



ENVIRONMENT

A STATES OF GUERNSEY GOVERNMENT DEPARTMENT

Leale's Yard

Mixed Use Redevelopment Area

Outline Planning Brief

Addition to the Urban Area Plan Review No.1 [2002]

Adopted by the States on 24th November 2004

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PART ONE: Introduction

1. Purpose

This document is the first draft of an Outline Planning Brief (OPB) for the Leale's Yard Mixed Use Redevelopment Area (MURA) prepared in accordance with the provisions of the Strategic Land Use Plan and the Urban Area Plan (Review No.1) [UAP].

For the guidance of prospective developers, the OPB defines the basic planning parameters that are needed in order to achieve the optimum beneficial use of land. It presents a robust guide for development with adequate flexibility to respond to unforeseen changes in circumstance.

The Brief is divided into two parts. PART ONE provides relevant background information and PART TWO sets out the key development requirements that would guide the future redevelopment of the area.

2. Objective

The UAP requires new development to achieve an appropriate mix and balance of uses in keeping with Strategic Policy and a high standard of urban design, which should enhance the character and diversity of the MURA, as well as the wider area.

The development of this MURA provides a unique opportunity to carry out a mixed use development that creates an attractive new urban environment and meets the need for specific forms of development, principally; retail, commercial and housing. This development is expected to form an integral part of The Bridge, complementing the existing retail outlets, rather than competing with them, and offering an attractive place to work, live and visit.

The Environment Department will expect a relatively high density of development in order to encourage a critical mass of residents and visitors to support diverse activities within a compact area. However, this shall not be at the expense of the inclusion of high quality open spaces and public realm nor a high standard of residential amenity provision in accordance with Annex 3 of the UAP.

In order to balance successfully the competing demands for land use and at the same time secure a high-quality urban environment, this Brief has 4 key objectives, which are to:

- **Create a linked and integrated extension to the commercial centre of The Bridge comprising retail, commercial, housing and other uses**
- **Generally provide for a substantial amount of new homes of mixed tenure**
- **Increase the permeability of the area**
- **Create an attractive place with a strong identity and a critical mass**

The OPB takes a pragmatic approach and focuses particularly on the part of the MURA with the greatest development potential, referred to within this Brief as the Main Development Site. Notwithstanding this, however, the development principles set out within this OPB will apply to all development proposals within the MURA boundary.

3. The Policy Framework

3.1 Relevant Strategic Policies

The Policy and Resource Planning Report prepared by the Advisory and Finance Committee contains the Strategic Land Use Plan. This sets out the environmental, economic and social objectives to be followed by the Environment Department when preparing Detailed Development Plans. The relevant provisions of the 2003 Plan are contained in section 8 of that document and in Strategic Policies 5, 8, 18 and 26. These policies provide guidance on the types and densities of housing development, support projects for regeneration of The Bridge and call for careful assessment of potential flooding of low-lying areas when planning for new development.

In addition to these strategic policies, on the 12 June 1998 the States of Guernsey directed the Island Development Committee to encourage a significant increase in the resident population on and around The Bridge (Billet XIV).

3.2 Relevant Policies of the Urban Area Plan

The UAP identifies the Leale's Yard area as being a Mixed Use Redevelopment Area that itself lies within a Central Area. It also states that an Outline Planning Brief will be prepared to guide new development and area-wide environmental improvements. The OPB has regard to the General and to the Design and Built Environment policies contained within the UAP, to achieve an appropriate form of development and a high standard of urban design to enhance the character and diversity of the area.

In terms of land use, Policy HO3 of the UAP calls for a mixture of uses, including housing, to enhance the vitality and character of the Central Areas. With this in mind, significant proposals will be required to include an element of housing. Policy EMP1 states that proposals for new office development can be permitted within a MURA where it is in accordance with an approved OPB. Policy CEN2 makes provision for major new retail development where it is in accordance with the approved OPB and provided that it complements the viability and attractiveness of the existing centres.

With regard to community and recreation developments, Policy SCR1 makes provision for essential community facilities on suitable sites. This type of development can help hold together communities and will be encouraged to locate within the MURA. Policy SCR6 deals specifically with indoor leisure facilities and the MURAs are identified as ideal sites for potential leisure development.

Other policies of the UAP are specifically referred to where relevant throughout this OPB.

4. Description of the Site

The portion of the MURA considered suitable for redevelopment represents an area of approximately 7.5 acres or 3 hectares, equivalent in size to the combined area covered by the Markets, Town Church, Commercial Arcade, High Street, Smith Street and the Pollet.

4.1 Site Character

The Bridge forms part of the main East Coast road and has a feeling of busyness, mostly as a result of the high volume of vehicles moving through the area. It has a high-street character with a wide pavement and parking area between the buildings and the harbour. Little priority is given to pedestrians.

Nocq Road defines the southern extent of the MURA and has a small-scale residential character set around a narrow lane, mainly without pavements. The buildings are mostly terraced with front gardens, which produce a series of continuous building lines. The western MURA boundary is formed by Lowlands Road, which has a similar character to Nocq Road, accommodating a mix of terraced, semidetached and detached 1, 2 and 3 storey houses.

