The area is dominated by Guernsey Electricity's Power Station to the south west of the site.

**4.3.** Houses surrounding the site generally have pitched roofs and granite boundary walls and are a mix of 1-2.5 storey heights. Predominantly materials comprise of painted render, a mix of slate and tiled roofs and stone boundary walls. To the south and west industrial type buildings are clad in profiled metal.

**4.4.** The site is within a 5 - 10 minute walk of the Bridge Main Centre (approximately 500 metres) which provides a good range of shops and bus (current routes 11, 12, 91, 92 and P2), cycling and pedestrian links to town and the rest of the Island.



**Image 2:** Site plan with location of Viewpoints



1. View along La Juqueurs Road



2. View along Summerfield Road



3. View south along La Hure Mare Road



4. View west along Rue des Barras



5. View north along La Hure Mare Road



6. View east across the site



7. View west along La Hure Mare Road



8. View east along La Hure Mare Road



9. View east across the site



## Protected Buildings and Structures

**4.5.** There are no protected buildings within the Development Framework site boundary but several are located within close proximity to the site.

**4.6.** There are no protected monuments or protected trees in the immediate area but the area is of archeological interest.

**4.7.** Le Maresquet Farm, together with various farm buildings and a high granite boundary (shown in blue) is adjacent to the site (north-west). The property dates from the 16th Century and contains developments up to the 20th Century.

**4.8.** Other protected buildings that surround the site are generally 19th century individual houses and cottages.

## Landscape and Views

**4.9.** The surrounding area is relatively flat with a small number of native trees located adjacent to the boundary with Le Maresquet Farm.

**4.10.** Medium distance views into the site are possible from one notable landmark - Vale Castle.

**4.11.** Shorter views into the site are possible from the surrounding road network particularly from the south - La Hure Mare Road.

