



ENVIRONMENT

A STATES OF GUERNSEY GOVERNMENT DEPARTMENT

Salt pans

Key Industrial Area

Development Brief

22nd August 2007

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Preface

The Environment Department considers this Development Brief to be an invaluable tool in delivering excellent quality industrial development within this Key Industrial Area. If work is carried out in accordance with the Brief, the development will integrate well with its surroundings, respect the amenity of neighbouring properties and deliver an attractive new environment to the overall benefit of the business community.

If you would like clarification of any aspect of this Development Brief, the Department's Forward Planning Section would be pleased to discuss its content and outline how the Department envisages dealing with specific planning applications for the site. It can be contacted on 717200.

1. INTRODUCTION

1.1 PURPOSE

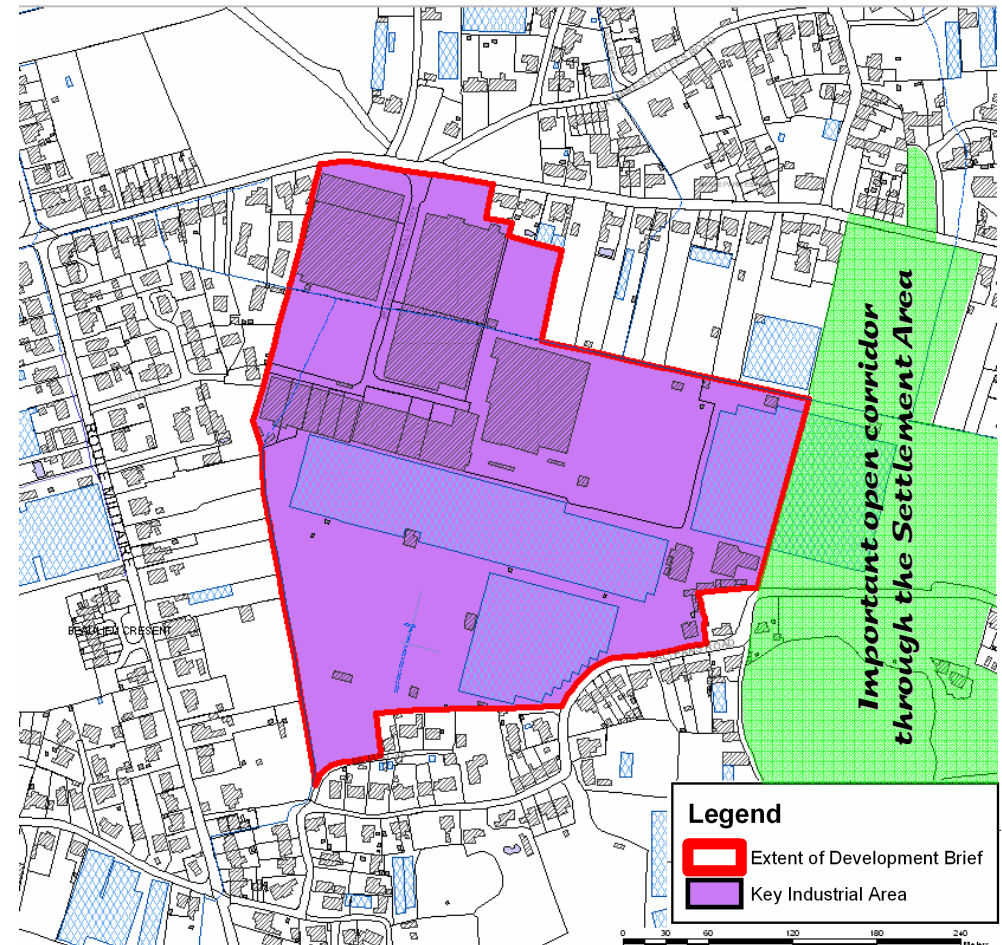
This document forms a Development Brief for the Saltpans Key Industrial Area (KIA), prepared in accordance with the provisions of the Strategic Land Use Plan and the Urban Area Plan (Review No.1).

This Development Brief is intended to provide a broad but comprehensive framework for the development of this important industrial site to achieve the optimum beneficial use of land. It gives practical guidance to how the site could be developed, identifies relevant opportunities and constraints and provides certainty to potential developers and tenants of the development.

The Department is aware of the need to create an attractive industrial development that encourages inward investment, provides confidence to industries planning to do business in Guernsey and supports existing local businesses. To achieve this the form and layout of development will need to be of a quality not generally seen in the island and building design, landscaping and provision of amenity space will be critical to its success. In this respect, this Development Brief provides extensive guidance on these elements.

This Development Brief covers the whole of the area designated a KIA by the Urban Area Plan. By covering the previously developed and new industrial area, the Brief is able to address fully all of the relevant opportunities and constraints pertinent to this area as well as important infrastructure and design concerns.

Map of Saltpans Key Industrial Area



1.2 OBJECTIVE

The Saltpans KIA includes approximately 15 acres (37 verges) of newly allocated land on which industrial development can take place. Developed correctly and efficiently, it could make a substantial contribution to resolving the current demand for industrial accommodation within the Island, identified by Commerce & Employment Department, and has the potential to satisfy a range of economic, environmental and social objectives. The Urban Area Plan approved by the States in July 2002 requires a mix of unit sizes and a high standard of design and landscaping.

