

STATES OF GUERNSEY  
**ISLAND  
DEVELOPMENT  
COMMITTEE**



---

# OUTLINE PLANNING BRIEF

---

## GLATEGNY ESPLANADE MIXED USE REDEVELOPMENT AREA

AMENDMENT TO URBAN AREA PLAN  
AS APPROVED BY THE STATES ON 28 APRIL 1999

PRICE £1.50

**OUTLINE PLANNING BRIEF**

**GLATEGNY ESPLANADE  
MIXED USE REDEVELOPMENT AREA**

**CONTENTS**

**PARAGRAPH**

**PART 1: INTRODUCTION**

Purpose	1
Background	2
Site Location	3
Planning History and Individual Site Descriptions	4

**PART 2: DEVELOPMENT GUIDELINES**

Strategic Objectives	5
Urban Area Plan Policies	6
General Principles upon which the OPB is based	7
Mix and Balance of Uses	8
Access and Traffic	9
Design	10
Implementation	11

**PLANS**

- Plan No 1: Key Redevelopment Sites
- Plan No 2: Proposals Map

## **PART 1: INTRODUCTION**

### **1. Purpose of this Outline Planning Brief**

- 1.1 This document is an Outline Planning Brief (OPB) for the Gategny Esplanade Mixed Use Redevelopment Area (MURA) prepared in accordance with the provisions of the Urban Area Plan (UAP).
- 1.2 Following the approval of the UAP in February 1995 (Billet d'État III, 1995) the States resolved that OPBs should be prepared for the MURAs. For the guidance of prospective developers, the OPB defines formal planning guidelines which are needed in order to achieve the optimum beneficial use of land. The fundamental principles underpinning the future development of such areas, as set out in the UAP, is the wise use of resources and the pursuit of quality.
- 1.3 The aim is to enhance the character and diversity of the area through the provision of an appropriate balance of uses. The over-dominance of any one use should be avoided in keeping with planning policy, surrounding land uses, and the anticipated housing yield identified in the UAP.

### **2. Background**

- 2.1 An Outline Planning Brief for the Gategny Esplanade Mixed Use Redevelopment Area was published in July 1997 and a Planning Inquiry was held in October and November.
- 2.2 Following receipt of the Inspector's Report the IDC recommended to the States the acceptance of the Brief with amendments. The States rejected the Brief and directed the Island Development Committee to prepare a new Outline Planning Brief for the area.

- 2.3 The original Brief had sought to accommodate two major existing planning permissions for developments of two 100 bedroom hotels, large scale office development, together with a significant amount of new housing. However, it emerged at the Inquiry that these permissions were very unlikely to be implemented. The decision of the States to reject the Brief was also linked to the need for additional housing to be provided.
- 2.4 This Brief, therefore, has had regard to the comments made by the landowners, potential developers, States Committees and other interested parties.

### **3. Site Location:**

- 3.1 The MURA is defined by the residential areas of Les Canichers to the west and Paris Street to the north, by Gategny Esplanade to the east, and St Julian's Avenue to the south. It comprises a mix of residential, commercial and tourist related uses, together with a significant number of vacant/derelict sites and sites which would benefit from redevelopment. Plan No 1 shows the site location and its main characteristics.

### **4. Planning History and Individual Site Descriptions:**

- 4.1 There are a number of existing planning permissions, together with significant additional opportunities for redevelopment in the area. Various planning permission have previously been granted for the redevelopment of a number of large sites within the Mixed Use Redevelopment Area. The current planning status of the sites with opportunities for redevelopment as indicated in Plan 2, is set out below.

#### **4.2 Site A - Royal Hotel Site:**

This is the site of a former hotel and also comprises a public house in the south-eastern corner with the grounds now used for private car parking.

In addition, the north-west corner of this site comprises 6 vacant residential units, and two large garages used for car parking.

This site is the subject of a Design and Development Brief (DDB) already approved by the States (July 1993) as an amendment to Detailed Development Plan No 2, review 1. In addition, when the Urban Area Plan was adopted by the States in February 1995, it was resolved that the DDB for the Royal Hotel should remain in force. That resolution (Billet d'État, 1995) is recapped below:-

"To agree that the Addition to Detailed Development Plan No 2, review 1, as approved by the States in July 1993 shall remain in force, pending the adoption by the States of a Design and Development Brief for the Gategny Esplanade Mixed Use Redevelopment Area, as a Detailed Development Plan in relation to the Royal Hotel site, as set out in paragraph 8.8 of that Report."

