

DEVELOPMENT BRIEF

FORMER BUS GARAGE
LE GRAND BOUET
ST PETER PORT



ENVIRONMENT

A STATES OF GUERNSEY GOVERNMENT DEPARTMENT

April 2005

CONTENTS

INTRODUCTION	Page 2
POLICY CONTEXT	Page 3
THE SITE AND ITS CONTEXT	Page 5
DEVELOPMENT GUIDELINES	Page 8
Access and traffic	Page 8
Density and general form of development	Page 8
Layout of development	Page 9
Neighbour amenity	Page 10
Landscape requirements	Page 10
Conservation interest	Page 10
Services and infrastructure	Page 10
Implementation:- ground conditions, potential contamination & remediation	Page 11
ANNEX 1	Parking standards – Extract from Urban Area Plan
ANNEX 2	Amenity – Extract from Urban Area Plan

INTRODUCTION

This Development Brief relates to the site of the former Guernseybus garage and an adjoining smaller parcel of land to the east, and has been formulated by the Environment Department in conjunction with Lovell Ozanne and Partners, Architects. 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.

The site is currently being considered for residential development by the Guernsey Housing Association.



POLICY CONTEXT

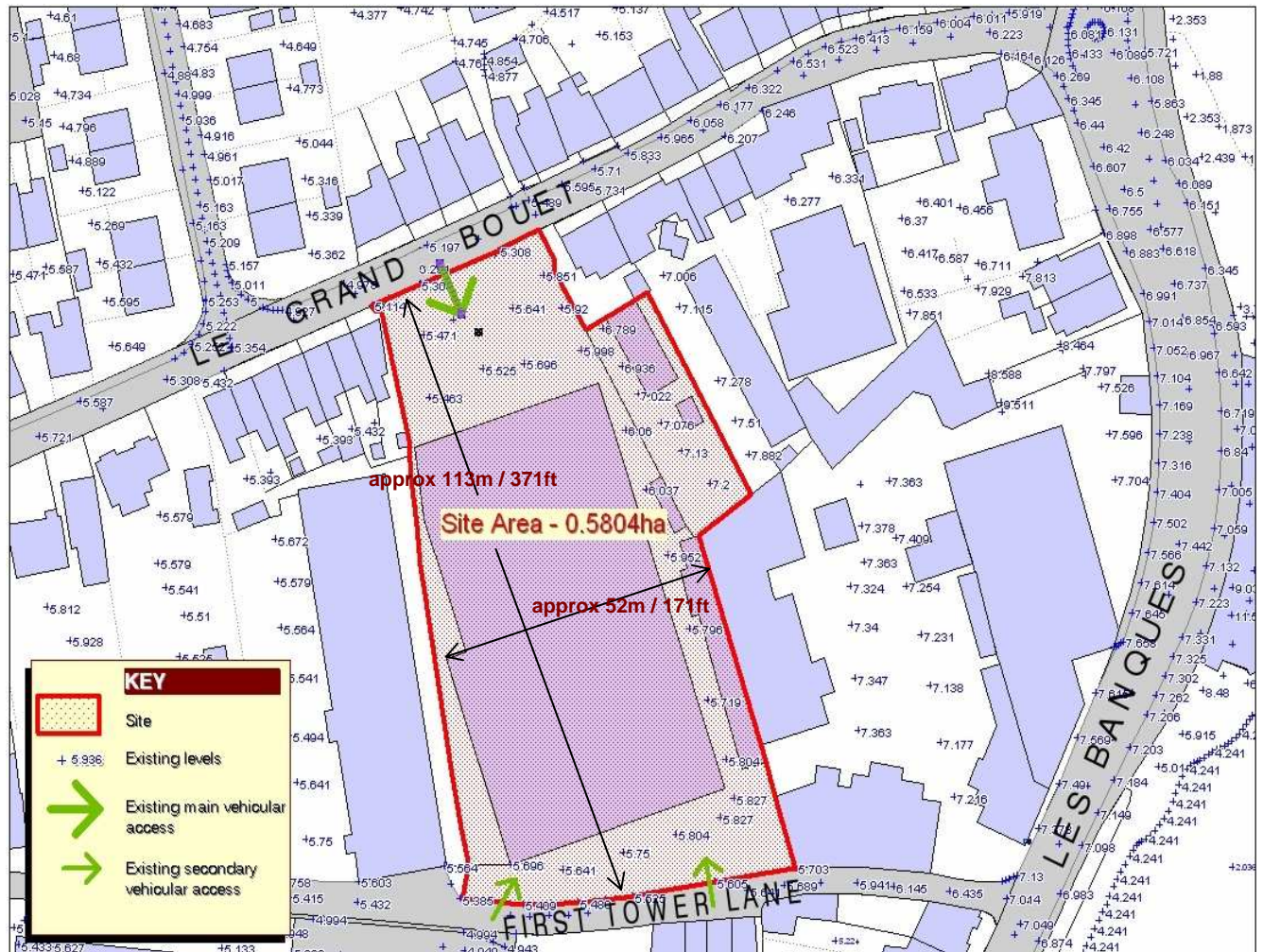
Whilst individual policies of the Urban Area Plan should not normally be taken out of context, the policies that are particularly relevant to this site are listed in the Table below. The policy reference should be used to find the appropriate policy in the UAP Written Statement. The table indicates the relevance of each policy to the site.