In order to satisfy the requirements of the States, this Development Brief has six key objectives. These are to:

- **provide for a substantial amount of new industrial accommodation**
- **meet identified needs of the industrial sector, including the incorporation of a range of unit sizes, within the legal constraints of the States-approved Urban Area Plan**
- **facilitate a high quality industrial development within an attractive and robust landscape character that reflects the natural wetland nature of the locality**
- **take account of and respect the reasonable amenity expectations of property owners adjoining the Key Industrial Area**
- **provide adequate servicing for the site including adopting a feasible vehicular access strategy that appropriately manages the inevitable impact on the existing road network and adopting a drainage strategy that does not have an adverse impact upon the surface water drainage systems within the locality**
- **provide a clear framework to prospective developers**

1.3 POLICY CONTEXT

Whilst individual policies of the Urban Area Plan should not be taken out of context, the policies that are particularly relevant to this site are specifically referred to throughout this document. These policies are expressed in more detail within the Urban Area Plan which should be referred to when considering this Development Brief.

2. SITE & CONTEXT ANALYSIS

The KIA is located in the lowland landscapes of the north of Guernsey. These landscapes comprise mainly of low-lying wetlands (marais and Braye du Valle landscape types) between series of low rocky hills (Hougue and secondary scarp landscape types), scattered across the northern parishes.

The KIA lies within the Braye du Valle landscape character area. This landscape type is essentially the broad flat sea bed of the former tidal strait between the Clos du Valle to the north and the higher land of Delancey to the south. The landscape is characterised by rectangular land divisions of the fields originally formed when the sea was excluded by embankments at The Bridge and Sandy Hook in 1806. Canalised drainage streams, or *douits*, follow these straight boundaries and reinforce the rectilinear pattern of the land boundaries.

The rising land to both the north and south is typical of the northern hougues landscape type. These low rocky hills are characterised by water-filled quarries, old farmsteads and more recent development linked by narrow lanes enclosed by boulder walls, all complemented by relatively extensive tree cover provided largely by hedgerow and garden trees, mainly ash, oak and sycamore.

The site is naturally very low-lying and ranges mainly between 2.5m and 3.5m above mean sea level, up to 2.0m below mean high water of spring tides.

Trees are not a significant feature within the KIA, although some trees typically sallow, ash and alder, and blackthorn hedging define the boundaries of the site in several areas. Poplar and willow trees, together with some other species such as Sycamores and Pines, are well established around the SW corner and along the west side, largely on adjoining properties. Tree planting from several decades ago is maturing along the douit forming the north boundary of the eastern part of the KIA. These are largely common alders, a species which is appropriate to the underlying landscape character.

Route Militaire and Braye Road are characterised by predominantly suburban residential development with the obvious exception of the large, utilitarian buildings of the Braye Road Industrial Estate.

The existing development within the KIA can be partially seen from the Saltpans and from the higher land to the south at La Robergerie (UAP Policy DBE6).

Physical features of the site and surroundings



One of the douits within the KIA



Adjoining residential properties to the south



View of the site from Saltpans Road



Open space to east of KIA



Development within the KIA will be visible from the higher ground to the south



Route Militaire

3. DEVELOPMENT GUIDELINES

3.1 ACCEPTABLE USES

The UAP reserves the KIAs for the development of business and industrial uses that require purpose built industrial premises that cannot be reasonably accommodated elsewhere. In view of the limited number of KIAs and constraints on future land supply, it is important that land that is particularly suitable for large-scale manufacturing or high technology businesses is used for those purposes (UAP Policy EMP5).

The Department would accept a range of industrial uses on the site where both the Commerce and Employment and Environment departments are satisfied that the needs of businesses requiring large sites can be met and that such an approach best meets the overall requirements for industrial development for the foreseeable future.

In accordance with UAP Policy EMP1, the Environment Department will not accept the development of office-centred accommodation within the KIA owing to the fact that this type of accommodation is best located within the commercial centre of St Peter Port and the Mixed Use Redevelopment Areas where appropriate provision has been made. However, the use of upper floor space for purposes of wholly ancillary and incidental office accommodation, other forms of industrial activity (IT-based storage and maintenance of data for example) and additional storage will be encouraged.

In accordance with UAP Policies CEN1 and CEN2 the Department will not accept retail and/or wholesale uses within the KIA. The introduction of such activities could threaten the vitality and viability of Town, the Bridge and the Rural Centres, contrary to the strategic policies of the States.

The site is not considered to be suitable for hazardous installations. The Environment Department may require the submission of an EIA to establish the potential impact of any industrial operations that are likely to have a significant environmental effect (UAP Policy GEN10).

Proposals to demolish residential units will be considered against the criteria set out within UAP Policies DBE9 and HO9. In accordance with these policies, any residential units lost as a result of the construction of a new access road, or through other means, must be replaced on a suitable site within the Urban Area.

The provision of ancillary amenities for employees and visitors, such as cafes, etc. can enhance the attractiveness of the development to new businesses. Therefore, such uses will be acceptable where these are wholly ancillary and incidental to the main industrial operation on site.