The site has a valid Permission in Principle (PIP) granted in January 1996 for a 65 bedroom hotel with 168 car parking spaces, and approximately 64,000 sq.ft. of offices with 64 car parking spaces. 34 residential units are also proposed, with 68 associated car parking spaces (representing a net gain of 28 residential units within this site). Access and egress to the proposed development is from Bosq Lane. This PIP is in conformity with the provisions of the Royal Hotel Design and Development Brief (DDB).

#### **4.3 Site B - Bosq Lane Holdings/Mardel Limited Site:**

This site is not all in one ownership but it is understood that a holding company has options to facilitate its redevelopment. The site is comprised of a small commercial building and residential unit fronting onto Bosq Lane, with garages behind. There are currently 48 private car

parking spaces on the site, and a further two local market residential units.

#### **4.4 Site C - Savoy Hotel Site:**

This site includes the Savoy and Wyndhams Hotels which front onto Gategny Esplanade and includes a public house and a night-club. Adjacent to the south of the Savoy Hotel is a block of 12 flats with 3 shops at ground floor level fronting onto the Esplanade. There are a further 2 residential units located within the site. To the north of the Savoy Hotel is a vacant commercial site (formerly known as the Bragg site) and used for 25 private car parking spaces.

The site has a valid Permission in Principle granted in April 1997 for a 100 bedroom hotel of 77,793 sq.ft. and 70,470 sq.ft. of offices. Proposed access is from Gategny Esplanade to Bosq Lane. It should be noted that the development of the Savoy site would involve the loss of 14 residential units. The development, described below, current under construction at Well Road [site D] is a replacement for the units to be lost.

#### **4.5 Site D - Well Road:**

A scheme of 13 residential units is currently under construction on this site, which formerly comprised of mixed commercialisation, including small offices, showroom, warehouse and garage with access onto Well Road.

#### **4.6 Site E - Bucktrouts site and Quarry site:**

The main Bucktrouts site is currently occupied by a large warehouse which is set back slightly from Gategny Esplanade. Adjacent on the

south-eastern frontage there is a Scheduled building which is currently occupied as offices and includes one residential unit.

The quarry site to the north is well secluded by dwellings to the east and west, and by hoarding in Well Road and is accessed from a narrow entrance onto Gategny Esplanade alongside a building (Onesimus Dorey) currently used for offices/storage.

A permission in principle for a 38,000 sq. ft. office development on the warehouse site and conversion of the scheduled building to three residential units expired in July 1998. This permission also included a 180 space car park on the quarry site and residential development at the entrance to the quarry.

#### **4.7 Site F - Frégate Hotel:**

This site drops significantly from Les Corbins to Les Canichers where it is currently hidden screened by hoarding.

The site has a valid permit granted in July 1996 for an extension to the hotel facilities, including a 30 space car park with access and egress from the north-eastern most corner of the site directly onto Les Canichers.

#### **4.8 Site G - 26-27 Gategny Esplanade:**

This site is comprised of two frontage buildings, both three storey and making a positive contribution to the Gategny street scene, together with a number of other buildings to the rear. The site is currently in mixed use of retailing, residential, storage and offices. There is also parking for 42 cars.

## **PART 2: DEVELOPMENT GUIDELINES**

### **5. Strategic Objectives:**

- 5.1** The Urban Area Plan and the 1998 Strategic and Corporate Plan include the following strategic objectives in relation to MURAs.

*To encourage the development of the visitor accommodation sector to enable it to meet changing market needs and to identify sites suitable for new hotel accommodation, where these may have a realistic chance of being developed.*

*To provide for major new office development as part of mixed use schemes where such provision would facilitate development opportunities, primarily in the visitor economy and housing sectors.*

*To encourage the provision of housing in the central areas of town and to promote a reasonable mix and balance of house types and sizes to cater for different needs.*

*To ensure that the majority of new dwellings developed are of a type affordable by those of modest means.*

*To promote the enhancement of the urban environment.*

### **6.0 Urban Area Plan Policies:**

The main policies in the UAP which support these objectives, and which form the basis for setting out the land-use requirements of this OPB are:-

- (i) The Gategny MURA is identified as a preferred location for the new development of two new hotels (refer to policy VIS3).



- (ii) Major new office developments should only be provided for as part of a comprehensive scheme (for the whole of the MURA) which offers significant benefit to the visitor economy, and where the office provision is subsidiary to the primary uses of the MURA (refer to Policy OBS2).
- (iii) The development of the MURA should provide for a net gain of between 30 to 45 new homes (refer to Policy H12 and Figure 7)
- (iv) There is a general presumption in favour of the retention of the existing housing stock and against the loss of residential units. (Refer to Policy H9).