UAP Reference	Policy Relevance
GEN1	The proposed development will benefit the community by providing new dwellings for the Guernsey Housing Association, would result in the beneficial re-use of an existing previously developed "brownfield" site and would be well related to the existing pattern of urban development, local facilities and transport links.
GEN2	This development brief provides guidance for the comprehensive development of the site, whilst taking into account the desirability of providing access to adjoining land parcels so as not to prejudice or inhibit possible future development opportunities in the locality.
GEN3	The new development should be in sympathy with and respect the landscape setting of the area.
GEN4	The quality of the built environment shall be enhanced by the new development.
GEN5	The design challenge will be to deliver a high quality architectural solution which responds to the urban design context of the site. Appropriate choices in terms of siting, layout and scale of buildings in relation to their surroundings, and in relation to the materials to be used, will be important considerations.
GEN6	Granite walls on the boundaries of the site are distinctive features of local character that should be retained.
GEN7	The roads and services in the area are adequate to cope with the new development. The Department will consider the need for a Traffic Impact Assessment to be carried out in conjunction with any planning application for development of the site.
GEN8	Adequate vehicular access to the site from Le Grand Bouet shall be provided, and the opportunity taken to provide a safe and convenient pedestrian route through the site.
GEN9	Adequate levels of parking and amenity space/outlook should be provided. Although the provision of parking and amenity space should normally comply with UAP Annexes 2 and 3 (copied extracts appended to this brief), the guidance will be interpreted flexibly where this would result in a better development being achieved.
GEN10	Satisfactory measures for the remediation of localised contamination will be required
GEN11	The Department will take into account the need to, where appropriate, create opportunities for public enjoyment, including suitably located and designed public or communal areas.
GEN12	Care should be taken to ensure that the new development is not detrimental to the reasonable enjoyment of adjoining properties, for example by virtue of significant overlooking or overshadowing.
DBE1	The development should achieve a good standard of overall design, in accordance with the general principles set out in Policy DBE1, and make a positive contribution to the urban environment.
DBE2	The development shall make a positive contribution to townscape quality in terms of layout, density, height, massing, architectural quality, materials and landscaping. Opportunities should be taken to create urban spaces and public views and to create a safe and attractive environment for residents and visitors.
DBE3	New buildings will be expected to generally conform to the predominant height of surrounding buildings.
DBE4	The Department will require proposals to incorporate a comprehensive landscape scheme for public/communal areas and to help integrate the development with its surroundings
Continued overleaf...	

