
Former Esso Site, Bulwer Avenue St. Sampson

Development Brief



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PREFACE

1. Purpose

1.1 The purpose of this Development Brief is to provide detailed planning guidance for the development of the former Esso site, Bulwer Avenue, St Sampson.

1.2 The Development Brief is in two parts. Part One provides the background to the proposed development; Part Two sets out the development guidelines to be adopted and provides guidance on what the Environment Department considers should be included in any detailed planning application(s) for the site.

1.3 It provides a basis on which developers can prepare plans and financial programmes. It also sets out the principles of development that should be adopted by developers including: land uses, layout, design and access.

1.4 The site is located within the Bulwer Avenue/Longue Hougue Key Industrial Area. On account of its size, location and ease of access it represents a very important asset for the future of the Island's industrial sector. Therefore, given these characteristics, including being above the 0.5 hectare (3 verges) size threshold, a development brief is required.

1.5 The brief will also assist in meeting the following key policy objectives of the States of Guernsey:

- To realise a comprehensive development of the site;
- To achieve a good overall development which enhances the Key Industrial Area and recognises the importance of the site's prominent frontage location at Bulwer Avenue;
- To satisfy the general policy principles set out in the Urban Area Plan-Review No.1;
- To recognize any public health and safety aspects associated with new employment uses;
- To ensure that the public's views are taken fully into account in finalising the brief.

PART ONE: BACKGROUND

2. Policy Framework

2.1 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 following 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.

UAP Reference	Policy Relevance
GEN1	The proposed development will benefit the community by providing an employment generating use at an established industrial area of Bulwer Avenue, St Sampson.
GEN2	The Development Brief provides guidance for the comprehensive development of the site.
GEN4	The proposed development should have no adverse impact on the existing built environment.
GEN5	The proposed development should be of a good quality in terms of its design and the materials to be used and buildings should be of appropriate siting, layout and scale in relation to their surroundings.
GEN7	Roads and infrastructure requirements should be considered carefully in the context of the adequacy of existing roads and utilities to cope with additional demand. The need for a Traffic Impact Assessment should be considered in respect of any future planning application for the site.
GEN9	Adequate levels of parking should be provided in accordance with guidance in Annex 2 of the UAP.
GEN10	Any risk to public health and safety and the environment, associated with new employment uses into this area will need to be addressed as part of the consideration of any formal development proposals. (Further advice should be sought from the 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 emissions and disturbance.

UAP Reference	Policy Relevance
DBE1	The development should achieve a good standard of overall design and make a positive contribution to the urban environment.
DBE9	Existing buildings and features that do not contribute to the character and appearance of the site will be considered for demolition.
DBE10	Developers should assess the archaeological implications of any proposals and carry out relevant investigations.
EMP5	The new development should be for business and industrial uses in accordance with Key Industrial Area status that require purpose built industrial premises. It is important that prime industrial land is safeguarded for manufacturing and other appropriate business use.
EMP8	As part of the Longue Hougue Industrial and Reclamation Area future priority uses include: waste management facilities, industrial uses with a high environmental impact, general industrial and port-related industrial uses.
ETL1	Any proposed development should have consideration to the longer term implications of any new harbour facilities development which may occur.

3. Site Description

3.1 The former fuel depot is located on the southern side of Bulwer Avenue, St Sampson and covers an area of approximately 0.67 hectare. (4.1 verges) The site is bounded to the north-east and south-east by a builders' merchant and boat builders respectively within the Longue Hougue industrial area. A detached two-storey house (Furzedown) lies on the opposite side of the Longue Hougue (road) junction with Bulwer Avenue.