Braye Road, which is predominantly characterised by residential properties of semidetached and detached buildings, defines the MURA's northern boundary. The mainly 2 and 3 storey buildings are set back from the busy road.

Vale Avenue is the main northern artery supplying the Bridge. This busy road is defined by detached residential properties of mainly 2 or 3 storeys. The generally well-defined edge to the road is interrupted by the existence of poor quality and derelict buildings.

The inner areas of the MURA are characterised by a mixture of service areas, derelict land, retail sheds, car sales areas and by rear gardens of domestic properties.

Although outside the MURA Boundary, the St. Sampson's Harbour is one of the most significant features of this locality. There is potential for redevelopment schemes to take into account the proximity of the harbour and to encourage the regeneration of the harbour frontage. This could take the form of hard and soft landscaping, lighting, public art, etc. (See UAP Policy ETL3)

4.2 Building Quality and Character

There are a number of buildings within the MURA of high quality or character, which are worthy of retention. These are predominantly located on the Bridge frontage and within Nocq Road. The inner areas of the MURA generally contain buildings of poor quality or condition with little positive character.

4.3 Views, Landscape and Topography

Whilst there are a number of glimpsed views into the MURA, the enclosed views along narrow streets, such as Commercial Road, are the strongest. The public realm around the Bridge is not pedestrian friendly and does not encourage views of the harbour.

There are no significant areas vegetation on the site worthy of retention.

The site is located to the immediate west of St Sampson's Harbour occupying an area that formed part of the Braye Du Valle prior to draining in 1806. The topography of the site is generally flat and low-lying, with a gentle slope eastward to the harbour frontage where the retaining bund was constructed. The site also slopes north to a high point west of La Hougue Du Valle. Owing to the topography of the site and the surrounding area, parts of the MURA are visible from unexpected vantage points, such as La Route de L'Islet.

4.4 Existing Activity within the MURA

During the public consultation exercise in June 2002, some concern was expressed at the potential loss of small workshops and yards from the Leale's Yard area. The development will inevitably result in the displacement of a number of existing businesses and section 6 in Part 2 sets out how this will be assessed. A Land and Accommodation Audit has indicated that the demand for space from expanding businesses is significant. Some of the required accommodation can be provided by expansion within existing sites but there remains a requirement for some additional land to accommodate relocations and new or emerging industries. In this respect the UAP identifies an area of new industrial land at the Salt pans. In addition, a further policy (EMP7) is included which makes specific provision for starter businesses and service trades requiring small, inexpensive workshops and yards on accessible sites.