UAP Reference	Policy Relevance
DBE9 & EMP9	The existing garage can be considered to represent a "bad neighbour" use in this location. Having regard to the site constraints and the substantial benefits that will accrue to the community through redevelopment of the site, there are no objections to the demolition of the existing building. The granite boundary walls are characteristic features that should be retained.
DBE10	There is no current evidence of archaeology on the site. However, prior to work commencing, it would be desirable to provide an opportunity for survey work and a small trial excavation to be carried out to determine any buried archaeology.
HO1	The development will contribute to meeting the requirements for housing provision in the Urban Area.
HO2	The development must be of an acceptable standard in terms of design, density and amenity.
HO9	The development will significantly increase the number of housing units on the site.
HO10	The UAP encourages the raising of housing density on urban sites such as this to reduce pressure on greenfield sites. The density of development will, however, be constrained by height limitations, amenity considerations, parking requirements and the achievement of a satisfactory design and townscape quality.
HO11	The majority of housing provided should be suitable for smaller households.
HO12	The needs of the mobility impaired should be considered in the design of the dwellings.

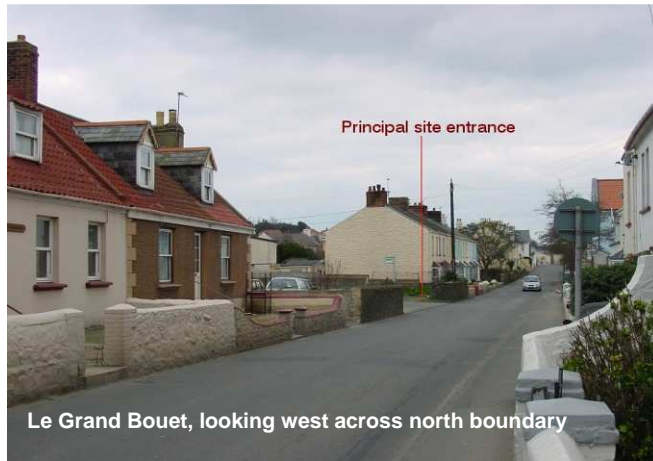
THE SITE AND ITS CONTEXT

The site is within a Settlement Area defined in the adopted Urban Area Plan (Review No.1), as approved by the States on 31 July 2002. Land to the south, beyond First Tower Lane, is included within the Bouet Mixed Use Redevelopment Area, for which an Outline Planning Brief has been adopted by the States.



The site is approximately 0.58HA (1.433acres / 3.54 vergees) in area overall, and comprises the former Guernseybus garage site, which is presently occupied by a large industrial shed used as a garage for the parking and maintenance of the public omnibus fleet, along with a further smaller parcel of land to the east of this which is presently occupied by a single storey dwelling with its private garden.