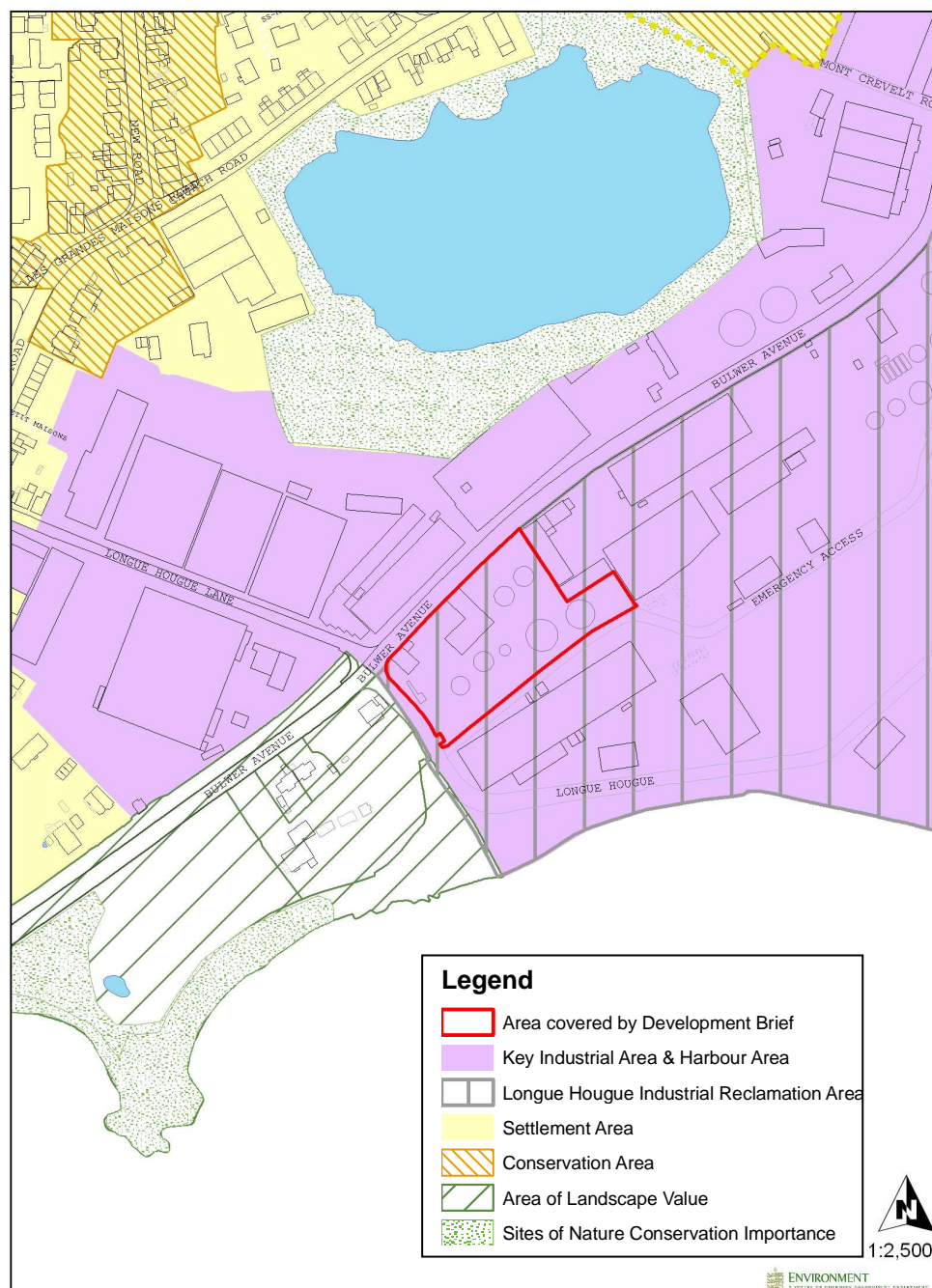
3.2 The north-west boundary abuts the Inter-Harbour Route of Bulwer Avenue and Longue Hougue (road) borders the south-west boundary. An emergency access lane runs immediately parallel to the south-east perimeter boundary.

3.3 The site is flat with hard-standing covering a rectangular area from the Bulwer Avenue frontage and partial hard surfacing areas to the rear of the site. All fuel depot tanks and related equipment on the site have been demolished and removed. The only built structure is a two storey stone store/warehouse with associated offices located in the western corner and there are no existing landscape features such as trees or shrubs present.

3.4 Perimeter boundaries are defined by high metal fencing along Bulwer Avenue, and rear boundary running parallel to the emergency access lane. A high stone wall defines the north-eastern boundary between the site and neighbouring builders' merchants.

3.5 Principal vehicular access to the site is via two points at opposing ends of the Bulwer Avenue frontage. In addition, a third point formed by a metal gate provides access from Longue Hougue (road) in the southern corner, although this appears to have been unused for some considerable time.

Figure 1 – Extract of UAP Proposals Map showing site



PART TWO: DEVELOPMENT GUIDELINES

4. Potential Land Uses

4.1 The main use of the site which is the subject of this Development Brief is industrial, in accordance with Key Industrial Area status of the defined Bulwer Avenue area. The site's previous use has been considered to be *sui generis* for the storage and distribution of petroleum with associated ancillary offices in connection with the long-standing depot.