**4.12.** The Power Station is visible from the site.

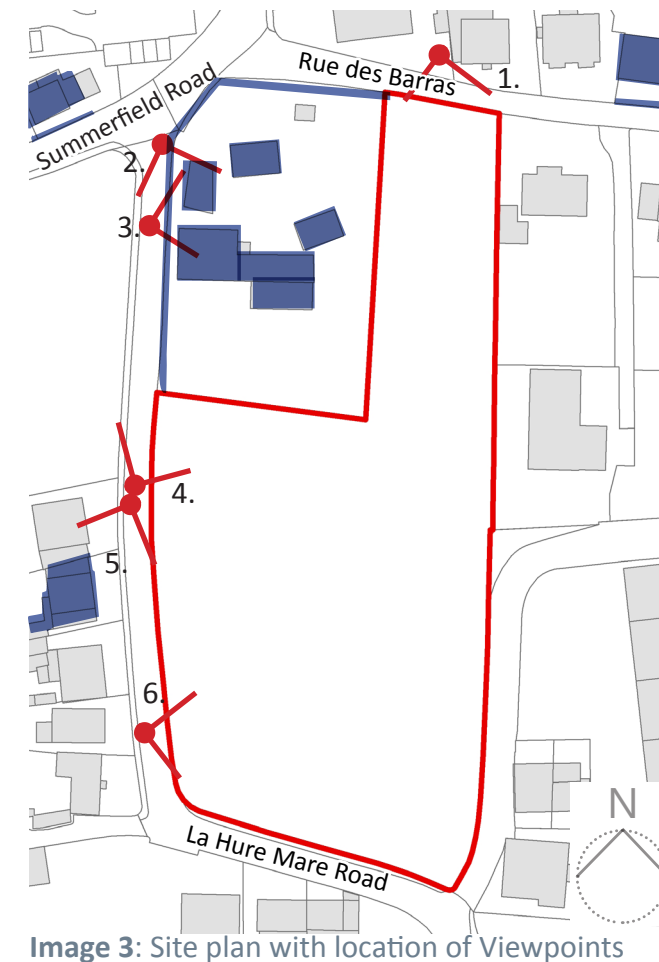


Image 3: Site plan with location of Viewpoints

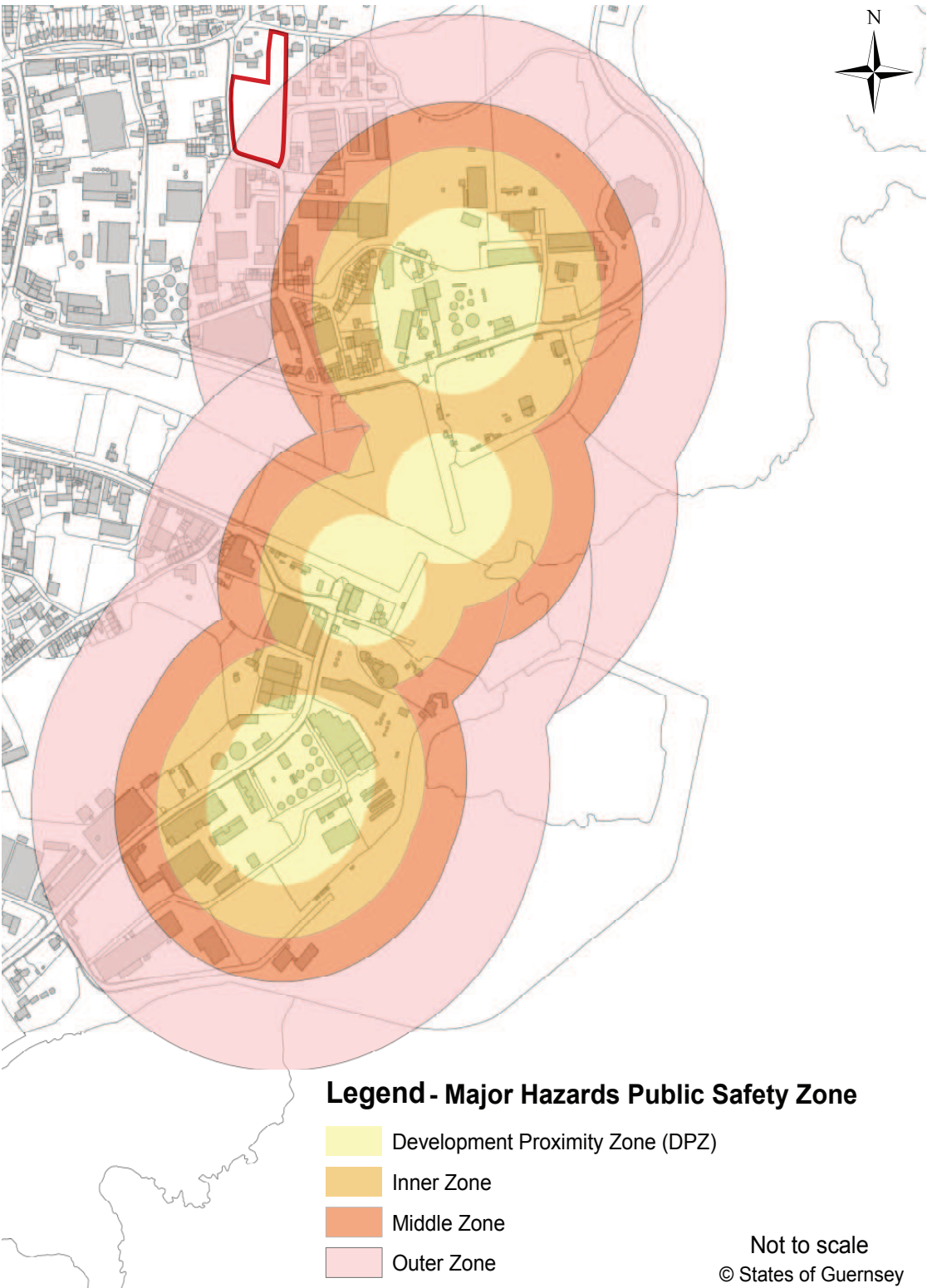


## Photo key:

1. View south from Rue des Barras, showing site
2. View south down La Hure Mare road showing entrance to Le Maresquet historic farm buildings
3. View into Le Maresquet main vehicle entrance from La Hure Mare Road
4. View north up La Hure Mare road showing protected roadside wall and gate to Le Maresquet
5. View south along La Hure Mare road, showing typical low-rise residential surroundings
6. View east towards La Hure Mare Industrial Estate, showing typical surrounding industrial buildings



Proximity to Power Station and Fuel Tanks



**Image 4:** IDP Annex IX Map 4: Major Hazards Public Safety Zone around fuel storage sites at Bulwer Avenue, St. Sampsons and Northside, Vale

**4.13.** The site is close to the Power Station and also in close proximity to the fuel terminal situated at Northside (image 4).

**4.14.** The proximity of the site to the Power Station results in potential for noise pollution and/or the effect of vibrations from the power station affecting both humans and structures proposed on the site. These issues are considered further in Section 6 of this document.



**Image 5:** Block Plan showing density and mixture of use type surrounding the site



## 5. Site Description

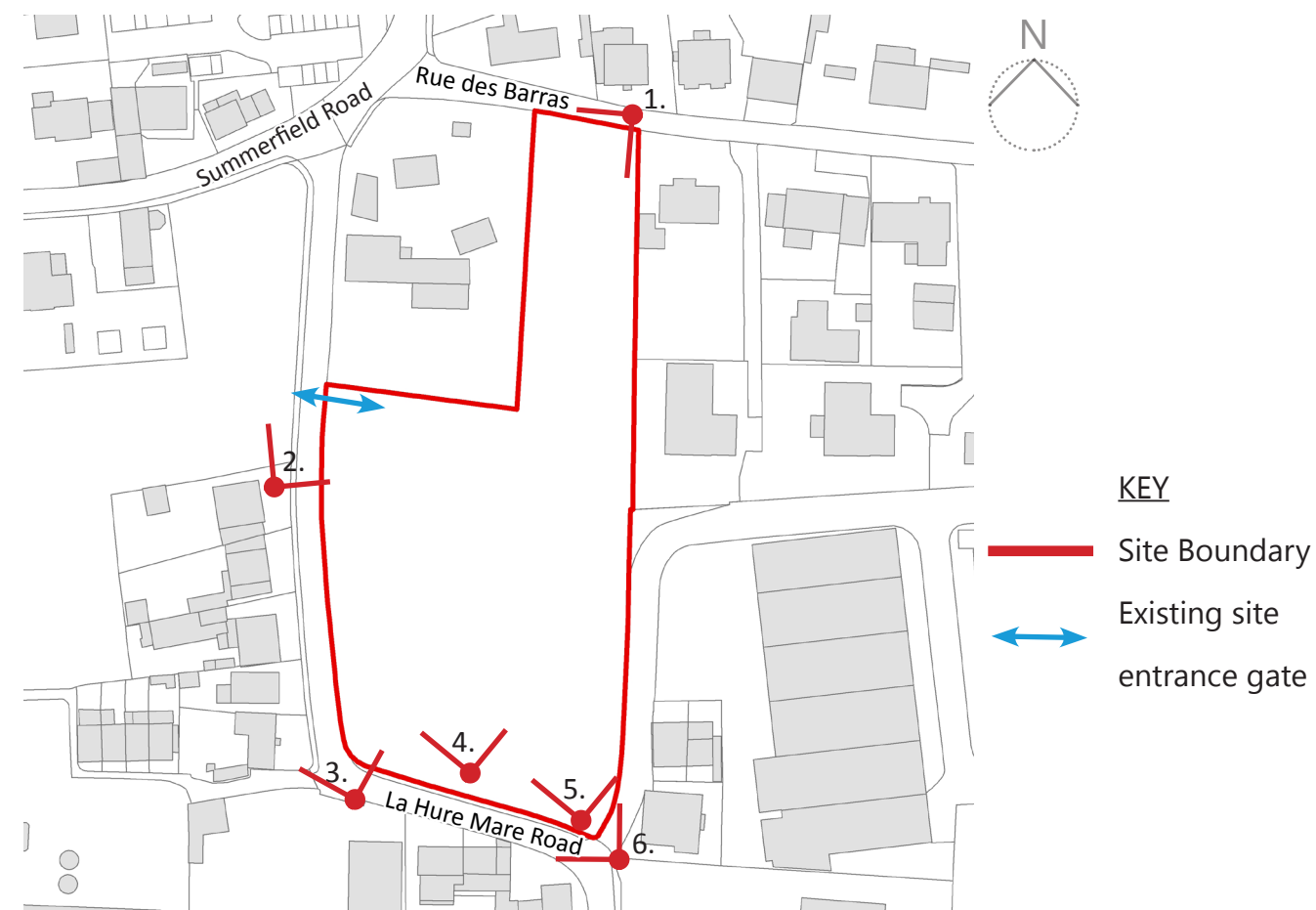
**5.1.** The existing 0.7 Ha (4.27 verges) site has predominantly been used for the grazing of horses but is presently occupied by a temporary storage compound. There are no existing permanent structures on the site.