3.2 AMENITY – EFFECT ON NEIGHBOURS

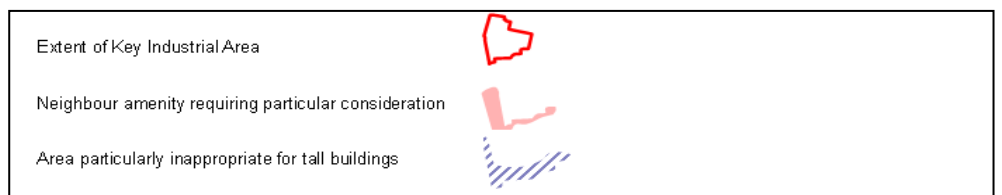
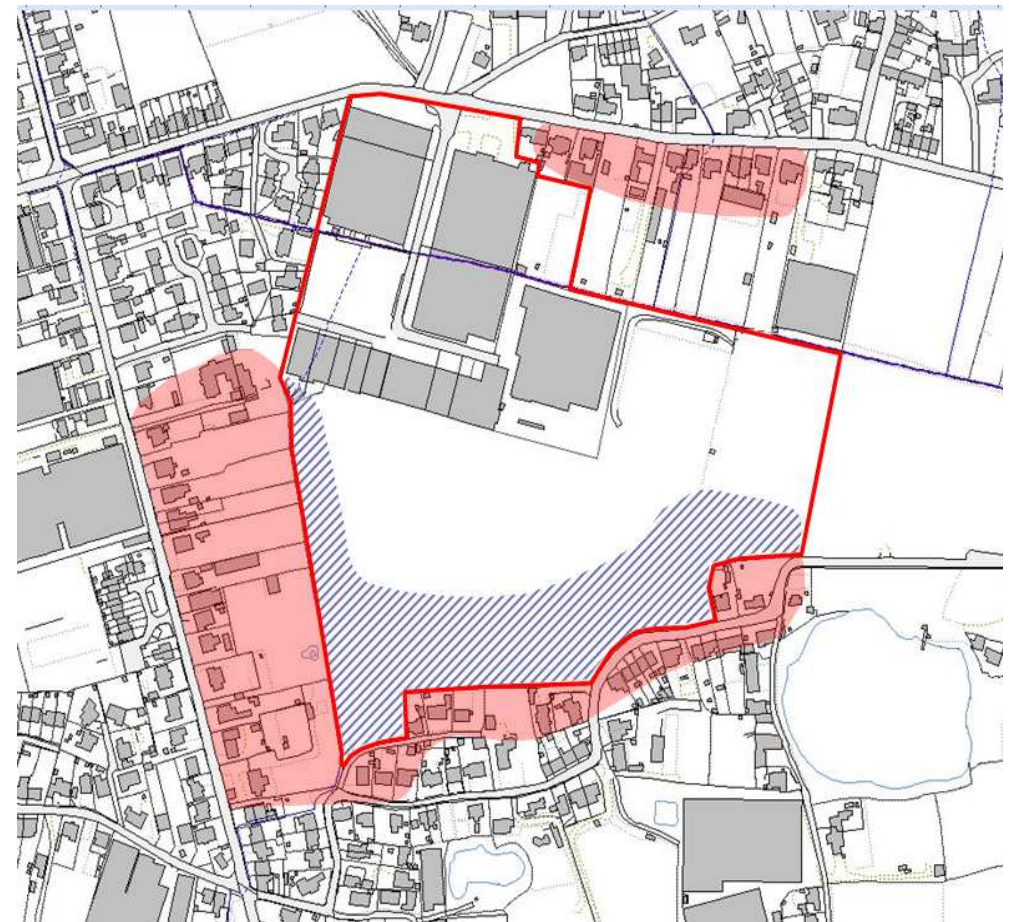
Care will need to be taken to ensure that development does not have a detrimental impact upon the reasonable enjoyment of adjoining properties (UAP Policy GEN12). With dwellings and their associated private gardens being situated in close proximity to the southern and western edges of the site, it will be vital that new development respects the amenity of neighbours especially with regard to overlooking, overshadowing, noise nuisance, traffic nuisance and industrial smells.

A number of the properties lying to the north of the KIA could also be adversely affected through poor design and siting of buildings and the Department will take into account the need to protect reasonable levels of amenity in these areas.

In considering the development of this site, thought should be given to utilising landscaping and/or buildings to protect neighbours' amenity. For example, neighbours' amenity might be best protected from open storage yards and/or circulation spaces by placing buildings between the residential and commercial properties. This could create shielded internal un/loading areas. However, care will be needed to ensure that this built form in itself does not impact negatively upon reasonable neighbour amenity.

Design Response: Amenity issues

Figure 1.



3.3 DESIGN

3.3.1 Introduction

One of the key objectives of this Development Brief is to facilitate a high quality industrial development within an attractive, landscaped setting. Achieving a high standard of urban design will be critical in meeting this objective.

Owing to the fact that this is the one remaining KIA with significant development potential and in accordance with the requirements of the Urban Area Plan, it will be important to ensure that the remaining 15-acres of developable land is laid out efficiently in a way that makes the best economic use of the land, whilst at the same time creating a practical and attractive environment.

A large proportion of the KIA currently accommodating buildings and areas of hard standing was developed at a time when market expectations for industrial development were somewhat different to today. It is envisaged that the market will now demand attractive, high quality and well laid out industrial development. It is important that today's business environment presents an attractive image to potential entrepreneurs, investors, customers and employees. (See also section 5.3 Enhancement opportunities).

By requiring the provision of this form of development the Department believes this Development Brief will not only assist in meeting local demand but will also encourage new businesses to establish on this site. Good design can be used positively to market the new accommodation to businesses that are not attracted by the existing industrial accommodation within the Island.

The new development will be required to make a positive contribution to the urban environment in terms of design, movement and townscape features. The site offers a unique opportunity to create a high quality industrial development within a restored wetland environment, which is attractive, accessible and amenable to workers, surrounding residents and people visiting the site. (See UAP Policy DBE2)

Aerial photograph of the Saltpans Key Industrial Area



3.3.2 Landscape

There are a number of significant landscape features within the KIA including the wet meadow to the north of the site, the tree-lined doults, the granite roadside walls and the overall character of the Braye du Valle landscape. These features should be respected as an integral part of the design for development and the physical distinctiveness of the area maintained. (UAP Policies GEN3, DBE1 & CO3).

Substantial areas from which greenhouses have been cleared have been colonised by pampas grass (*Cortaderia selloana*) which has seeded itself and spread prolifically over the last 30 years so that it is now becoming an obtrusive nuisance plant which suppresses native vegetation. This plant is not a desirable feature to be conserved.