4.2 In view of the limited number of Key Industrial Areas (KIA's) and constraints on future land supply, it is important that land that is particularly suitable for large-scale businesses is used for industrial purposes (UAP Policy EMP5).

4.3 Potential acceptable land uses will therefore comprise of a broad range of industrial uses which reflects KIA status and covers light/general industrial development (Use Classes 37, 38 and 42) and storage/distribution development (Use Classes 30, 31, 32 & 34). These may also include port-related uses. The site would be suitable for activities which require the use of large vehicles/containers for example.

4.4 There is however, no specific optimum or mix of industrial uses; therefore a single use on the site would be equally acceptable.

4.5 It will be necessary for applicants to request a screening opinion as to whether or not an Environmental Impact Assessment is required in relation to development proposals for waste management under industrial Use Class 42.

5. Design and Layout

5.1 Whilst the site is set within an industrial area, the design of the buildings should respect the road frontage location of the site. The design should provide appropriate consideration of materials, colour, juxtaposition of buildings and roof forms.

5.2 The scale, massing and form of any buildings on the site would be expected to draw from the surrounding warehouse development along Bulwer Avenue. The introduction of taller buildings which would impact adversely on the street scene and which could impact on wider views of the site would not be supported in this area.

5.3 The layout of the site should be designed to allow adequate parking, circulation and turning on site. The Department will have due regard to any impact on neighbouring properties, however given the industrial nature of the

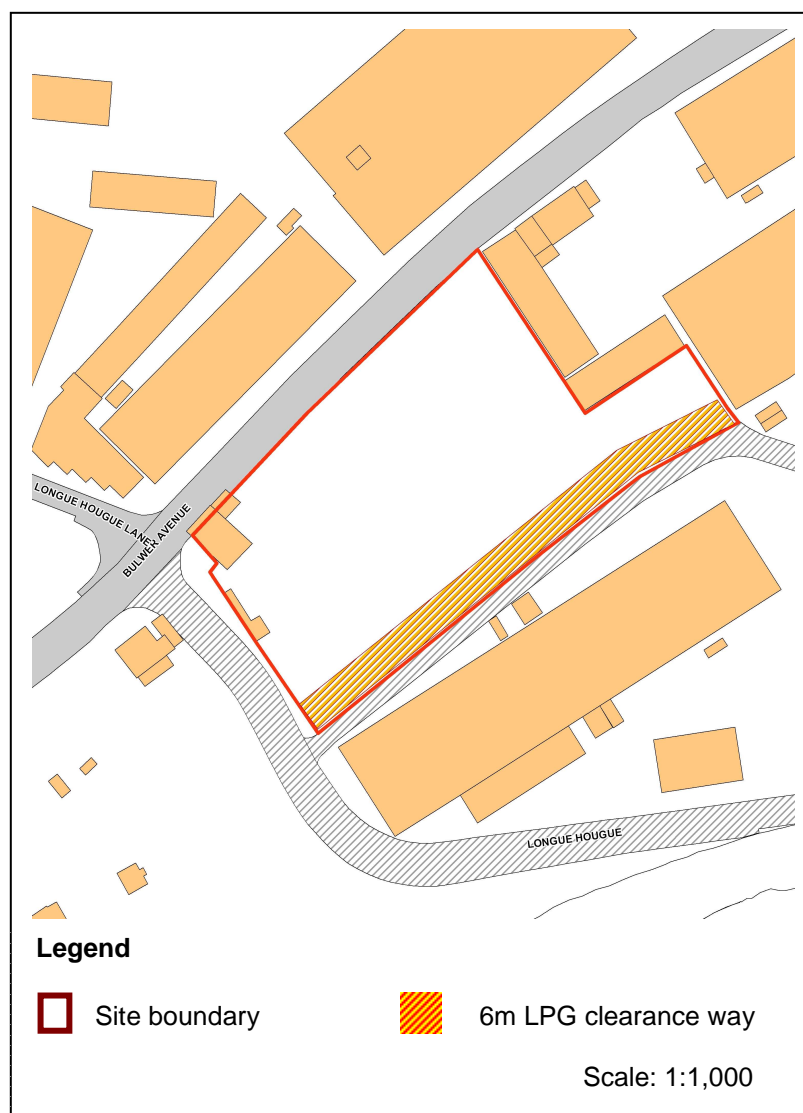
surrounding area, neighbouring impact is unlikely to be a primary concern in this case.