**5.2.** The site boundaries are clearly defined, generally by 1.05 - 1.2m high granite walls to the east, south and west with a higher 2.65m granite wall to the north (see image 8). The site is open without any significant planting, is generally level with no identified flooding.

**5.3.** To the north west of the site is the Protected Building complex of Le Maresquet Farm and there are a number of other Protected Buildings to the west of La Hure Mare Road.

**5.4.** The main entrance to the existing site is along La Hure Mare Road (neighbourhood road). Part of the site is bordered by La Hure Mare industrial area and as such is in close proximity to noise and vibration generating activities.

**5.5.** The site has been identified as being of archaeological interest and some preliminary investigations have been undertaken. Findings suggested that there was some early bronze age activity on the site.



**Image 6:** Map showing location of viewpoints and existing site entrance



1. View of granite wall at north-east site boundary from Rue des Barras



2. Existing entrance gate as viewed looking north-east from across La Hure Mare Road



3. View of low granite wall at western boundary with La Hure Mare road from south-western corner



4. View of the compound from the south of the site



5. View from La Hure Mare Road looking north across site including the eastern boundary



6. View along La Hure Mare Road and low granite wall comprising southern boundary from south-east corner of site

## 6. Site Analysis

Proposals for development need to take into account the constraints and opportunities that the site presents.

The site is located within the Main Centre Outer Area, providing an opportunity for comprehensive development supporting existing services such as bus routes, the retail provision of The Bridge and infrastructure provisions within the area.

### Noise

**6.1.** To assess the potential noise impacts upon the site an environmental sound survey was carried out in October 2015. The report concluded that the sound climate of the proposed development site should not be a prohibitive factor to a residential development, provided that practicable noise control design and construction methods will be adopted. For instance the design should take into account the main sources of environmental noise and first design out and then mitigate the effects to any future residents.

**6.2.** The report concluded that, with careful design, appropriate outdoor amenity and indoor sound levels, compliance with BS8233:2014, is achievable. (For further details see the full report in Appendix 2).

**6.3.** Following the addition of a new generator at Guernsey Electricity, Sound Solution Consultants were asked in 2017 to further investigate the potential noise impact upon the site.

A further environmental sound survey was carried out on 24th/25th May 2017. The findings of this investigation are in the Technical Report 27550 R2, also in Appendix 2.

**6.4.** The report concluded that there have been no significant material changes to the sound climate as a result of the new generator and, as such, the findings of the original report remain valid.

### Vibration

**6.5.** The potential impact of vibrations on humans and future structures within the site was evaluated through a study, the conclusions of the reports are summarised below.

**6.6.** Initial investigations into the impacts of vibration on structures was carried out in 2015 which concluded that vibration levels do not pose an exceptional problem to the future development potential of the site.

**6.7.** Following works at the Power Station a further report investigating the impacts of vibration on humans was carried out in 2017. The report summarised that there is a low likelihood of adverse effects on humans from vibration. Sound Solutions also recommended that levels measured would likely be even less within buildings that are properly designed and engineered (For further details see the full report in Appendix 3).

### Major Hazards

**6.8.** The south east corner of the site is partially within the Major Hazards Outer Zone relating to the fuel terminal at Northside. Although in close proximity to the site residential development may be considered in this area (Annex 9 of the IDP).

### Access and Movement

**6.9.** To assess the potential impact of residential development on the surrounding road network a Traffic Impact Assessment (TIA) was carried out by transport consultants.

**6.10.** In terms of the potential impact of the development upon the surrounding road network, the assessment concludes that this will be negligible and that highway links would not be expected to have any capacity issues.

**6.11.** The opportunity for vehicle access into the site is identified from La Hure Mare Road.

**6.12.** The future design of the site also needs to take advantage of and provide a range of sustainable travel options including bus routes and pedestrian and cycle connectivity to the surrounding area.