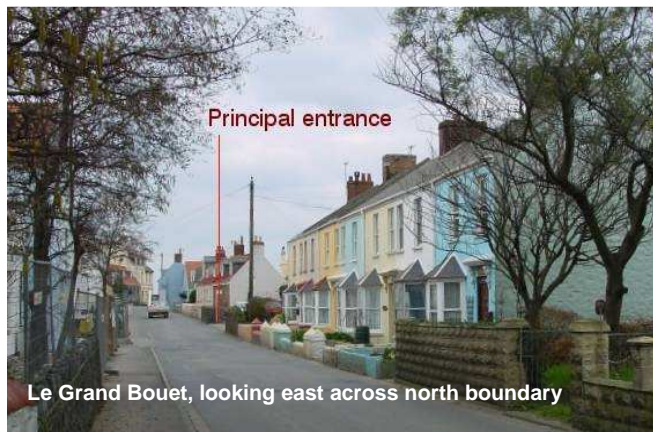




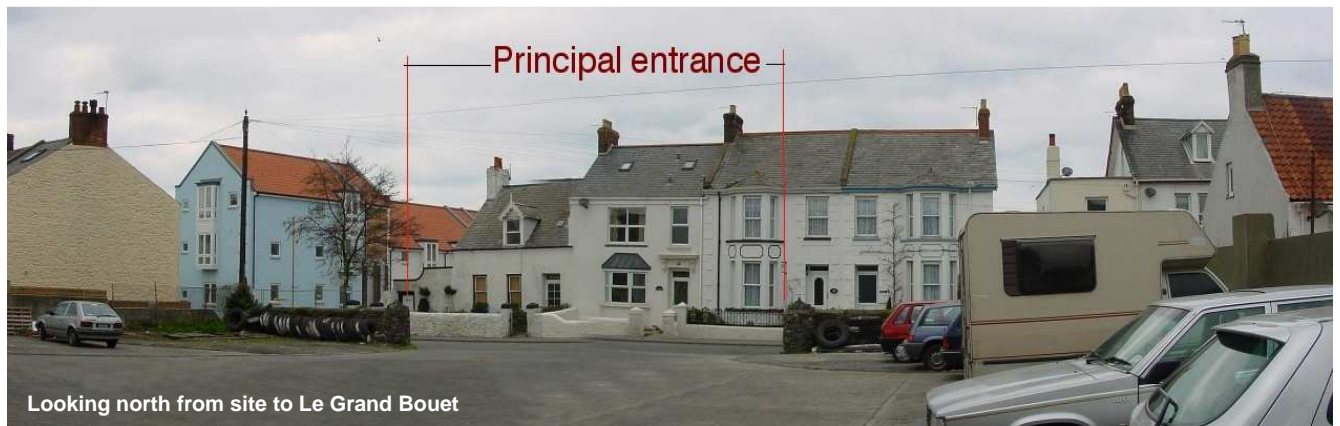
The site is generally level, rising slightly to the centre. There are no existing public rights of way or access on the site.

The principal access to the bus garage site is currently from Le Grand Bouet to the north. The existing, wide opening is flanked by low granite walls.

Secondary access is also currently available onto a parking area adjacent to First Tower Lane.



Adjoining residential development to the east and west of the site and opposite to the north of the site on Le Grand Bouet is of mixed, largely traditional, character. This comprises one and a half storey cottages to the east, two storey terraced housing to the west, and mixed one and a half, two and two and a half storey houses opposite the site.



Notable is the recent residential development fronting Le Grand Bouet opposite the site to the north west.





Retail warehouse adjacent to west of site



First Tower Lane / retail warehouse

To the rear of the terraced housing to the west is a substantial single storey retail warehouse. This adjacent building extends southwards to First Tower Lane, from which access to those premises is presently taken.

To the south, on the opposite side of First Tower Lane and separated from the road by a high granite boundary wall, is car parking associated with nearby office uses within the Bouet Mixed Use Redevelopment Area. Adjoining this parking to the east and fronting onto First Tower Lane is a terrace of four dwellings, known as Beechworth Terrace.



Office car parking to the south

To the east of the bus garage site is the Tramsheds site which contains a mixture of industrial uses and includes garaging for Island Coachways within the main buildings. The Tramsheds site also contains a retail unit and is accessed from Les Banques.



Entrance to tramsheds from Les Banques

To the north of this, bounded to the north and east by the rears of residential properties fronting onto Le Grand Bouet and Les Banques, is an area of undeveloped land used in part as domestic gardens associated with those dwellings and also containing the remnants of a number of semi-derelict horticultural glasshouses.



View west across tramshed site and derelict glasshouses to north of tramshed site

Traditional, high granite walls that largely bound the Tramsheds' site make a significant contribution to the character of the area.



DEVELOPMENT GUIDELINES

Access and Traffic



Due to the limited width of First Tower Lane and the poor sightlines at its junctions with both Les Banques and Le Grand Bouet, vehicular access from the site onto First Tower Lane will not be permitted.

Vehicular access to the site shall be taken from Le Grand Bouet, subject to normal access design criteria, including provision of adequate sightlines of 2.4m by 33m minimum in both directions, being satisfied.

Roads within the development shall be of minimum width commensurate with the safe passage of traffic. Shared surfaces with pedestrian priority should be used where it is practical to do so. The development should be designed to incorporate a safe and convenient pedestrian link between Le Grand Bouet and First Tower Lane.

The Department will consider the need for a Traffic Impact Assessment to be carried out in conjunction with any planning application for development of the site. A Traffic Impact Assessment is likely to be required, depending on the number of dwellings proposed.

The potential for providing access to adjoining land parcels will need to be considered and where practical appropriate linkages should be incorporated within any development so as not to prejudice or inhibit possible future development opportunities in the locality.

Density and General Form of Development

The density and form of development shall be carefully designed to assimilate with the overall character of the surroundings. New buildings will be expected to generally conform to the predominant height of surrounding buildings.