Landscape design should form an integral part of the design and development process. The Development Brief will expect the simultaneous submission of a landscape scheme with proposals for development. This will detail how it is intended to create an attractive and robust landscape character that reflects the natural wetland nature of the locality and provides an appropriate setting for the development. The landscape treatment of the southern and western edges of the site will be particularly important in order to soften the impact of the development and protect the amenity of nearby residents. A survey of significant landscape features on the site should be undertaken to include trees, hedgerows, watercourses, and walls.

The images included on this page show examples of the kind of landscape design that could be used on this site. Water is a significant feature, owing to the suitability of this kind of landscaping within the Braye du Valle setting. Whilst illustrating extremely attractive landscape design features, the images have been included for guidance purposes and developers will not be required to slavishly follow such an approach.

Equally however, the provision of small areas of planting along edges or undeveloped corners of the development will not be considered to adequately satisfy the requirements of this Development Brief.

Design response: Suitable landscape design



3.3.3 Open space

The development of the KIA must include the provision of adequate levels of open amenity space (UAP Policy GEN9). UAP Policy GEN3 not only requires proposals for development to take into account: existing features of significant landscape, ecological and wildlife value, but also the appropriate provision of new or improved landscape, ecological or wildlife features. This will help create a sense of openness as well as a high quality environment, providing users and visitors with an appropriate level of open amenity that is expected within a development of this nature and scale.

The area of potential open space at the eastern end of the site (beyond the KIA boundary) is strategically important. It makes a vital link between the wet meadow to the north and the tract of open land to the south of Saltpans. If properly restored and enhanced this area will provide an area of open amenity for the Housing Target Area to the east and the new workplaces to the west. This Development Brief therefore requires the existing glasshouse development that bridges the eastern boundary of the KIA to be removed in total prior to any development taking place within the KIA (see section 5.3).

Footpaths and areas of open water could provide opportunities for informal recreation and nature conservation (UAP Policy DBE5).

New development should robustly define the edges of areas of open space in order to delineate the transition between developed and undeveloped areas.

Open spaces within the development also have the potential to be utilised for flood alleviation/mitigation if the developers opt to retain surface water on-site before discharging (See section 4.2).

A number of the images included on this page show examples of suitable open space within other industrial developments. Proposals will not need to replicate the design approach shown here but the images do provide guidance for the type of open space that could be provided.

Design response: Suitable open space



Land to east of KIA:
If properly restored and enhanced, this area will provide an important area of open amenity

3.4 BUILDING DESIGN

Good design and careful planning make sound financial sense. A high-quality workplace can act as a catalyst for the area, attract more businesses, transform perceptions and ensure economic wellbeing.

In order for this development to meet the immediate and future needs of the local industry sector, buildings should be designed to be flexible to permit future alternative uses and to react to unforeseen commercial changes.

The built environment surrounding the site is mostly of an undistinguished character. However, new development should be in sympathy with and respect locally distinct features and characteristics such as the douts and wet meadows and buildings facing the Saltpans frontage, which have a strong traditional character and appeal (UAP policies GEN3, GEN4 & GEN6).

Development should be well designed and should aim to enhance the public enjoyment of the area. The introduction of visually obtrusive development or inappropriate features, especially in views from Saltpans and La Robergerie, should be avoided (UAP Policy DBE1).

There is considerable scope for good, contemporary and innovative architectural solutions. The scale and massing of buildings should make a transition between the domestic scale of buildings in Saltpans and the large industrial scale of buildings to the north [See Figure 1]. The Board will expect the use of good quality materials that either reflects the traditional local palette or propose the use of alternative materials of the highest quality.

The introduction of tall buildings is unlikely to be justifiable in this low-lying landscape where they are likely to appear as alien and intrusive features among the predominantly low profile buildings (UAP Policy DBE3). A satisfactory relationship with adjacent properties should be achieved (UAP Policy DBE1) [See Figure 2]. Buildings must respect neighbour amenities and avoid overshadowing of surrounding residential properties. However, changes in building height should be used to create visual focal points around gateways within the site.

The safety and security of the public should be considered having regard to the principles of 'designing out crime'. Wherever possible, the Department will expect pedestrian and bicycle routes and main activity nodes to be overlooked by the more active elevations of the development, in order to uphold public safety.

Design response: Building design

The images included on this page show examples of possible architectural solutions for the development on this site. Proposals will not be expected to replicate the building design shown here, and the images are included for guidance purposes only.



3.5 UNACCEPTABLE DESIGN SOLUTIONS

The Environment Department will seek to resist proposals that fail to meet an acceptable standard of design.

Poorly designed car parking, outdoor storage and circulation areas can result in an unattractive development that fails to meet the requirements of the occupier and results in areas being used for purposes other than those intended. For example, landscaped areas might be used for car parking and outdoor storage areas and car parks become the only areas of outdoor amenity for staff and visitors. This adversely affects the appearance of the development as well as its overall functionality.

Inappropriate site layout, architectural detailing and use of poor quality materials all impact negatively on the overall character of a development.

The images included on this page indicate local industrial development that falls short of what is required within this particular KIA.

Unacceptable design solutions



3.6 SUSTAINABLE DEVELOPMENT

New development within this KIA has the potential to be sustainable in terms of energy and water use and by contributing to the restoration of a wetland environment, in accordance with UAP Policy GEN1. It is also a suitable site to consider energy micro-generation and low or zero emissions development.

The Environment Department encourages the development of buildings that are based upon a sustainable design strategy, where architectural features are dictated by the sustainable qualities of the building. Where such a design strategy is not adopted, the Department will still encourage the incorporation of passive solar design elements, which maximise the effects of the sun in heating, illuminating and ventilating buildings where this can be achieved in unison with other design issues set out within this Development Brief.

The Department's Building Control section will be able to provide advice on how development can meet the requirements of Part L2 of the Building Regulations and comply with the principles of good development as specified by BREEAM.