### Built Heritage

**6.13.** There are several protected buildings close to the site. Development must consider the setting of the protected buildings in particular Le Maresquet Farm buildings and its roadside walls to the north-west. The open fields to the east and south of Le Maresquet Farm form part of its setting. The degree to which the setting will be affected will depend on the scale, form and appearance of development. Careful design is needed to minimise and mitigate any negative effect on the setting of the protected buildings.

### Archeology

**6.14.** There is known archaeological interest within the site and it is recommended that several areas of the site are opened up to allow archaeological interest.

### Drainage

**6.15.** There is no risk of flooding identified at the site or immediate area but surface water run-off arising from any future development should be dealt with effectively on site to avoid potential for flooding. Sustainable Urban Drainage (SUDs) systems should be incorporated to ensure that surface water run-off from the site is properly managed and controlled (Policy GP9).



## Site Analysis

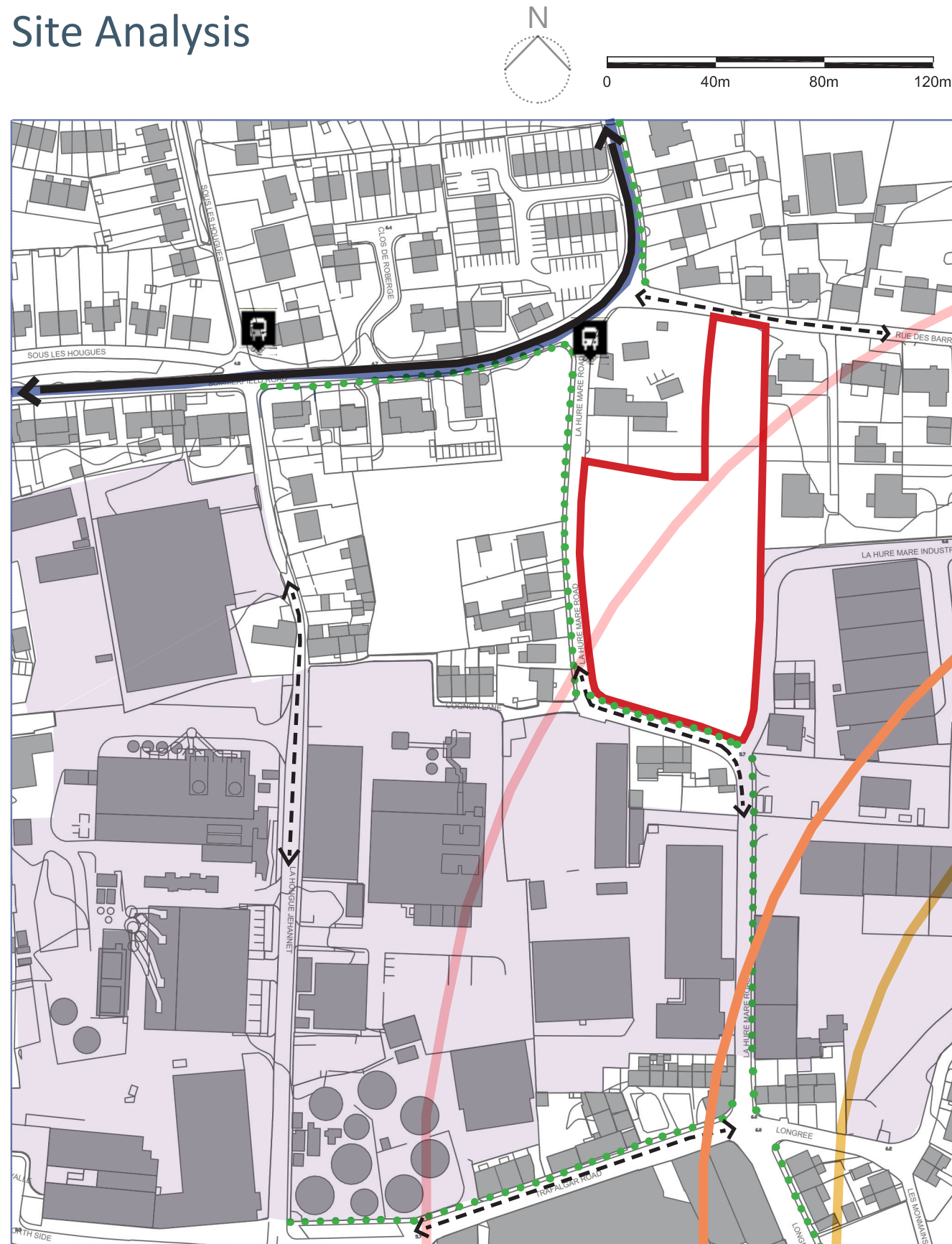



Image 7: Site Analysis

6.16. Proposals for the site need to take into account the constraints and opportunities that the area and site present to ensure that the layout and design respond to the specifics of the site.

6.17. The main constraints and opportunities associated with the surrounding area are:

- Character: The site sits within a contrasting landscape of small, low-rise dwellings, large industrial buildings, protected farm buildings and the Power Station.
- Connectivity: the site must retain connectivity with the Bridge. The site is currently well connected.
- Archaeology: The potential Archaeological significance of the site must be monitored.
- Surface Water drainage: Any development will need to be carried out in consultation with Guernsey Water and their future proposals for the area, also taking into account recent drainage works which have been undertaken to the site and its surroundings.
- Design: The site is of a size that presents an opportunity to include within the design areas of private and communal open space and public art to achieve a well-designed scheme, that represents the most effective and efficient use of the site.