The overall density of development on the site shall be a minimum of fifteen dwellings per acre. The density of development will be constrained by height limitations, amenity considerations, parking requirements and the achievement of a satisfactory design and townscape quality. At least 60% of the accommodation provided shall have no more than two bedrooms per home (i.e. 4 habitable rooms or less).

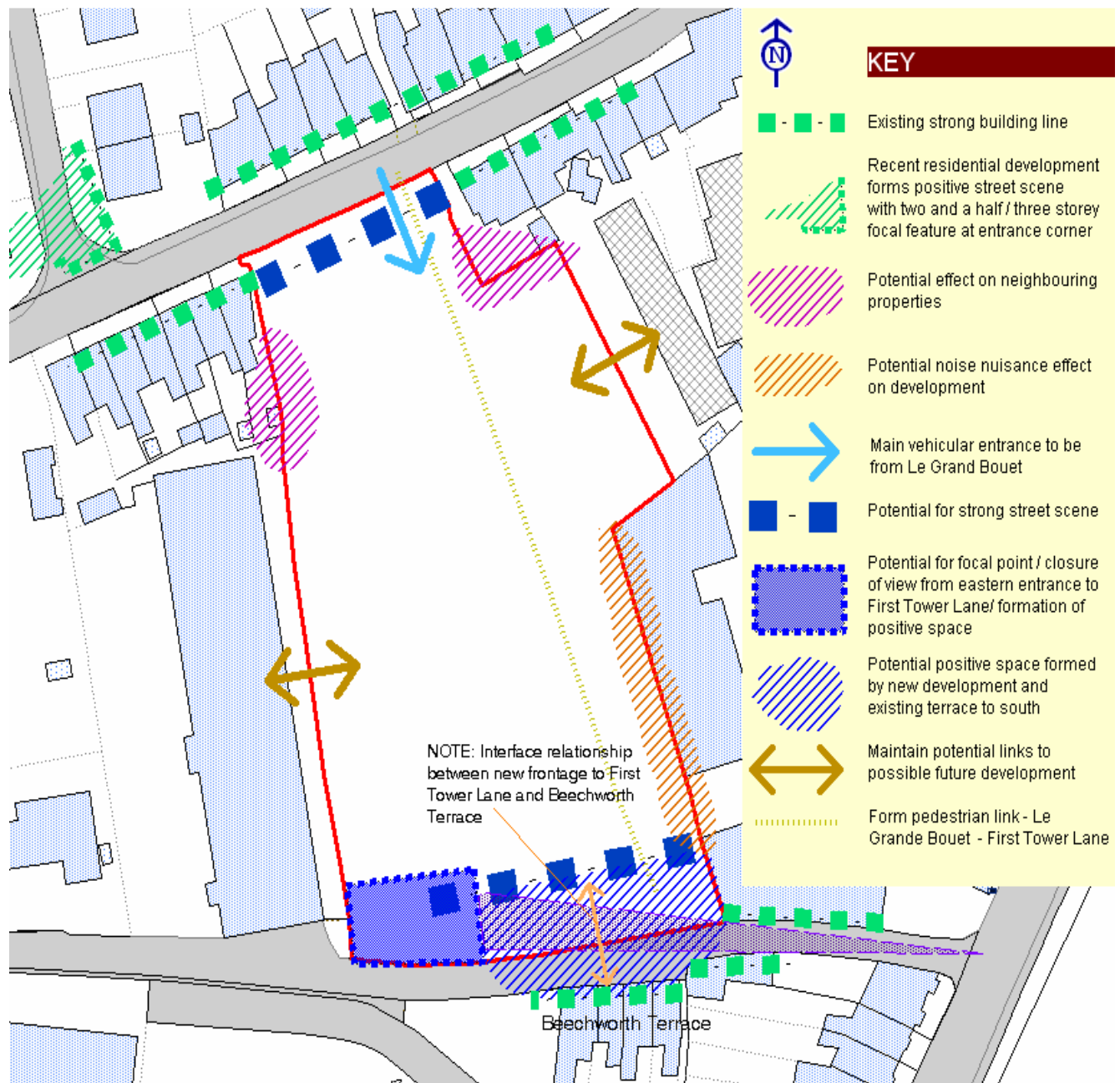
Adequate parking and amenity space/outlook shall be provided within the development to conform to normal standards (*Refer to Annex 1 and Annex 2 of this brief for relevant extracts from the Urban Area Plan*).