The retention of surface water onsite, for the purposes of washing vehicles, watering planting and creating natural wetland habitats, will be encouraged.

3.7 ARCHAEOLOGY

A survey of historic or archaeological remains should be undertaken (UAP Policy DBE4) and if required the Museum's Archaeology Officer should be consulted prior to the commencement of any work on site (UAP Policy DBE10).

Sustainable development – Good practice



3.8 GENERAL DISTRIBUTION OF THE BUILT FORM

The distribution of development within the KIA will be vital in ensuring the site is not only functional but is also visually attractive. Therefore, buildings will be expected to relate well to each other and be located in such a way as to create attractive public spaces between the buildings, functional storage yards and parking areas and respect the amenity of neighbouring properties.

The layout of the KIA will also be influenced by the existence of natural features within and around the site and the opportunity to enhance such features with the inclusion of open spaces, landscaped areas and possible flood mitigation measures.

The layout of buildings will also directly influence how vehicular, pedestrian and bicycle traffic moves through the site.

Figure 2 indicates that the main vehicular access point to this site could be provided from either Route Militaire or the Braye Road Industrial Estate. Section 4.1 explains in detail how this decision was reached.

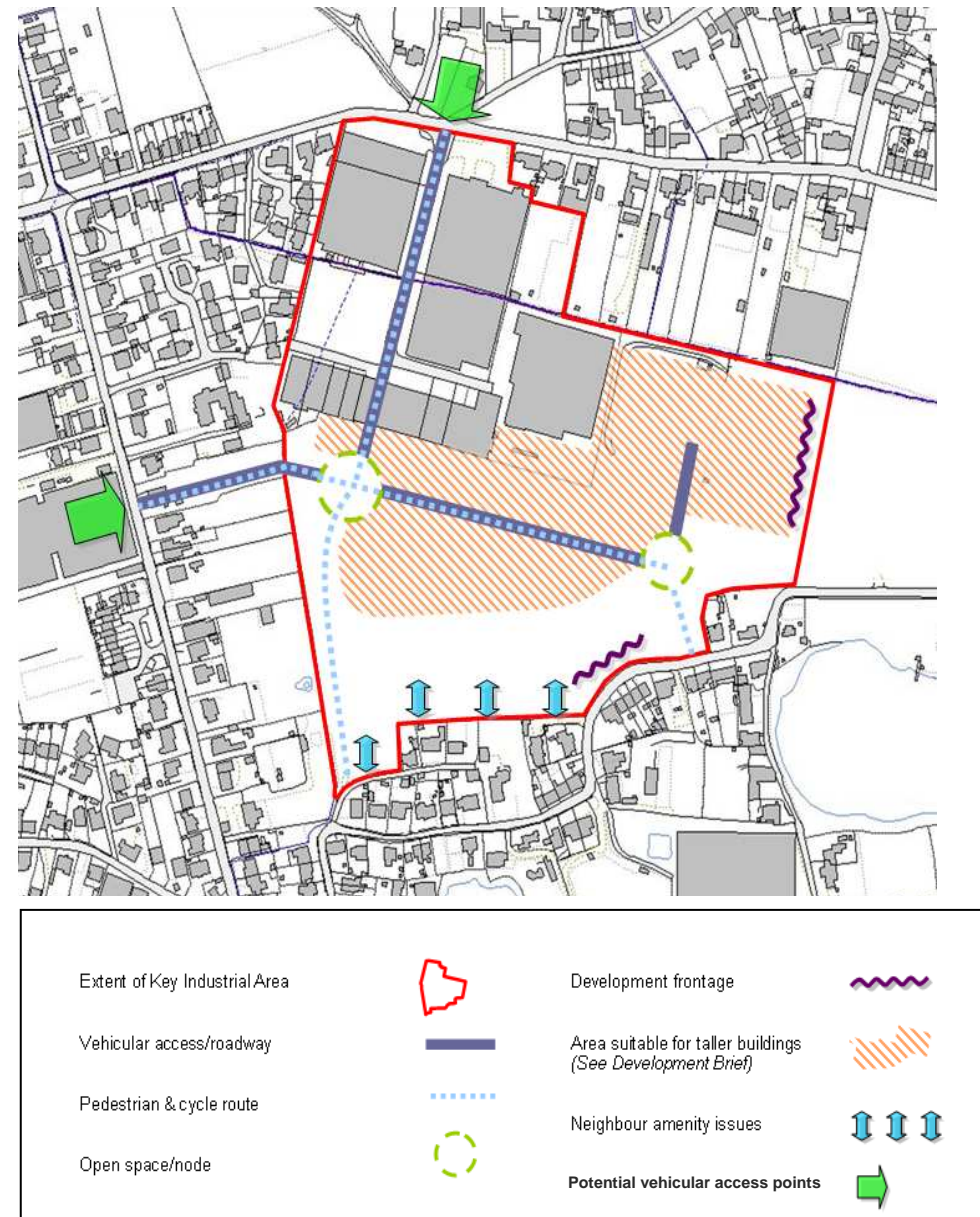
The development of the KIA offers an opportunity to improve the permeability of the area and to create attractive public routes through the site, thereby potentially reducing the need to travel by car. Buildings should avoid turning their back on key landscape features such as the douits within the site and should front on to public routes and spaces wherever possible. This will also provide natural surveillance within these public areas (see section 3.4).

Figure 2 indicates the general distribution of development across the site and proposals for development will be expected to respect the Department's aims and objectives set out within this diagram.

Each element of the scheme is likely to be of such a scale as to normally warrant the submission of a Planning and Design Statement as part of the planning application. Although not essential (owing to the fact that this Development Brief provides guidance for developers) it is considered best practice to do so in cases where site specific issues are required to be addressed in detail.