## **7.0 General Principles upon which the OPB is based:**

The UAP also sets out general principles which should be taken into account in the Outline Planning Briefs for Mixed Use Redevelopment Areas. The following general principles are applicable to this site and form the basis upon which the development guidelines are drawn up. Firm requirements are only identified where necessary, to ensure these general principles are taken into account.

***The provision of an appropriate mix and balance of uses in keeping with strategic policy, surrounding land uses, and the anticipated housing yield.***

***The efficient use of land and rationalisation of existing uses on the site.***

***The provision of appropriate measures to alleviate the impact of traffic on the surrounding area.***

***The creation of a safe and convenient environment for pedestrians and cyclists.***

***Respect for the architectural and historic value of buildings and features.***

***The achievement of a high standard of urban design which reflects and complements the rich and varied character of the existing built environment.***

## **8. Application of General Principles to the development of the Gategny MURA**

### **8.1 Mix and Balance of Uses:**

**8.1.1 *The provision of an appropriate mix and balance of uses in keeping with strategic policy, surrounding land uses, and the anticipated housing yield; and the efficient use of land and rationalisation of existing uses on the site; are general principles for the development of this MURA.***

**8.1.2** The following framework seeks to meet the objectives of the UAP and the general principles set out above.

**8.1.3** Section 5 makes clear that major new office developments should only be provided for as part of a comprehensive scheme where the office provision is subsidiary to the primary uses of the MURA. In the context of this MURA the primary uses are housing and the visitor economy and major office proposals must, therefore, be subsidiary to these uses.

**8.1.4** However, whilst the MURA contains significant opportunities for redevelopment, it also contains large areas of housing and other uses where no significant change or development is currently anticipated.

Within these areas applications for planning permission will be determined against the relevant policies of the Urban Area Plan.

8.1.5 In view of this, this OPB requires that proposals for new office developments are subsidiary to the proposed new residential and possibly new hotel developments within the major redevelopment sites only, rather than the whole physical area of the MURA which would include the large area of existing development where no significant change is anticipated. In this respect, existing housing and visitor accommodation outside the major development sites will not be taken into account when determining an appropriate balance of uses.

8.1.6 It is also important to note that the need for office developments to be subsidiary to the primary uses relates to the whole of the redevelopment area defined above and not to an individual site.

8.1.7 In interpreting the requirement of this OPB the Committee reserves the right to require a mix of uses on any site. Appropriate measures will be taken to ensure the concurrent development of all parts of the scheme.

## **8.2 Visitor Economy:**

8.2.1 Section 5 outlined the requirement for MURAs to produce significant development opportunities in the visitor economy. In land-use planning terms it is important for new major hotel developments to be located in the Urban Area where there are opportunities to create quality developments in prestige locations. The Royal Hotel site and the Wyndhams/Russell Court site both meet this essential requirement.

8.2.2 If hotel development is to proceed then these are ideal locations. They are situated in prominent positions with excellent views of the harbour and nearby islands, are close to the centre of St. Peter Port, and their

redevelopment could make a significant contribution to the visitor economy. This potential is confirmed on the Proposals Map.

8.2.3 However, it emerged at the previous Inquiry that it is unlikely that the development of a major new hotel will be a commercially viable investment for a developer in the foreseeable future, even when associated with new office provision. However, it is possible that an hotel or hotels of more modest scale than the 100 rooms previously permitted may still have potential. It is also possible that a Hotel may be viable if it is able to offer special additional facilities.

8.2.4 Bearing in mind the difficult economic position relating to the provision of new hotels, the Committee is concerned to ensure that these very prominent sites do not remain derelict for any longer than absolutely necessary. If these sites are allocated solely for new hotel development and this proves to be not commercially viable in the foreseeable future, the Committee would be concerned that key areas of the MURA will be blighted. It is therefore proposed that in these circumstances the Committee would be prepared to consider the alternatives of residential hotel or self-catering uses on the two potential hotel sites. In addition, proposals putting forward a mix of these uses would also be considered.