5.4 Any new buildings on the site should be laid out to ensure that any site accesses and the Longue Hougue (road)/Bulwer Avenue junction achieve adequate sightlines for accesses on to major roads (see paragraph 6.4 for design parameters)

5.5 Guernsey Gas Ltd indicates that a LPG transfer main is located along the emergency access way to the south-east of the site. A six metre clearance way, as indicated in Figure 2, is recommended between any occupied building and the LPG transfer main. Further information on the exact location of the main should be sought from Guernsey Gas to inform development of the site.

5.6 Any open storage areas should be laid out to complement the built form of the site. The developer should specify these areas, including materials to be stored and height of any stockpiles.

Figure 2: Indicative 6m LPG clearance



6. Access and Traffic

6.1 The site is located along Bulwer Avenue, part of Guernsey's Inter Harbour route which is identified as a route of strategic importance. Given the emphasis on maintaining mobility and free traffic flow along Bulwer Avenue, it would be preferable for any access to be located off Longue Hougue (road), reducing frontage activity on the inter-harbour route. This road is privately owned by the States of Guernsey and negotiation will be required with the Treasury and Resources Department (States Property Services) to facilitate any access on to the road.

6.2 The Longue Hougue (road)/Bulwer Avenue junction located to the south-west of the site is pivotal for strategic access to the Longue Hougue reclamation site and the Department has to take a long-term view regarding the potential increase in traffic movements and potential necessity for a traffic management system at this junction. Any development of the south-west section of this site should therefore be set back from the roadside to achieve adequate visibility splays from this junction. (see Paragraph 6.4 for design parameters)

6.3 Should the access option as outlined in Paragraph 6.1 not be achievable, then any site access off Bulwer Avenue should be limited to a single access located away from the Longue Hougue (road)/Bulwer Avenue junction and the existing second access, close to the junction on that frontage, should be closed.

6.4 Any new access should meet the minimum design parameters for accesses on to major roads, primarily ensuring that the sightline in the direction of oncoming traffic meets (or preferably exceeds) the recommended 33 metre standard. In addition, the access should have sufficient width to enable large vehicles to exit and enter without crossing into the path of vehicles on the opposite side of the carriageway.

6.5 There are no bus services that serve the site. The nearest bus stop is at Richmond Corner (about 600 metres away) with buses travelling along Grandes Maison Road. Pedestrians are reasonably well served with a footpath along the main road towards The Bridge for almost the whole of Bulwer Avenue and westward to Les Bas Courtils/Les Banques. There are no dedicated facilities for cyclists passing the site, however the main cycle path along Les Banques starts at Richmond Corner.

7. Services

7.1 There are no significant problems anticipated with the delivery of services and public utilities to the site.

7.2 Developers/architects are advised to contact the relevant agency or States Department at an early stage to seek advice on schematic proposals.

7.3 The following considerations are identified at the outset:

7.4 A culvert which serves an extensive area transects the site. Further investigation will have to be undertaken to identify the precise location of this culvert and the culvert will need to be upgraded as part of any proposal for development.

7.5 All effluent and contaminated run-off, including any resulting from the cleaning and removal of residual oil, must be discharged outside of the Water Catchment Area and in a manner which will not cause any risk to the environment. In addition all work involving the removal or decommissioning of any equipment which uses the Public Water Supply must comply in every respect with “The Water Byelaws (Guernsey) Ordinance, 2003”.