Design Response: General distribution of built form

Figure 2.



4. INFRASTRUCTURE

4.1 ACCESS, TRAFFIC & PARKING

There is a long-standing States commitment to the development of this site for industrial purposes. The KIA is identified as being suitable for industrial development by the Urban Area Plan (approved July 02) and in this respect a suitable vehicular access has had to be found.

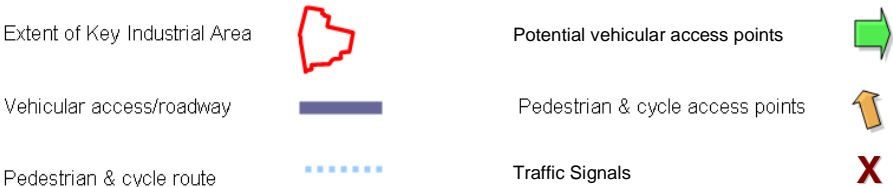
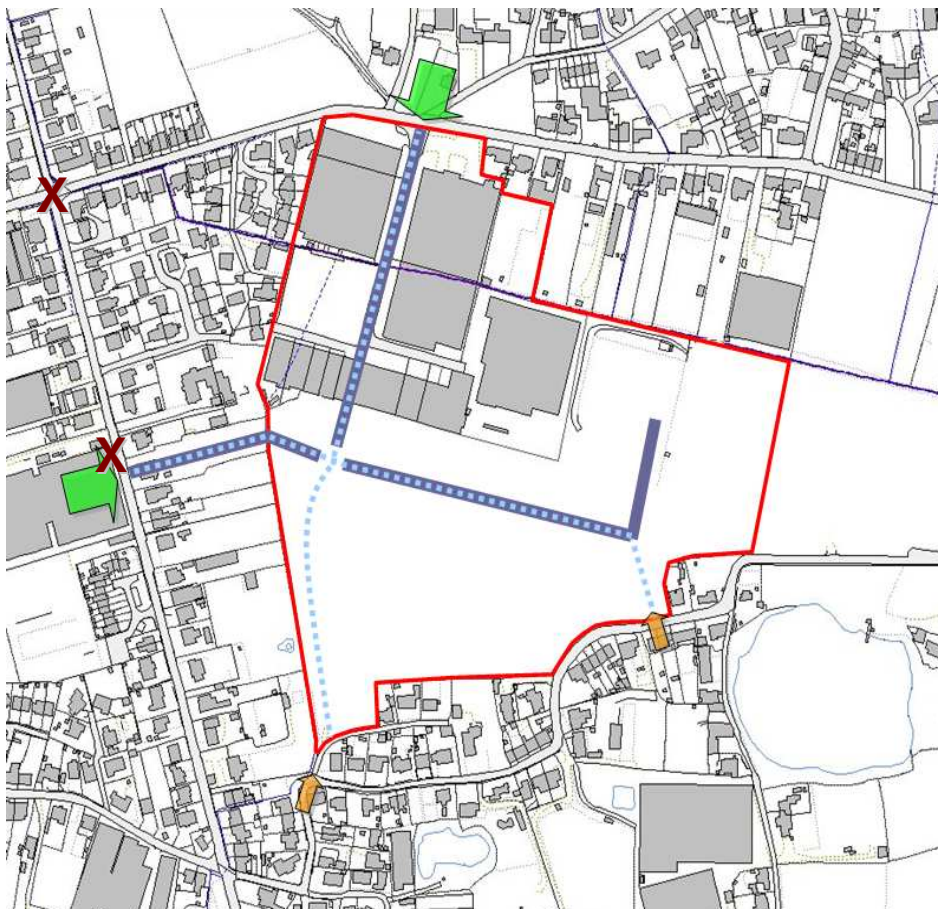
Detailed traffic analysis has been carried out both by the site owners' appointed traffic consultants and the States of Guernsey's own traffic engineers. Securing an acceptable access into the undeveloped portion of the KIA has proven to be very difficult. The Department's preferred option, as envisaged by the UAP, is to provide vehicular access through the existing Braye Road Industrial Estate by removing and replacing one or more industrial units from the southern end of the estate. However, to date it has not been possible to secure landowners' agreement to utilise this route. The Department recognises that, if this important reserve of industrial land is to be brought forward for development, a second, alternative access has had to be identified. The Department has considered five main alternative access points including Braye Road, over the Saltpans Housing Target Area, from Saltpans Road and from Route Militaire and has actively discounted these options that run counter to the objectives of the UAP.

A potential access from Route Militaire has been identified by the landowner of the KIA and based on the evaluation of technical and professional traffic and planning-related evidence, this is considered to offer a practical, alternative location for the construction of a new roadway (see Figure 3). Owing to the fact that this land falls outside the area identified for industry, any access to the site outside the KIA, including the one shown within this draft Development Brief, would need to fully satisfy the criteria set out within Policy EMP6 of the UAP (Industrial Development Outside Key Industrial Areas). **Both the Route Militaire and Braye Road Industrial Estate locations are considered to offer suitable vehicular access points.**

Notwithstanding the above, it is noted that the identified location for a new access road from Route Militaire may not provide an adequate roadway/junction without additional land being secured. The Department will carefully assess the technical requirements for an adequate junction in this location and reserves the right to reject proposals that cannot achieve an acceptable junction design.

Traffic strategy

Figure 3.



It is acknowledged that a new junction in Route Militaire will almost certainly require the installation of traffic signals to assist larger vehicles to cross into the path of oncoming traffic to negotiate the physical constraints of the junction. The Department expects the developers of the KIA to meet the costs of any traffic signals or other development to the existing road network required to facilitate the development of the site. Developers will be expected to liaise with the States of Guernsey traffic engineers over the Junction design at the KIA/Route Militaire junction if this is the chosen access option.