### 8.3 Housing:

8.3.1 As set out in Section 5, the UAP indicates an anticipated yield for this MURA of 30 to 45 residential units. **This is a net yield over and above the replacement of any existing units lost through redevelopment for other purposes in order to be in line with Policy H9 of the UAP.**

8.3.2 This anticipated yield is what was considered appropriate at the time the UAP was adopted; it is not a level of provision which must be met exactly. Bearing in mind that current Strategic and Corporate Plan Policies S.P.8A has increased the annual level of new housing for which provision

should be made, this OPB requires the provision of a significantly greater number of dwelling than was envisaged in the UAP. In addition to the change in Strategic policy, the requirement for more new housing to be provided within the MURA also takes account of the following factors:-

- (i) One of the objectives of the UAP is to encourage the provision of housing in the central areas where it will contribute to the vitality and character of the Urban Area.
- (ii) It is anticipated that there will be significant office developments within the MURA. A net gain in residential units above the previously anticipated yield would contribute to the mix and balance of uses and would help to ensure that offices remain as a subsidiary element within the overall MURA (see Section 8), particularly bearing in mind the likely smaller than envisaged hotel provision.
- (iii) In investigating ways to meet the current high demand for housing the Committee has concluded that the redevelopment areas have the potential to accommodate significant additional housing without adversely affecting the environment of the area and whilst still being in accordance with the general land use principles upon which the OPB is based.

8.3.3 In land-use planning terms the main residential areas of the MURA are Les Canichers and Paris Street. Both Well Road and Bosq Lane become more residential in character as they approach Les Canichers. This character has been reinforced by the development of the Well Road site. The current approval on the Royal Hotel site includes residential development fronting on to both Les Canichers and Bosq Lane and complements the existing residential character by maintaining the scale of development and sense of enclosure in these streets. This location remains a preferred location for residential development. The Bosq Lane

site (site B) fronts onto Bosq Lane and has the potential to complement the proposed residential element of the Royal Hotel site although there may be some limited scope for office provision on this site provided that the residential element is the dominant use.

8.3.4 There are existing approvals for the creation of residential units by the conversion of the Onesimus Dorey building and development of an adjacent infill plot at the entrance to the quarry. The quarry itself has the potential to provide a number of dwellings, although an imaginative scheme may be required to overcome the difficulties of this site. Residential development in this location would relate well to the existing pattern of residential land-use in the area.

8.3.5 In addition the quality location of the Gategny Esplanade frontage provides an outstanding opportunity for an element of prestige upmarket residential accommodation to be provided. There may also be opportunities for small scale retail and related activities to take place on the Gategny frontage particularly at ground floor level.

8.3.6 The identification of the above sites for housing will ensure that a significant amount of new housing can be provided. The following locations are, therefore, identified for new housing and are indicated on the Outline Planning Brief Proposals Map:-

[i] The north-western part of the Royal Hotel site fronting Les Canichers and Bosq Lane.

[ii] The majority of the Bosq Lane Holdings site (site B).

[iii] The Quarry site including the Onesimus Dorey building and adjacent infill plot.

[iv] 26/27 Gategny Esplanade.

- [v] Land to the rear of Wyndhams, Russel Court, the Savoy and the former W. Bragg site.

It is estimated that these sites would be capable of accommodating in the region of 150-200 dwellings.

- 8.3.7 In addition the two suggested hotel sites may be developed in whole or part for residential purposes.

#### 8.4 **Offices:**

- 8.4.1 Although subsidiary to the primary uses, it is anticipated that the development of offices will form the impetus to stimulate significant regeneration of the MURA to provide benefits for the visitor economy and in particular to secure the provision of a significant level of new residential development.

- 8.4.2 In land-use planning terms, major office development is directed to the already office dominated St Julian's Avenue where it will consolidate the existing predominantly commercial frontage and to some limited sections of the Gategny Esplanade frontage leaving other more appropriate sites for the intended primary uses of housing and hotel.

- 8.4.3 There will be no other sites for major offices within this MURA other than the following locations which are indicated on the Outline Planning Brief Proposals Map:

- [i] The southern part of the Royal Hotel site, fronting onto St Julian's Avenue.
- [ii] The Savoy Hotel and Wm. Bragg sites.
- [iii] The Bucktrouts warehouse site.

In addition there may be some scope for limited office development on the Bosq Lane site.

## 9 ACCESS AND TRAFFIC:

9.1 ***The provision of appropriate measures to alleviate the impact of traffic on the surrounding area and the formulation of an integrated traffic and planning study is a general principle of this Mixed Use Redevelopment Area. This Outline Planning Brief should also consider the creation of a safe and convenient environment for pedestrians and cyclists.***

9.2 A traffic management study concentrating on the St. Peter Port waterfront and associated road network [from Le Val des Terres to the Half Way] is now well advanced although the detailed conclusions have not been finalised.

9.3 The Brief for the study required that advice be given on access to the major development areas. The early indications in relation to the traffic movements on the Gategny Esplanade and nearby roads are now clear.

9.4 The current layout has multiple accesses from the Esplanade with frontage servicing to existing major properties. There would be benefits in respect of safety, traffic management and environmental terms in concentrating movements through a minimum of appropriate accesses and thereby removing frontage servicing. In order to achieve this the Outline Planning Brief proposes a service road running broadly parallel to the Gategny Esplanade running between Well Road and St. Julian's Avenue. The Proposals Map illustrates an approximate line for the service road.