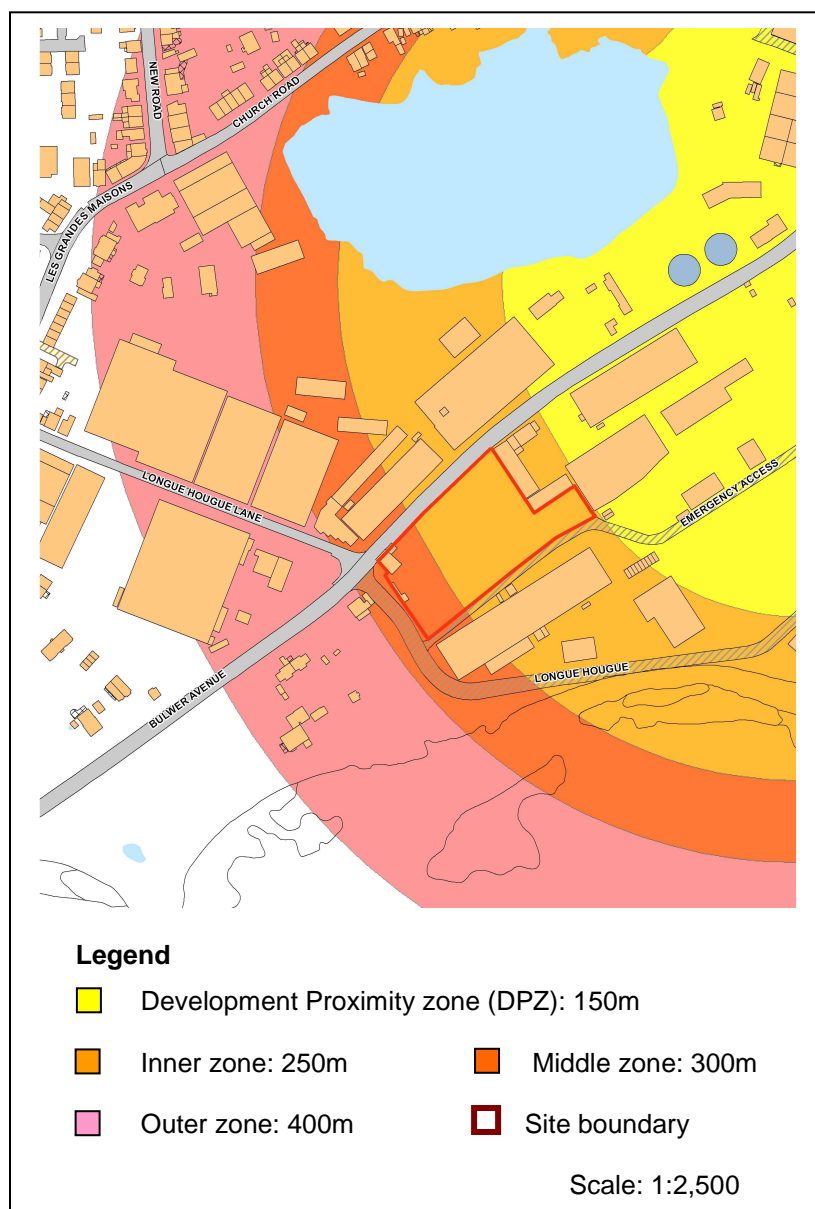
7.6 The LPG transfer main runs along the emergency access way adjacent to the south-east boundary of the property. A six metre clearance away from any occupied building is recommended by Guernsey Gas.

8. Health and Safety

8.1 The Bulwer Avenue KIA includes a major hazard installation, in the form of a petrol storage site (Rubis (CI) Ltd, Bulwer Avenue). Following Health & Safety Executive (HSE) guidance a Consultation Distance (CD) is set around this installation, based on an assessment of the risks and likely effects of major incidents. Planning Advice for Developments near Hazardous Installations (PADHI) provides a definition of these CDs, and Figure 3 details them in relation to the Former Esso site. This shows that the majority of the site is located within the inner zone, whilst the south-west section of the site is located within the middle zone.

8.2 The site would therefore be suitable for sensitivity level 1 development, as defined by PADHI which includes workplaces, (predominantly non-retail) such as factories, warehouses and haulage depots, providing for less than one hundred occupants in each building and with less than three occupied storeys. Parking areas with no other associated facilities would also be permissible in this area.

Figure 3: Consultation Distances from major hazard installations affecting the Former Esso site.



9. Contamination/Remediation

9.1 A full site investigation will be required to identify any ground contamination that may exist, and to set out the remediation measures that may need to be undertaken.

9.2 Initial indications are that no significant land quality issues exist. The land is outside the water catchment area and minor groundwater contamination could be managed if any proposed development maintained hard-standing areas with intercepted surface water drainage. This would prevent ingress and dispersal along potential pathways, particularly the wooden culvert identified on site.

10. References

- a) The Land Planning and Development (Guernsey) Law, 2005 –
Projet de Loi
- b) The Land Planning and Development (Environmental Impact
Assessment) Ordinance, 2007. (Part III, Section 6)
- c) Urban Area Plan – Review No.1 (July 2002) – Environment
Department – States of Guernsey.
- d) Longue Hogue South Industrial and Reclamation Area
Development Brief (October 2009) – Environment Department –
States of Guernsey.
- e) Strategic Land Use Plan – Policy Council – States of Guernsey
- f) States Strategic Plan 2009-2013 – Policy Council – States of
Guernsey
- g) Land use planning advice around large scale petrol storage sites –
SPC/Technical/General/43 – Health and Safety Executive.
- h) PADHI – HSE's land use planning methodology (September 2009)
– Health and Safety Executive.