The Department expects any potential adverse effects on neighbour amenity that may arise as a result of the provision of a new road to be mitigated as far as practicable and will require the developers to clearly indicate within its proposals how it is planned to minimise effects caused by the new access road.

In order to keep vehicular movement to a minimum, the use of a new service road from Route Militaire will be strictly limited to those vehicles accessing the new development within the currently undeveloped portion of the KIA and shall not be used to provide vehicular access to existing surrounding development, particularly that currently utilising the existing Braye Road Industrial Estate road as its means of access, to avoid rat-running through the site.

Saltpans Road is tortuous and has neither the junction nor the link capacity to cope with increased loads (UAP policy GEN7) which would be generated. However, the Department will encourage both pedestrian and cycle links to the site from this road and such provision should be safe and convenient as required by UAP Policy GEN8. This will aid the integration of the development with the surrounding development. The Department may also consider retaining the existing vehicular access from Saltpans Road for very limited vehicular access to the southern portion of the site. In the event that such access is considered appropriate, this must not link through to other roads within the KIA, in order to avoid vehicles 'rat-running' through the site.

Adequate levels of parking should be provided on site for the development in accordance with UAP Policy GEN9. Parking and other outside service areas will be expected to be functional yet well designed and landscaped. Locating parking beneath raised building structures will be supported in principle, where this would not conflict with the principles of good design. This can make better use of the site and aid the creation of open amenity space within the development.



Potential vehicular access point could be created predominantly over this residential site



Route Militaire looking north



Route Militaire looking south



Braye Road industrial estate road



Braye Road industrial estate access

4.2 DRAINAGE

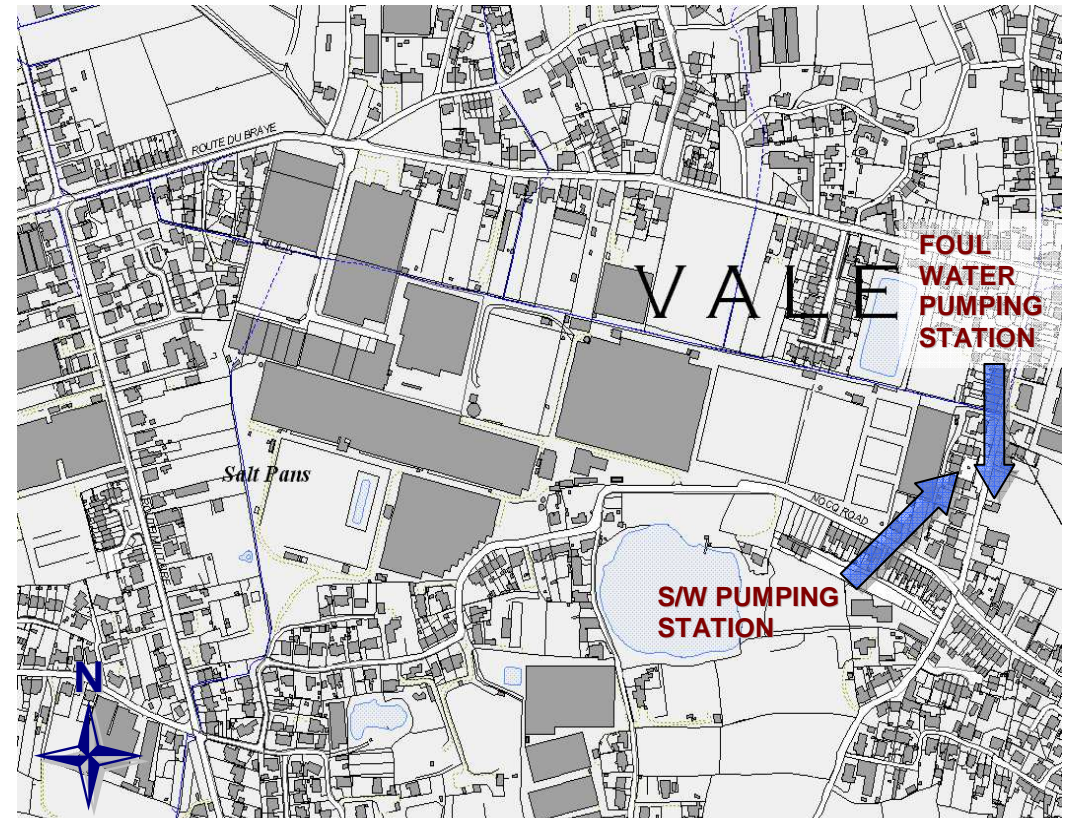
The KIA is known to be susceptible to flooding, which can also occur further downstream at Braye Road and Route Militaire. The low-lying nature of this site and the existence of an extensive douit system within the locality provide an opportunity to base the surface water management plan on the principles of a sustainable urban drainage system (SUDS). This could incorporate enhanced stream and streamside habitats, balancing ponds and controlled inundation of wetland areas. Managed wetland areas could be used for recycling grey water from the development, in accordance with Policy WWM5 of the Urban Area Plan. This sustainable approach to the management and control of surface water would take pressure off the existing Lowlands Road pumping station.

If this approach is adopted, details illustrating how the new development incorporates acceptable measures to prevent pollutants from entering streams and groundwater will need to be submitted. An EIA may be required to establish the nature and extent of potential pollution risks and to help identify suitable mitigation measures (UAP Policy WWM1). Such an approach would also require a dedicated area for washing down vehicles and other potentially polluting activities where dedicated drainage systems can direct the surface water run off from such areas away from any surface water balancing ponds and into the foul water drainage system.