9.5 It is, however important that the new road is developed in such a way that it is not seen as a potential short cut or 'rat-run' for through traffic.



- 9.6 It is, therefore, proposed that the existing roads of Well Road and Bosq Lane will be used as access routes, together with a new one-way service road exiting onto St. Julian's Avenue. The States Traffic Committee has indicated that it is unlikely that right turning movements will be allowed into Well Road. This will require those wishing to enter the site from the north to turn at the North Beach roundabout. For similar reasons it is proposed that the service road exit onto St. Julian's Avenue be left turn only. These arrangements will have the effect of discouraging all traffic other than that with a specific reason for visiting the area. Complementary traffic management measures to remove the majority of through traffic from Les Canichers and the other unsuitable narrow streets close to the north of the Mixed Use Redevelopment Area will also need to be implemented.
- 9.7 The provision of a service road would offer genuine opportunities to provide benefits for cyclists and also pedestrians. In particular, there is an opportunity to provide a 2 way cycle route as a part of the road which would link, via Les Amballes, with the proposed cycle route through the Bouet MURA. This route would provide cyclists with an alternative to the very busy and exposed St. George's and Gategny Esplanades.
- 9.8 The southern section of Les Canichers already offers a pedestrian only link to the MURA from St. Julian's Avenue and the centre of Town. However, there would be benefits in providing additional links to the central part of the area. This Outline Planning Brief makes provision for a pedestrian route across the Royal Hotel site from its south-west corner to the service road close to where it meets Bosq Lane. A pedestrian link between the service road and Gategny Esplanade is also proposed in the vicinity of the William Bragg building.
- 9.9 These links are likely to be of most obvious benefit to those visiting sites within the MURA and are considered to be important elements of the overall redevelopment proposals.

- 9.10 All developments within the area will be accessed from the new service road with off-street servicing. Car park provision will be in accordance with the parking standards contained in Annex 1 of the Urban Area Plan.

## **10. Design**

- 10.1 ***The achievement of a high standard of urban design which reflects and complements the rich and varied character of the existing built environment; and respect for the architectural and historic value of buildings and features; are general principles for the development of this MURA.***
- 10.2 A key feature of the townscape of St. Peter Port is the almost continuous line of imposing buildings which front onto the coast road from Salerie Corner to the South Esplanade. Behind this frontage, buildings rise randomly, producing a varied and fascinating view of roofs, walls and trees. The views of the MURA from the high land to the west are also spectacular, with the variety of buildings and roofs creating visual interest in the foreground and glimpses of the harbour and nearby Islands beyond.
- 10.3 Les Canichers and Upper Canichers are built on a ridge within a rising escarpment. Variations in the building lines of the dwellings and their heights help to create a very informal urban character. Further north, both sides of Paris Street are lined with tightly packed small-scale dwellings which create a sense of enclosure. Because of the potential outstanding character of this built environment, these areas are zoned as Conservation Areas with Potential for Enhancement in the Urban Area Plan.
- 10.4 The entire eastern frontage of the MURA presents a virtually continuous facade. Whilst some of the individual buildings are architecturally uninspiring, their relative size, scale, fenestration and role in the

streetscene create an attractive collective character. This area is also zoned as Conservation Area with Potential for Enhancement .

10.5 The Gategny MURA is a prominent area of St. Peter Port and new developments are likely to have a significant impact on its townscape. This OPB sets out broad design parameters in order to ensure that new developments respect the basic elements which create the unique character of St. Peter Port. The Committee would welcome innovative, good quality designs within the MURA which meet the following design parameters.

10.6 Although it is not possible to protect specifically private views, the issues of building heights, roof spaces and other design considerations mean that in preserving the current important townscape values, great care will be taken over the appearance of the rear of properties in the area.

10.7 Parts of the area have a somewhat rundown feel. They do, however, have great potential and this OPB and the design principles contained within it provide an opportunity to enable the area to fulfil that potential.

#### 10.8 **Building Heights**

10.8.1 It is important that new developments within the MURA retain views of the hillside beyond. It is not the intention of this Brief to dictate the specific heights of new buildings. However, any applications for development will be required to provide evidence that the proposal will preserve and enhance the views of the buildings and hillside beyond. Proposals will also be expected to have no significant affects on the views from public view points to the west. In this regard, of particular importance will be the views from the eastern end of St. Julian's Pier and the eastern side of the Salerie car park, although effects on other views will be taken into account.