Account shall be taken of potential noisy activities/processes within the adjoining industrial site to the east, and development proposals shall be designed accordingly to ensure that an adequate standard of amenity for future residents is achieved.

Layout of Development

The layout of the development shall be carefully designed to create a high quality residential environment that relates well to its urban context.

Proposals should aim to create frontages of buildings to Le Grand Bouet to the north and First Tower Lane to the south. The frontage to Le Grand Bouet shall generally not exceed two storeys in height, and the frontage to First Tower Lane shall generally not exceed three storeys in height. There may however be scope to exceed these heights in particular circumstances to provide variation and interest, for instance to create a focal point. Variation of building lines will also be considered where appropriate to create open space and/or take account of neighbouring properties, particularly on First Tower Lane.



Within the site, proposals should aim to create cohesive, well-contained and high quality spaces. A series of inter-linked courtyards may be an effective method of achieving this.

Neighbour Amenity

The development shall be carefully designed to protect the amenities that occupiers of adjoining residential properties might reasonably expect to enjoy. Particular care will need to be taken regarding the relationship of new development to the front of Beechworth Terrace and rear of existing housing to the east of the site on Le Grand Bouet.

Landscape Requirements

A high quality scheme of landscaping will be required for the site as a whole with particular regard to the spaces within it.

Conservation Interest

There are no known nature conservation issues in connection with the site.

There is no current evidence of archaeology on the site. Prior to work commencing, it would be desirable to provide an opportunity for survey work and a small trial excavation to be carried out to determine any buried archaeology.

Services and Infrastructure

Guernsey Water has confirmed that the site is situated outside the Water Catchment Area but that there are, however, two matters which would need to be addressed if development on this site proceeds:

- Any soil or subsoil which is contaminated by hydrocarbons (see also Implementation below) must not be moved to anywhere within the Water Catchment Area. Soil remediation work must also be undertaken outside the Water Catchment Area. Remediated soil or spoil may only be used within the Water Catchment Area if it is proved that contamination no longer exists.
- The developer must consult Guernsey Water regarding the supply of mains water to the site.

The Public Services Department, having consulted with Guernsey Technical Services, has advised that, with regard to foul water drainage, the existing sewer in First Tower Lane is a combined sewer, which has a history of surcharging in times of heavy rain. Foul water from the development must therefore be directed to discharge to the north of the site into the foul water sewer in Grand Bouet.

As far as surface water is concerned, the developers must keep surface water completely separate and investigate methods of discharging through the Red Lion Pumping Station.

Details of all foul and surface water sewers in the area are available at Guernsey Technical Services, for reference by prospective developers.

It is recommended that prospective developers contact the Director of Environmental Services at Guernsey Technical Services and the Building Control Section of the Environment Department to discuss relevant details of the design of the development in relation to foul and surface water drainage at an early stage.

Implementation: - Ground Conditions, Potential Contamination and Remediation

Given the nature of the previous use of the site, there exists the possibility of ground contamination (e.g. by heating oil or diesel). Development proposals shall include provision for appropriate site investigations and remediation, having regard to current best practice. Further consultations with the Environmental Health Department of the Health and Social Services Department and the Building Control Section of the Environment Department will be required.

It is known that there is an old filled quarry within 250m of the site and therefore investigation should also be carried out with regard to the possibility of potential methane gas contamination of the ground in that area.

The ground is low-lying and was once possibly reclaimed from the sea, consequently it is furthermore recommended that a full ground investigation survey be carried out in order that appropriate foundations may be designed for the development of the site.

ANNEX 1

Extract from UAP – PARKING STANDARDS

Parking standards

The parking standards apply to both new build and change of use applications. They are not inflexible. Variations will be allowed depending on the individual characteristics of each site. The criteria for assessment will include:

- the built environment
- on street parking capacity and proximity to public car parks
- access and amenity implications for other residents
- highway safety
- type of development proposed
- accessibility to the Central Areas by foot or bicycle
- level of public transport provision

All floor area relates to gross floor area (GFA) or, where stated, public floor area (PFA). Policies GEN9, HO4, EMP3, 6, 7, 11, 13, 14, and 15, CEN1 and 6, and SCR6 of the Plan refer specifically to parking standards.