Notwithstanding the above however, the Public Services Department (PSD) and Guernsey Water have identified an option for the drainage of the KIA which involves both surface and foul waters being directed to the respective pumping stations in Lowlands Road. If this option is chosen, developers will need to notify PSD and Guernsey Water of the design flow rates for all intended flows and developers will be expected to contribute to the increased operating costs of these pumping stations. Figure 4 (right) illustrates the position of the existing pumping stations.

PSD has also signalled a request to have the ability to take drainage from the short section of Saltpans Road that runs immediately south of the open land within the KIA landowners' current ownership, to the south east of the KIA. Details of the drainage pipe work will need to be agreed with PSD. Agreement will also have to be sought in respect of pumping station design and maintenance, if these are expected to be adopted by PSD in due course.

Figure 4.



5. IMPLEMENTATION

5.1 PHASING

Industrial land is a scarce resource in Guernsey and therefore its development must be carried out in accordance with a structured plan for its release. In order to make provision for a changing local business economy this Development Brief sets out a positive phasing strategy in accordance with UAP Policy GEN2. This will ensure that no pockets of land within the site are overlooked and that no future development opportunities are compromised through piecemeal or poorly planned development.

There are three identified phases of development and these are listed right.

The new vehicular access will need to be constructed from the start to serve as an access for construction traffic. To enable access from Braye Road Industrial Estate, one or more industrial unit will need to be removed and should be replaced as part of the new industrial development.

As part of the enhancement of the locality, the Department will require the demolition and removal of the glasshouse block spanning the eastern boundary of the KIA as part of the first phase of development. This work must be completed before the site is developed or utilised for any industrial purpose.

The Brief makes provision for the short-term interim use of the site for more informal, transient industrial development. The developers will be required to demonstrate to the satisfaction of the Department that the use of land and the method of construction of associated buildings for this purpose are suitably flexible to permit them to be adapted or removed to meet the future needs of other industrial uses as and when required. The Department reserves the right to request landscaping and certain site clearance prior to the area being utilised for this short-term purpose. Interim uses are addressed in detail in section 5.2 below.

Phase 1. Construction of access road and comprehensive landscaping works in accordance with an agreed landscape strategy and the construction of surface water balancing ponds if required. Demolition and removal of the glasshouse block spanning the eastern boundary of the KIA.

The quality of the first phase will be significant in setting the standard for future phases of development

Phase 2. Development of interim uses and/or first phase of main development and construction of small industrial units to meet identified need.

Phase 3. Removal of interim uses and the construction of the main industrial development

5.2 INTERIM USES

Owing to the recognised shortage of industrial sites for small businesses requiring predominantly outdoor storage and work areas, this Development Brief will permit the short-term use of the site for non-permanent forms of industrial operations before the phased development of the site takes place. Planning permission will of course be required for any such short-term use.

In the short term and on a strictly temporary basis, to tie in with emerging development proposals and phasing, it will be possible to accommodate a number of clean, low key employment uses within parts of the KIA. Best available techniques must be used to minimise any potential environmental pollution, owing to the fact that contaminated water run-off could easily pollute potable water supplies within the locality.

In order to ensure that proposed uses are environmentally acceptable and to avoid development that may prejudice or inhibit the long term intention of developing the area for high quality industry, the following criteria will apply:

- Any plant or equipment, buildings, other structures, and surfacing will be purely temporary in nature and, on cessation of the proposed use, such works will be completely removed and the land restored to a satisfactory condition for industrial development.
- Potentially polluting activities which may adversely affect the land, water resources, air quality or residential amenity will not be acceptable, unless appropriate remedial, preventative or precautionary measures are proposed to remove, reduce or mitigate potential problems.
- Any new access roads should be secured and constructed prior to the site being used by interim uses and should be the main vehicular access route to serve the temporary operations.
- Only temporary planning permission will be granted, reviewed on an annual basis.
- A satisfactory scheme of site clearance, landscaping and after-care/restoration will be required.

5.3 ENHANCEMENT OPPORTUNITIES

It is likely that the main factors that will influence which businesses choose to locate to this site are the overall quality of its design and construction, the type of accommodation on offer, ease of access to the site and the level of facilities available. However, the general approach to the site will also have a role to play in influencing this decision. Discussions with the States traffic engineers and the Department's planning staff at the planning application stage will be necessary in order to develop a vehicular junction that is suitable for all types of vehicle likely to utilise this route, is designed to minimise any adverse effects on neighbour amenity and has an attractive visual appearance. The developers will be required to cover all expenses involved in constructing a new junction, including the physical enhancement of the immediate locality, or enhancing the existing Braye Road Industrial Estate road.

As mentioned previously within this Development Brief, the area of potential open space to the east of the KIA is strategically important. It offers a significant opportunity to enhance the public enjoyment of the area and provide access for informal recreation (GEN11). If properly restored and enhanced this area will provide a valuable area of open amenity. Footpaths and areas of open water could provide opportunities for informal recreation and nature conservation (UAP Policy DBE5).

The removal of the glasshouse block that spans the eastern boundary of the KIA will add to the overall impression of openness and will enhance the setting of the new industrial development. Once the glasshouse block has been removed, the land not designated as part of the KIA should be cleared of any glasshouse remains, levelled, topsoil added and the area laid to grass.

The existing open douit system also provides an opportunity to create attractive, natural environments throughout the development. The Department with encourage these features to be cleaned and enhanced.

The Department will expect plans for development to indicate substantial appropriate planting within and on the boundaries of the development site.

The Department would be pleased to offer its assistance in preparing suitable enhancement plans where necessary.

Enhancement opportunities



Views of the existing glasshouse block, required to be removed from the site prior to the industrial development of the KIA

If you would like to discuss any aspect of this Development Brief prior to the submission of a formal planning application, please contact the Department to arrange to meet a member of the Development Control Section.



ENVIRONMENT

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