10.8.2 The height of buildings which front on to Gategny Esplanade should also vary to create visual interest. In general terms the current extent of the variation in heights should be retained.

## 10.9 **Roofscape**

10.9.1 As described in paragraph 8.2, the roofscape of St. Peter Port is a critical element of its unique character.

10.9.2 There are extensive public views over the MURA from Les Cotils lookout (Blue Mountains), and from parts of Les Cotils Lane and Les Canichers. The design of new roofs and of elevations facing west should, therefore, take account of these public views and the potential to enhance the character of this area. In this regard, a variety of pitched roofs is more likely to create visual interest when seen from these surrounding viewpoints.

10.9.3 External plant and machinery on top of roofs would be visually obtrusive. Proposals for new buildings in the MURA should, therefore, use a variety of pitched roofs and any plant and machinery should be located within the building or the roof void.

## 10.10 **Building Line**

10.10.1 An important aspect of the existing townscape on the Esplanades and the Quay is that buildings are set on the back edge of the pavement although the precise line varies from building to building. The only exception on Gategny Esplanade is the Bucktrouts warehouse which is set back with an open yard in front.

10.10.2 This relatively uniform building line produces an attractive urban character along the sea front. Similarly, the urban, more residential character of Well Road, Les Canichers and Bosq Lane is reinforced by

an appropriate scale of buildings similarly located. The quality of the townscape of St Julian's Avenue would also be greatly improved by the development of the Royal Hotel site to the back edge of the footpath.

- 10.10.3 Proposals for new development within the MURA should, in general, therefore, be located on the back edge of the pavement although some variation of the precise line should be included in proposals. This is considered particularly important in respect of St Julian's Avenue, and Glategny Esplanade. Where no pavement exists (for example, on the south side of Well Road), may be required to make provision for its inclusion within any redevelopment proposals.

#### **10.11 Landscaping and Open Space**

- 10.11.1 Proposals on individual development sites must include a comprehensive scheme for all landscaping and external works, which should include provision for private open space particularly where residential development is proposed.

- 10.11.2 Given the space constraints on sites within the MURA and the need to accommodate high value land-uses to drive its regeneration, there are likely to be limited opportunities to create any significant public open spaces. However, where extensive sites come forward for development there may be opportunities to provide areas of high quality public space.

#### **10.12 Other Design Requirements**

- 10.12.1 The south-eastern corner of this MURA, the Royal Hotel site, in visual terms, its most significant part. As such the Committee will require development proposals to include a building of the highest standards of urban design on this site that adequately responds to its prestigious position.

10.12.2 In view of the high level of public visibility of the rear of the buildings in the area it is vital that both front and rear elevations of buildings are designed with equal care. In addition the way in which car parking and servicing areas are addressed will need careful consideration to ensure that a high quality environment is created for those living and working in the area.

10.12.3 Throughout the sea frontage of the MURA, in order to achieve the best sense of enclosure, gaps in the development frontage, should, where possible, be filled by development which is not set back from the road.

## 11 **Implementation**

11.1 It is acknowledged by the Committee that, subject to the need for schemes to comply with the objectives, general principles and design parameters set out in this OPB, the redevelopment proposals will need to be commercially realistic. However, it is the service road that is the key to the successful implementation of the redevelopment proposals for the whole area.

11.2 Therefore the Committee will require the submission of a planning application for the service road on behalf of all the prospective developers prior to the consideration of any applications for the redevelopment of the area.

11.3 In addition applications for development which are in accordance with the provisions of this Outline Planning Brief and all other material considerations will be granted on the basis that no development will be occupied until the road is complete and available for use in its entirety. *Additional interim access arrangements may be acceptable as a temporary measure provided that the developer demonstrates that these will not prejudice the provision at the earliest possible opportunity, of the new service road in its entirety. Any permission granted will be*

*subject to time limiting conditions to prevent such temporary arrangements becoming permanent. However, where such interim arrangements are considered acceptable, the developer will nonetheless be required to construct that part of the service road which lies within the site in question. The construction of the relevant section of the road will be required prior to the occupation of any new significant development for which planning permission is granted.*

## **12. Summary of Development Proposals**

12.1 The principles contained in this OPB will be used to guide new or amended proposals to ensure that they are appropriate for the area and the Island.

12.2 The main principles can be summarised as follows:-

- [i] All the redevelopment sites should have vehicular access from a rear service road.
- [ii] The sites of the Royal and Savoy Hotels are identified as sites for new hotel developments.
- [iii] The area should provide approximately an additional 150-200 residential units.
- [iv] Major new offices should be located on the Gategny Esplanade and St. Julian's Avenue frontages at sites (a) (b) and (c) as indicated on the proposals map.
- [v] New residential development should be located on Bosq Lane/Les Canichers and Well Road and at the Onesimus Dorey building and adjacent infill plot.