Type of Development	Standard Required	
	Central Areas	Rest of Plan
HOUSING		
Less than 3 habitable rooms	Assessed on merits	1 space per dwelling
3 to 4 habitable rooms	1 space/dwelling	1 space/dwelling allocated to the dwelling plus 1 space per dwelling in the form of adjacent communal parking
5 to 6 habitable rooms	1 spaces per dwelling allocated to the dwelling plus 1 space per dwelling in the form of adjacent communal parking	2 spaces per dwelling allocated to the dwelling
Above 6 habitable rooms	2 spaces per dwelling allocated to the dwelling plus 1 space per dwelling in the form of adjacent communal parking	3 spaces/dwelling allocated to the dwelling.
Sheltered housing	8 space/10 dwellings (of which at least 1 space/2 dwellings to be provided as adjacent communal parking) + 1 space for warden	8 space/10 dwellings (of which at least 1 space/2 dwellings to be provided as adjacent communal parking) + 1 space for warden
Hostels and residential establishments	Assessed on merits	1 space/3 occupants
RETAIL		
Shops	Assessed on merit	1 space/20 sq metres
Public houses/ Restaurants	Assessed on merit	1 space/8 sq metres PFA
OFFICES		
Professional services	Assessed on merits	1space/ 70 sq. metres
Other offices	1 space/100 sq metres	
INDUSTRIAL PREMISES		
General developments	Assessed on merit	1 space/50 sq metres
Wholesalers	1 space/25 sq metres up to 200 sq metres and 1 space for every succeeding 30 sq metres	1 space/20 sq metres
Distribution warehousing	1 space/50 sq metres	1 space/50 sq metres

OTHERS		
Hotels	1 space/bedroom and provision for restaurants, bars, function rooms	1 space/bedroom and provision for restaurants, bars, function rooms
Function Rooms	Assessed on merit	1 space/4 sq metres PFA
Cinemas/ Theatres	Assessed on merit	1 space/30 sq metres PFA
Churches/Halls	Assessed on merit	1 space/20 sq metres PFA
Medical Health Centres	4 spaces/consulting room plus 1 space/2 staff members	4 spaces/consulting room plus 1 space/2 staff members
Others (not specified)	Assessed on merit	Assessed on merit
SPECIAL NEEDS - parking spaces for disabled people		
Employment premises	1 space where total space is 10-20 2 space where total space is 20-50 5% of total spaces, where total is 50-200 2% plus 6 spaces, where total is 200+	
Retail, Recreation Community and Education	1 space where total space is 10-20 2 space where total space is 20-50 6% of total spaces, where total is 50-200 4% plus 4 spaces, where total is 200+	
CYCLE PARKING		
Cycle parking provision will be sought in conjunction with new developments, both for employees, and the public as appropriate. For retail, commercial and industrial premises, as well as places of assembly it is recommended that one secure (loop type) cycle parking stand be provided for every 10 car parking spaces. A higher level of provision may be appropriate for facilities likely to attract a high number of trips by cycle. All long stay cycle parking (ie. that provided for residents or employees as opposed to shoppers, users of leisure facilities, etc) should be both covered and secure where this is practical and possible. Where spaces are to be provided for customers, visitors or the public, these should be located in a convenient location with good visibility. The standards relate to "Sheffield" racks (or similar).		
PFA	- public floor area.	
Communal parking	- provision within the proposal dedicated to the development concerned.	

ANNEX 2

Extract from UAP – AMENITY

What are residential amenity guidelines?

They are flexible guidelines to ensure that residential development provides the occupants with a satisfactory quality of living environment.

Policies HO7, HO9, EMP2 and SCR6 of the Plan refer specifically to 'residential amenity'. Several other policies refer to the more general concept of 'amenity'.

You will note that no rigid standards are set. This is because the IDC believes that the imposition of strictly enforced standards does little to encourage innovation and often results in bland, regimented developments taking place. All cases should be treated on their individual merits with, of course, full reference to the policies of the UAP and to the characteristics of the site and its surroundings.