### KEY

- |   |  |
|---|--|
| <span style="color: red;">—</span> Site boundary  | <span style="color: blue;">—</span> Bus routes 11 & 91   |
| <span style="color: black;">↔</span> Local Circulation Route  |  Bus stop |
| <span style="color: black;">- - -</span> Neighbourhood Road   | <span style="color: pink;">—</span> Major Hazards Outer Zone                                   |
| <span style="color: green;">...</span> Pedestrian Footpaths around site   | <span style="color: orange;">—</span> Major Hazards Middle Zone                                |
| <span style="background-color: #d3d3d3; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> Key Industrial Area | <span style="color: yellow;">—</span> Major Hazards Inner Zone                                 |

Site Analysis



Image 8: Site Analysis

- 6.18. The main constraints and opportunities associated with this site are:
- Protected Buildings: any effect on the setting of protected buildings will be balanced against the reasonable aspirations of the property owner and the social and economic benefits of the proposed development to determine whether the impacts are acceptable.
  - Access: proposed site access should not disrupt the flow of traffic within the area.
  - Connectivity: There is an opportunity to improve pedestrian connectivity and bicycle access within and around the site.
  - Overlooking: there is potential for overlooking in some parts of the site, which needs to be avoided or mitigated.
  - Biodiversity: There is little in the way of distinctive wildlife habitats on the existing site. There is an opportunity to improve the ecology and biodiversity. It is recommended that a baseline study of the existing ecology/biodiversity of the site is prepared in order to secure and measure an improvement in ecology/biodiversity.
  - Boundaries: The site is surrounded by a predominantly low level (1m - 1.2m high) granite wall, this provides positive enclosure between the site and the surrounding highways.
  - The Power Station: this can be seen to have a dominant effect upon the site. This has the potential to be perceived as a nuisance in terms of noise, vibration (refer to paragraphs 6.1-6.9) and visual impact.
  - The site and the land to the west are currently undeveloped which provides relief to denser surrounding development and the neighbouring properties with views over open land.
  - Rue des Barras has road frontage development, there is an opportunity to continue this as part of development proposals.
  - Houses surrounding the site generally have pitched roofs and granite boundary walls and are a mix of 1-2.5 storey heights.
  - The site is within single ownership and given its size development in phases is unlikely.

KEY	
	Site boundary
	Existing Tree Planting
	Potential for Overlooking
	Sensitive Boundary (setting of protected building)
	Pedestrian Footpaths around site
	Existing Site Access
	Road Frontage Development
	Potential For Noise Pollution
	Key Industrial Area
	Protected buildings
	Open land
	1 storey
	2 storey
	3 storey
	4 storey



## 7. Development Guidelines

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

### Housing density, type and housing numbers

**7.2.** Any development proposal must involve a comprehensive scheme for the whole of the site in order to make the most effective and efficient use of the land. The density and form of development shall be designed to integrate well with the overall character of the surroundings. New dwellings will be expected to respect the form, bulk and massing in the vicinity and be multi-storey in form.

**7.3.** Given that this site is large enough to accommodate a number of dwellings, the mix and type provided should be reflective of the demographic profile of households requiring housing based on the most up to date evidence available. The exact mix of sizes will be determined at the point of any planning application on the site, informed by the most up to date information such as Housing Needs Studies and other relevant information held by the States of Guernsey.

**7.4.** In terms of density and housing numbers, the exact number of units on site will depend on the detailed design response to the specifics of this site. Developments are expected to make the most efficient and effective use of land, however this does not mean that the entire developable area should be built upon. It is expected that proposals for development shall include the provision of private and communal amenity space to ensure that the proposal represents the best possible solution for the site in its context and achieves a high quality of design.

**7.5.** The density, form and layout of development shall be designed to integrate well with the overall character of the surroundings. New development will be expected to respect the form, bulk and massing in the vicinity and should therefore usually be 2-3 storeys in height depending on the suitable design and location of any higher element on the site.

**7.6.** For the site in question, it is anticipated the site would be able to accommodate a density range of 30-55 dwellings per hectare, which is approximately 21-38 dwellings on this site. However, it is important to note that this density and yield are indicative. The site may be able to yield more, or less dwellings, subject to meeting all the development and design guidelines set out in this framework.

**7.7.** There should not be a single uniform density across the site.

**7.8.** As the site is within a single ownership and given its limited size, it will be developed as a whole and not as phased development.

### Affordable housing

**7.9.** 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 in accordance with Policy GP11. Further guidance relating to the provision of affordable housing is set out in policy GP11 of the IDP and the Affordable Housing Supplementary Planning Guidance (December 2016). The exact percentage area of land for affordable housing to be provided in relation to a particular proposal will be determined at the point of decision on any planning application relating to the site, as transitional arrangements allow for reduced provision until 31st October 2019. 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](mailto:housing@gov.gg) or by telephoning on 01481 732500.

### Design

**7.10.** 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. Proportionate private and communal amenity space must be provided appropriate to the housing type (GP8).

**7.11.** Development on this site must show consideration to the relationship between and within the site and surrounding uses. Residential properties exist to the north, south, east and west with the majority of properties separated from the site by La Hure Mare Road. Residential development on the site must have regard for the industrial uses and Power Station to the south and west ensuring that the design of the development incorporates measures to mitigate against the noise and vibrations associated with the nearby Power Station.

**7.12.** A permeable active frontage should be created along the west and south boundaries with La Hure Mare Road, and on the north boundary with Rue des Barras which allows visual access across the site. Care is required to provide appropriate frontages to the highway. There is an opportunity to create a focal point in the southeast corner of the site. The development should seek to provide adequate spacing between buildings of an appropriate scale and mass to the locality in order to maintain views into the site.

**7.13.** In accordance with the recommendations from Sound Solutions Consultants Ltd. external spaces are to be designed to meet World Health Organisation health limits and guidance as well as BS8233:2014. Building components and internal spaces must meet the internal sound requirements of BS8233:2014.