[vi] The heights of new buildings should be designed so as to preserve and enhance the views from the east of the buildings and hillside beyond or on views from public view points to the west.

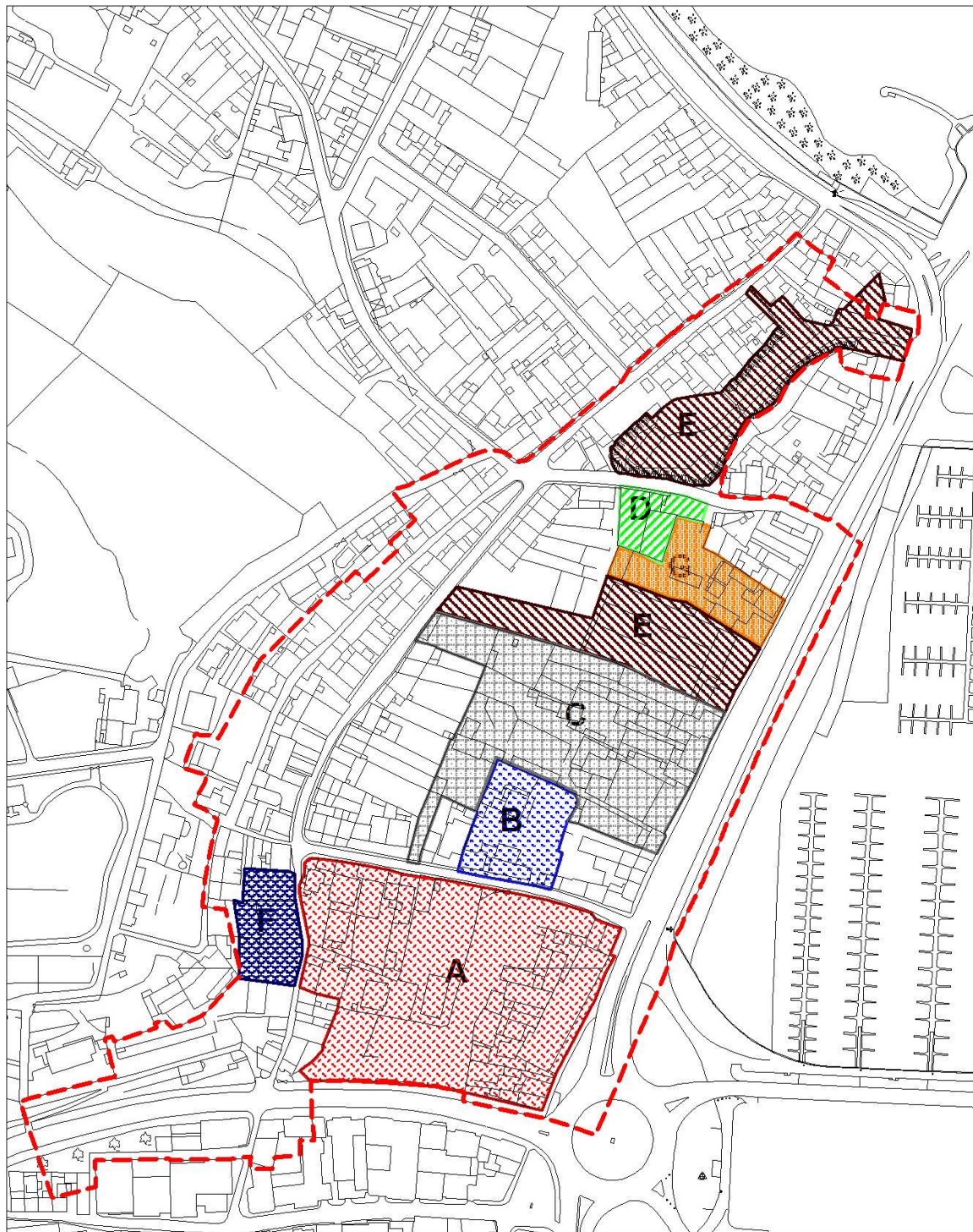
[vii] Proposals for new buildings should avoid flat roofs and include a variety of pitched roofs. Any plant and machinery should be located within the building.

[viii] New buildings should generally be located on the back edge of the footpath.

12.3 The proposals map indicates clearly how these principles can be achieved. However, should the owners and developers together wish to prepared alternative comprehensive proposals for the area, these may be considered provided that they comply fully with all the principles contained within this Brief.