For example, an upper floor flat in the centre of Town will not normally be able to achieve the same level of amenity as a large detached family house on the edge of Town. Similarly, a dwelling resulting from a conversion or change of use of a building not originally designed for residential use would not be likely to have the same level of amenity provision as a purpose built dwelling. The location, original design of buildings and the density, urban grain and general form of neighbouring developments all have a significant bearing on the scale and nature of amenity provision for any given dwelling.

The lack of specified standards does not mean that the IDC will tolerate poor development forms with insufficient amenity space nor those that would result in unacceptable overlooking, overshadowing or loss of outlook. These guidelines will help to ensure that new developments are planned and built to offer a comfortable and healthy living environment without harming the amenities of neighbours.

The amenity objectives

Amenity objectives relate to those basic conditions that can make life more pleasant for occupants of housing. The IDC has specific objectives relating to; - privacy, outlook, open space, and daylight.

Privacy

Privacy afforded by habitable rooms and in particular, main living rooms and private sitting-out areas should be protected from other dwellings and from people using public areas. This can usually be achieved through good design principles.

Outlook / Open Space

All forms of housing should have easy access to some form of open space. This may take the form of a garden, balcony or, particularly in the case of flats, a pleasant outlook. A combination of these may also be acceptable.

Walled patios or private courtyards may be considered where there is only limited space available.

The availability of nearby informal recreational areas may be taken into account when looking at the suitability of open space provision, particularly in the case of flats in the Central Areas.

Daylight

All dwellings should be able to receive an adequate amount of daylight within habitable rooms. It is also important that new developments do not result in insufficient daylight for existing dwellings.

The IDC does not, however, expect all dwellings to have rooms that receive direct sunlight, although attempts should be made to try and ensure that a principal room, garden, balcony or communal open space can receive direct sunlight, if at all possible.

How can the objectives be achieved?

The easiest way to comply with the amenity objectives is to ensure that the design and layout of the building itself incorporates sensible measures to provide and protect the amenities of occupiers and neighbours alike. This is known as a 'design solution' and should always take preference over less satisfactory ways of achieving the objectives such as screen fencing or simply placing buildings a minimum distance from each other.

There are various ways in which the objectives can be met, with the most appropriate option being determined by the particular site characteristics and the surroundings. It may be the case that a combination of measures is required or even an innovative solution to overcome a unique problem. Given below are some of the more common methods of securing the amenity objectives through design solutions; -

- Direct views of the habitable rooms and private open space of neighbouring dwellings can be avoided by the careful location and orientation of habitable room windows and balconies.
- Adequate 'interface' distances, increasing the distance of windows and doors from boundaries, screening or high-level windowsills can be used where capable of being integrated in the overall design. The use of obscure glazing alone to achieve privacy will not, normally be considered to be acceptable.
- Locating active areas such as play equipment and pools away from the habitable rooms of neighbouring dwellings, and ensuring that quiet areas such as bedrooms are located away from potential sources of noise can reduce disturbance.
- It will usually be possible to ensure that garden areas and at least one main window receive sunshine during at least part of the day and that new developments do not result in permanent shade.
- Gardens will be more private if they are situated to the rear or, where appropriate the side of the dwelling.
- Well designed and generously proportioned interiors with a pleasant outlook can sometimes compensate for limited outdoor amenity spaces and vice versa.
- The orientation and internal layout of individual dwellings can help to maximise the amount of daylight within habitable rooms as well as helping to achieve an adequate level of privacy.
- Developments involving flats should include secure, covered storage facilities and enclosed refuse storage within the grounds. Such facilities should form part of the integral design of the development.

End Note

These amenity objectives should not be taken out of context. Instead, they must form an integral part of the thought process behind all residential development schemes if they are to be successful.

Innovation and novel design solutions will be encouraged in order to achieve the various objectives without resulting in bland, uniformity of development.

If you are planning an extension to your home, it may be helpful if you talked through the proposals with your neighbours first, in order to iron out any potential amenity conflict.

Officers of the IDC will be happy to offer advice and guidance on your proposals, before you submit an application for planning permission.



ENVIRONMENT

A STATES OF GUERNSEY GOVERNMENT DEPARTMENT