**7.14.** The buildings must be located, orientated and designed following guidance from BRE Sounds Control for Homes and ensure that performance standards for internal sound levels within dwellings meet British Standard 8233 Guidance on sound insulation and noise reduction for buildings (2014). In particular, the most sensitive (south-western) facade of a future development on the site should meet and exceed WHO guidelines.

**7.15.** Options may exist which take into account constraints to carefully develop the rest of the site behind the frontage development (north, south, east and west elevations), and these options must include a sensitive response to the identified issues of overlooking, overshadowing and outlook, both in terms of existing residents of neighbouring properties and also residents of any new development on site.

**7.16.** Development proposals will be expected to demonstrate sustainable design and construction methods and techniques with particular reference to the design, layout and orientation of buildings, surface water run-off, renewable energy and the use of materials. Consideration should be given to the finishes and materials as well as typical forms of detailing used in the area, whilst not precluding the use of contemporary detailing and use of familiar materials to the streetscape in a contemporary way.

**7.17.** The aspect and topography of the site lends itself to locating and orientating buildings so that they face south and thus, in combination with the design of the facade, are able to maximise passive solar gains. This also lends itself to solar micro-renewable energy production such as solar tiles, photo-voltaics or solar hot water heating. Proposals for the incorporation of renewable energy installations into the design of the development is encouraged.

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

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

**7.20.** The site layout and design approach should consider Crime Prevention Through Environmental Design.

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

**7.22.** Development of the site also presents scope and opportunity to incorporate and enhance the public realm with proposals for public art. The site will be expected to include public art proposals, of a scale that is proportionate to the site. This should be considered at the earliest possible stages

of design to ensure that it appears and functions as an integral component rather than an add on feature. When considering the incorporation of public art into a development, consideration of the Guernsey Arts Commissioning Guidelines is encouraged in order to secure high quality public art that is an integral part of the overall design of a development.

**7.23.** Sustainable Urban Drainage (SUDs) systems should be incorporated to ensure that surface water run-off from the site is properly controlled (Policy GP9). The design of the development must avoid the discharge of surface water off site. A Surface Water Management Plan will be required as part of any application detailing the treatment, attenuation and discharge measures proposed. It is recommended that the use of Sustainable Urban Drainage Systems is incorporated in the design to ensure that surface water run-off is controlled effectively. SUD 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.

## Protected Buildings

**7.24.** The settings of all nearby Protected Buildings should not be negatively affected by the proposed development. Careful design is needed to minimise and mitigate this harm. Development proposals on the site should be carefully designed to take into account the setting of the Protected Buildings, for this reason it is considered that a buffer zone between any proposed development and the Protected Buildings is introduced to the east and south boundaries of the Protected Buildings within the development site. Appropriate boundary treatments may also lessen any effect on setting, particularly for the protected buildings to the northwest of the site, Le Maresquet Farm.

## Access and Movement

**7.25.** The Traffic Impact Assessment referenced in Appendix 4 has identified that the site is well served in terms of pedestrian, cycle and vehicle links and that the increased capacity of the site to an appropriate density in line with Development Framework principles should not create any significant road safety or traffic management problems, within the wider infrastructure.

**7.26.** Proposals must demonstrate compatibility with policy IP9: Highway Safety, Accessibility and Capacity where the road network must be able to cope with the increased demand resulting from the new development. All accesses (vehicle, pedestrian and cycle) must be designed to meet the minimum Traffic Engineering Guidelines for Guernsey and Part P of the Building Regulations. In particular the accesses must be designed to enable vehicles to enter and egress safely, including emergency and refuse collection vehicles, and to avoid conflict with pedestrian routes. The principal vehicle entry point to the site is identified as being along La Hure Mare Road taking into account the alignment of the road and providing appropriate visibility onto the carriageway.

**7.27.** Potential shared access between any new development and the existing neighbouring dwelling, Le Maresquet may be acceptable.

**7.28.** Safe access and egress must also be provided for pedestrians and cyclists to the site, this could take the form of a shared surface so long as it is suitably designed.

**7.29.** The site presents opportunities for improvements to pedestrian and cycle routes in the area. A new pedestrian access should be formed in both the north and south site boundaries onto Route des Barras and La Hure Mare Road in order to improve linkages for pedestrians in the area to access The Bridge.

#### Parking Requirements

**7.30.** In accordance with policy IP7: Private and Communal Car Parking, and Parking Standards Supplementary Planning Guidance, appropriate levels of parking must be provided on site for cars, motorcycles and bicycles having regard to the impact of such provision on the character and appearance of the locality and the functionality of the development. The parking standards are set out on pages 6 and 7 of the Supplementary Planning Guidance. Cycle parking should be considered at the outset of the design process and be covered, secure and easily accessible in order to comply with policy IP6: Transport Infrastructure and Support Facilities. Consideration should also be given to providing electricity charging points.

Parking for cars, cycles and motorbikes must form an integral part of the design of the external spaces and a comprehensive landscaping scheme. It is likely that the parking can be accommodated using 'on street' and/or 'rear courtyard' strategies. If rear courtyard parking is proposed then it needs to be carefully designed to ensure that it is safe and secure. The number of parking spaces provided per courtyard should be limited and will likely be controlled as part of a planning application.

#### Landscape Design and Biodiversity

**7.31.** A comprehensive landscaping scheme must be submitted as part of any proposal which should respect the local character, mitigate against the impact of development and improve the landscape character and biodiversity.

**7.32.** Tree and shrub planting should be of native species. The following species may be appropriate in this case: Ash, Silver Birch, Common Alder, English Oak, Scots Pine, Rowan, Field Maple and fruit trees. Suitable hedging might include Elder, Hawthorn, Holly and Grey Willow.