# PLAN 1 - GLATEGNY MURA KEY REDEVELOPMENT SITES



## LEGEND

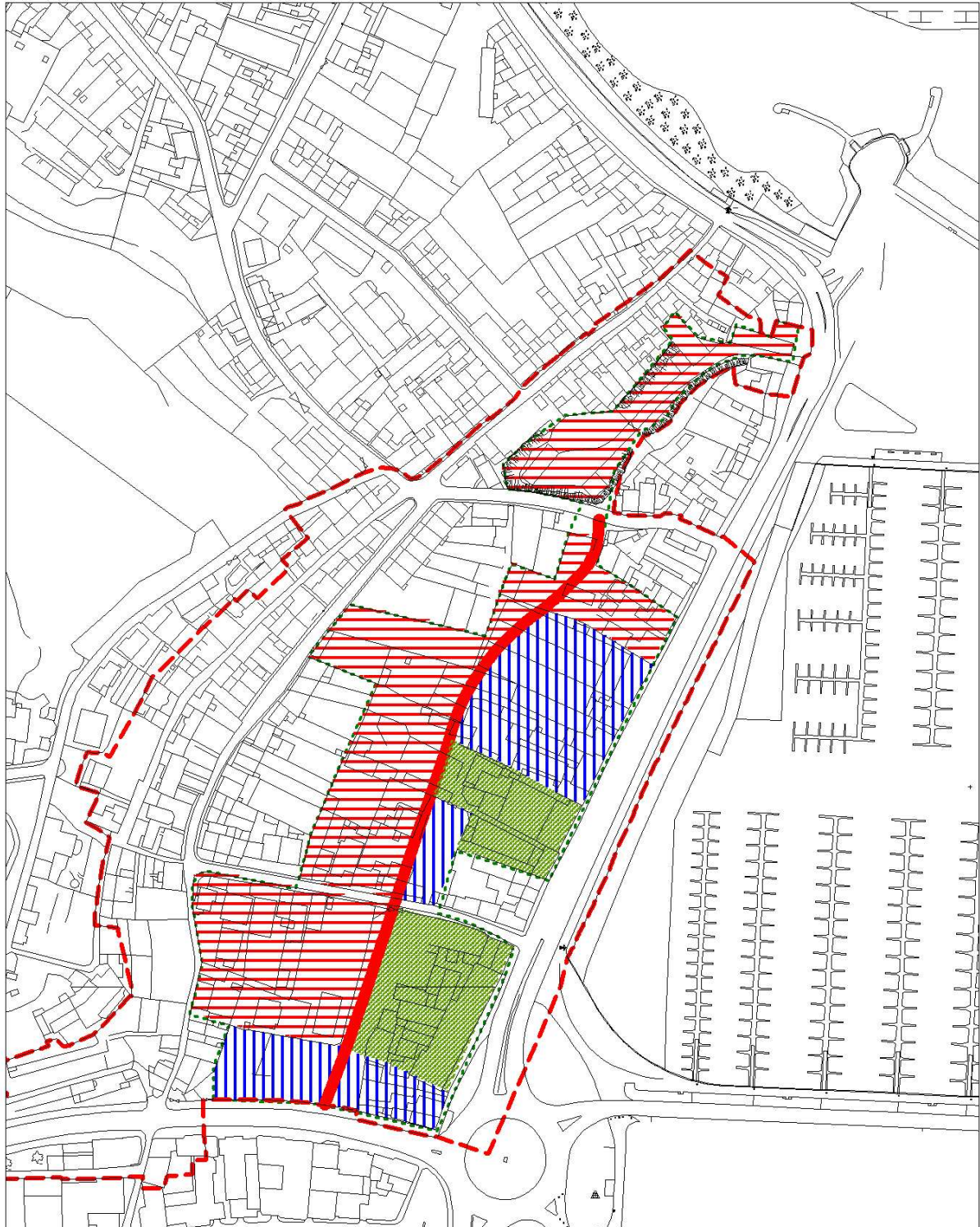
-  MURA Boundary
-  G - 26/27 Gategny Esplanade
-  E - Bucktrouts & Quarry Site
-  D - Well Road
-  F - Fregate Hotel
-  A - Royal Hotel
-  B - Bosq Lane
-  C - Savoy Hotel








Scale 1:2500  
November 1998



## PLAN 2 - GLATEGNY MURA PROPOSALS MAP (AS AMENDED)



### LEGEND

-  MURA Boundary
-  Redevelopment Area
-  Diagrammatic Line of New Road
-  Housing
-  Hotel / Housing
-  Office



Scale 1:2500  
28 April 1999