**7.33.** 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 Julia Henney at La Societe Guernesiaise early in the design process in this regard.












#### Utilities

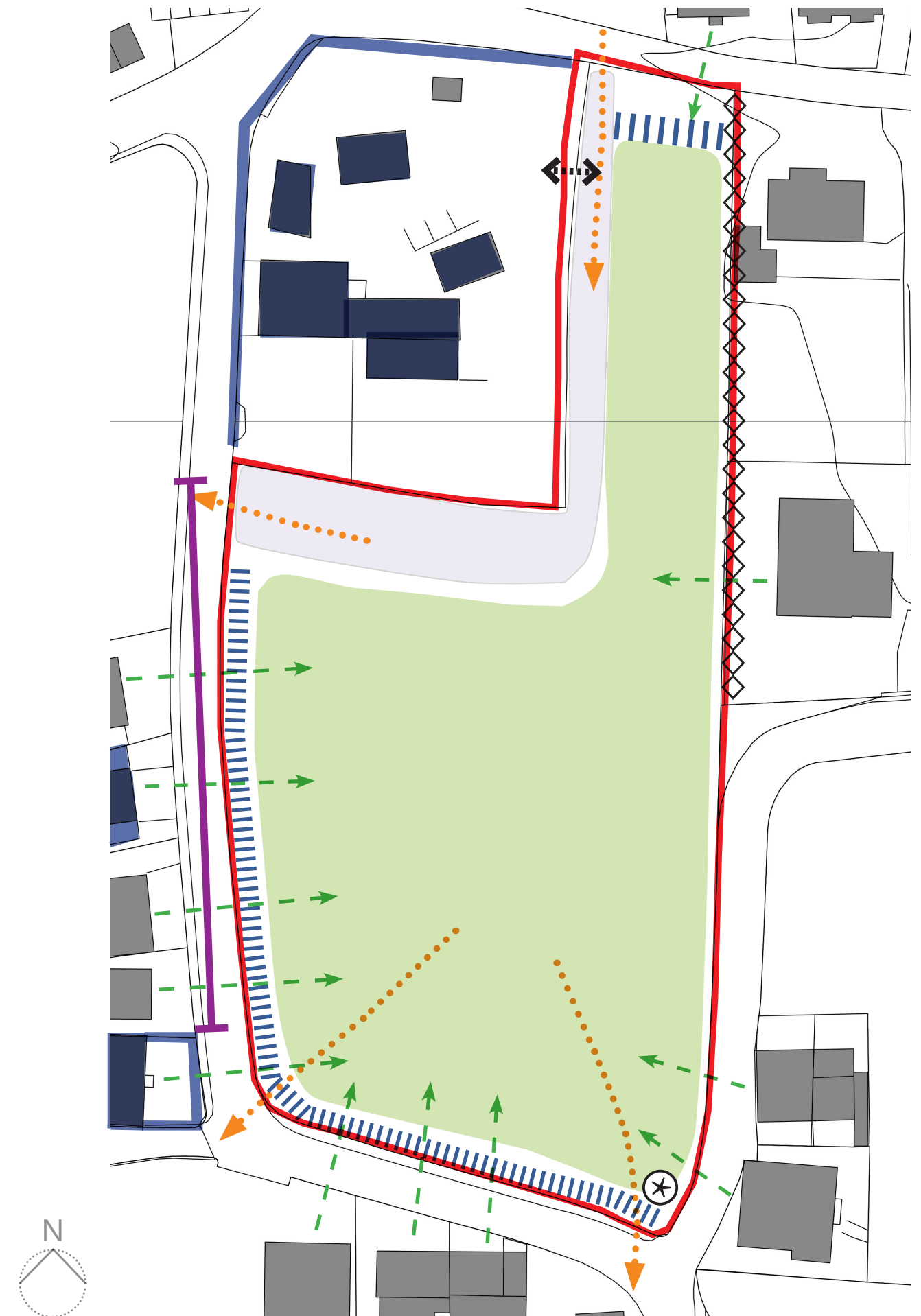
**7.34.** Adequate utilities must be provided to serve the proposed development, including power and water supplies and foul water drainage services. Consultation should be undertaken with the relevant utility providers early in the development process.

#### Archaeology

**7.35.** There is known archaeological interest within the site and it is recommended that several areas of the site are opened up to allow archaeological investigation prior to any development taking place on the site. Depending upon the outcome of these investigations, a watching brief may also need to be undertaken. Conditions in this respect will be added to any planning permission.

## Development Guidelines

- KEY**
-  Site boundary
  -  Indicative Developable Area
  -  Potential to link with adjacent property
  -  Development Buffer zone to protect setting of protected buildings
  -  Potential scope for 1 new vehicle, pedestrian and cycle access point
  -  Permeable Active Frontage
  -  Opportunity to create focal point to development
  -  Indicative pedestrian connectivity
  -  Protected buildings
  -  Potential for negative impact on residential amenity
  -  Views into site from neighbouring properties



**Image 9: Development Guidelines**

## 8. Waste and Environment

**8.1.** 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](http://www.gov.gg/planning_building_permissions).

**8.2.** Site Waste Management Plans apply to all aspects of a project, with the majority of opportunities for waste minimisation existing at the design phase. Information should be provided with a planning application on the amount and type of waste that will be produced during the course of a project and how waste will be reduced, reused, recycled, recovered or disposed of. This should be a living document, drafted from the conception of a project and being added to and evaluated until the completion of the development and submitted again to the Authority prior to occupation or use of any dwelling on the site.

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

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

**8.5.** Due to the potential size of the residential development of between 21 and 38 units a Construction Environmental Management Plan (CEMP) may be required but consideration of this will be given at the planning application stage.

**8.6.** The site size and the proposed use do not fall within schedule 1 or schedule 2 of the Environmental Impact Assessment Ordinance. The site is below the 1.0 hectare threshold for EIA screening. An EIA or an EIA screening for the site and its proposed use is therefore not required.



## Appendix 1: Summaries of relevant Island Development Plan policies

IDP Policy	Policy Relevance
<b>S1: Spatial Policy</b>	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 to maintain the vitality of these areas.
<b>S2: Main Centres and Main Centre Outer Areas</b>	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.
<b>MC2: Housing in Main Centres and Main Centre Outer Areas</b>	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.
<b>GP1: Landscape Character and Open Land</b>	Development must respect the relevant landscape character type within which it is set and must not result in unacceptable loss of any specific distinctive features that contribute to the wider landscape character and local distinctiveness of the area.
<b>GP5: Protected Buildings</b>	The particular special interest of the Protected Buildings (Le Maresquet Farm) including its special character, features and setting, must be considered so that, as far as possible, that special character is not adversely affected and is preserved in a manner which is proportionate to its special interest.
<b>GP7: Archaeological Remains</b>	This policy relates to the archaeological importance of a site. Development should assess the archaeological implications of proposals at an early stage.

<b>GP8: Design</b>	<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 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 in such a way that design features that support people being able to live in their own homes for as long as possible can be easily added in the future when required.</p> <p>Development should also provide adequate areas for storage of refuse and recyclable materials.</p>
<b>GP9: Sustainable Development</b>	<p>The policy is wide-ranging and includes requirements for sustainable design and construction with reference to the design, layout and orientation of buildings and surface water drainage, renewable energy and use of materials. Hard landscaping should include the use of permeable paving and other Sustainable Urban Drainage Systems (SUDS). The design of soft landscaping can also help in accordance with this policy.</p> <p>Development of 5 or more dwellings will require a Site Waste Management Plan.</p> <p>The Site Waste Management Plans planning advice note can be found here - <a href="http://www.gov.gg/planning_building_permissions">www.gov.gg/planning_building_permissions</a>.</p>
<b>GP10: Comprehensive Development</b>	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.

<b>GP11: Affordable Housing</b>	<p>Developments which result in a net increase of 20 or more dwellings are required to provide a proportion of the developable land for affordable housing. This site as a whole will be within one of the affordable housing requirement bands. The exact percentage area of land for affordable housing will be determined at the point of decision on any planning application relating to this site.</p> <p>The most up-to-date Housing Needs Survey or Housing Market Survey, as well as the Housing Waiting Lists (available from States of Guernsey Housing) will be used to determine the type and tenure of affordable units required.</p>
<b>GP18: Public Realm and Public Art</b>	Any proposal should consider the relationship between the development and the public realm and is expected to enhance where possible. Public art can take the form of an integral part of a development or as a standalone feature.
<b>IP1: Renewable Energy Production</b>	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.
<b>IP6: Transport Infrastructure and Support Facilities</b>	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 and through the site must be incorporated to take opportunity to increase connectivity and create links and public through routes where appropriate.
<b>IP7: Private and Communal Car Parking</b>	<p>The parking standards for the IDP are set out in the Supplementary Planning Guidance: Parking Standards and Traffic Impact Assessment. For residential development in the Main Centre Outer Areas the car parking standards are in section 6. The standards are maximums and the development would be expected to be within these standards.</p> <p>Provision will need to be made for secure covered bicycle parking for residents and visitors.</p>
<b>IP9: Highway Safety, accessibility and Capacity</b>	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.
<b>IP11: Small Scale Infrastructure Provision</b>	Proposals for small-scale infrastructure provision will be supported where this would contribute to the maintenance and support of efficient and sustainable infrastructure, the applicant being required to demonstrate that the sharing or co-location of facilities, buildings, apparatus and support structures is not practically possible.

## Additional Appendices

2. Environmental Noise Assessment (technical reports: 22227 R1D & 27550 R2)
3. Vibration Impact Assessment (human impact) and Vibration Testing Report (structural impact)
4. Traffic Impact Assessment (ARUP)

These documents can be found on the Development Framework page on the States of Guernsey website - [www.gov.gg/developmentframeworks](http://www.gov.gg/developmentframeworks)



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

**Have you visited our website?** Go to [www.gov.gg/planningandbuilding](http://www.gov.gg/planningandbuilding) for additional guidance material and other planning information, including how to request a pre-application discussion.

This SPG is issued by the Development & Planning Authority to assist understanding of the provisions of the Island Development Plan (2016) and, where applicable, relevant legislation, by offering detailed guidance but is not intended to be exhaustive or a substitute for the full text of legislation or the policies within the Island Development Plan (2016). This SPG does not form part of the Island Development Plan (2016). It represents the Development & Planning Authority's interpretation of certain provisions of States of Guernsey policy or legislation. The guidance is indicative of the Development & Planning Authority's likely approach to development proposals in relation to the site in question and is not binding on the Development and Planning Authority. This SPG does not prejudice the Development & Planning Authority's discretion to decide any particular case differently according to its merits and it does not relieve the Development & Planning Authority of any obligation, restriction or liability imposed by or under the Land Planning and Development (Guernsey) Law, 2005. Copies of the text of the Island Development Plan (2016) are available from Sir Charles Frossard House and also available electronically online at [www.gov.gg/planningpolicy](http://www.gov.gg/planningpolicy). Copies of legislation are available from the Greffe. Electronic copies are also available at [www.guernseylegalresources.gg](http://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](mailto: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.