5. Ownership

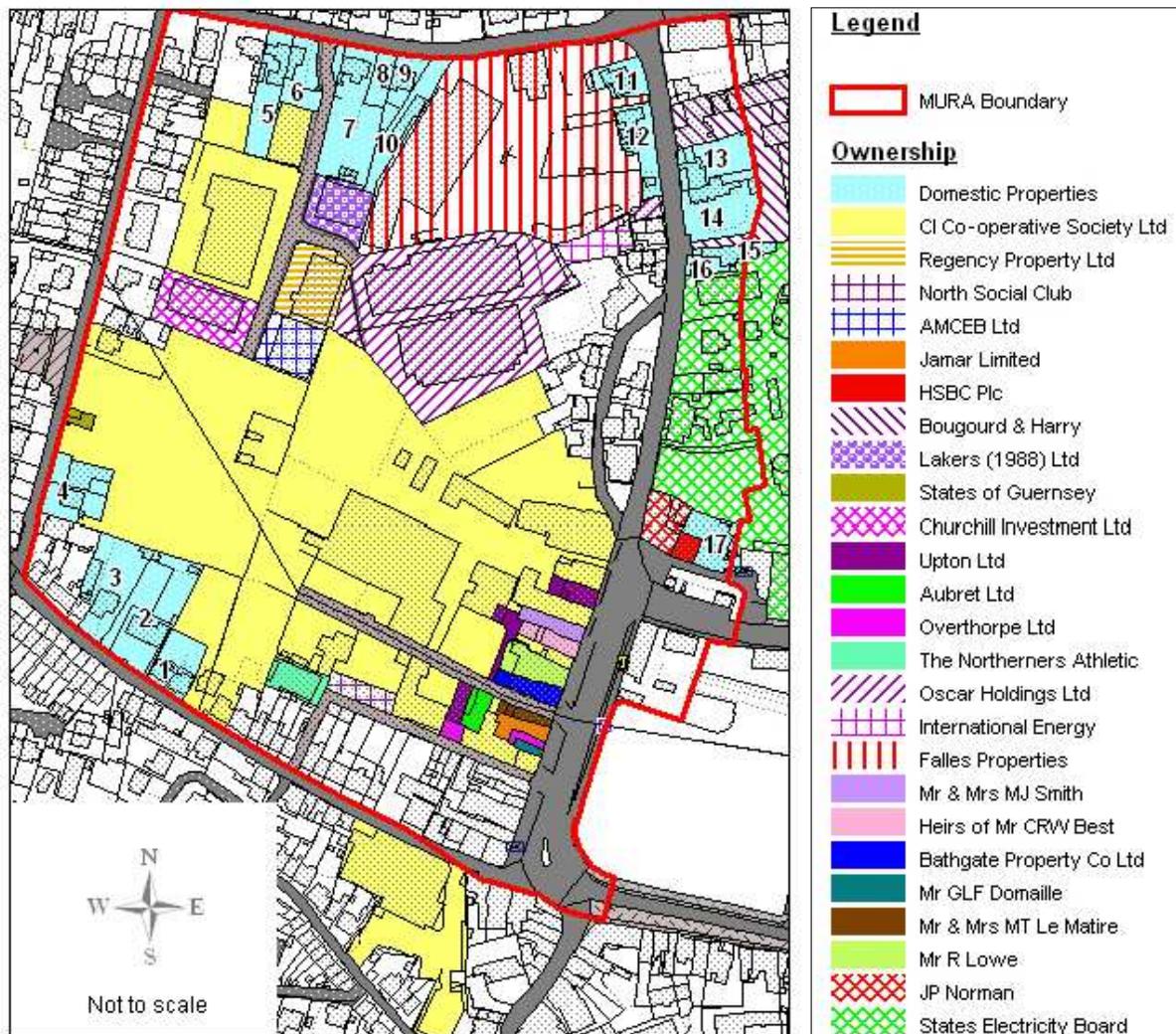


Figure 1: Land ownership within the Leale's Yard MURA as at November 2003

Whilst land within the MURA is in multiple ownership, the majority of the site with development potential is controlled by four landowners. The largest area within single ownership belongs to the Channel Islands Co-operative Society Limited. As mentioned before, this land also offers the greatest potential for development and is the most significant portion of the MURA in terms of the likely effect of new development on the existing Bridge environment.

PART TWO: Development Guidelines

Proposals for development will be considered on their merits having regard to this Brief, The UAP and Section 17 of the Island Development (Guernsey) Law 1966-1990 as amended. Relevant policies of the UAP (Review No.1) are highlighted where specific guidance exists.

6. Existing Land Uses

In order to reinforce The Bridge as the Island's second town, the Main Development Site will need to accommodate activities that will support and enhance the vitality and viability of the area. It is inevitable, therefore, that a number of existing land uses within this area will be displaced by new forms of development. Section 7 below sets out acceptable land uses within the MURA. Elsewhere within the MURA, sites that are well suited to industrial or commercial use should be retained for such uses unless it can be demonstrated that the site or premises is no longer suitable having regard to the standard of accommodation and level of demand. Applications seeking a change of use of an existing operation that adversely affects neighbours' amenity and has no prospect of remedying such conflicts, will be assessed on its merits.

Minor development on existing sites within the MURA can be progressed independently provided that the proposals comply with the overall intentions of this OPB. Applications for individual projects will only be permitted where, in the opinion of the Environment Department, they can be carried out in a satisfactory manner and where development in isolation is unlikely to inhibit the implementation of the OPB or prejudice a comprehensive scheme for the area.

Opportunities may arise to enable environmental improvements in conjunction with States Departments such as the Traffic division of the Environment Department and Public Services, including cases involving of any quayside proposals. The Department will seek to work with other relevant departments to achieve appropriate environmental improvements in order to produce a coherent approach to the public realm both within and beyond the MURA boundary.

7. Proposed Mix of Land Uses

7.1 General Objectives

Having regard to UAP and Strategic Land Use Plan policies, development within this MURA will be expected to meet the following land use objectives:

- (i) Provide new homes of a reasonable mix and balance of types and sizes to cater for different needs, and where appropriate retain and improve the existing housing stock. The creation of homes above other lower-floor uses will be particularly encouraged in order to establish a diverse mix of uses and assist in designing out crime. (See UAP Policies HO3, HO5, HO10, HO11, HO12 & HO13).
- (ii) Provide a level of new retail facilities to revitalise The Bridge shopping area without creating an over-provision to the detriment of Town. (See UAP Policy CEN2).
- (iii) Encourage the provision of service trades such as professional offices, doctor's surgeries, hair salons and other similar facilities, especially within the upper floors of development.

- (iv) Encourage the provision of community uses such as a library, and other parish facilities.
- (v) Encourage the provision of leisure related developments, especially cafes, bars and restaurants. If well sited, these uses could add positively to the vitality and viability of the area.
- (vi) Make provision for new office accommodation as part of mixed use schemes. (See *UAP Policy EMP1*).
- (vii) Protect the existing stock of industrial premises within the MURA where this is compatible with other objectives of this Brief including the requirement to create attractive retail and residential areas to the rear of The Bridge. Encouragement will be given to accommodating support industries providing services such as the storage and maintenance of digital data and disaster recovery services, within the upper floors of the development. (See *UAP Policy EMP9*)
- (viii) Provide car parking in accordance with section 9.5 of this OPB

The Environment Department has not set maximum or minimum percentage figures for each use but will anticipate a mix of building uses appropriate for a town centre environment. However, in accordance with the directive of the States, it will expect a substantial element of housing development. Owing to the Department's desire to encourage a reasonable mix and balance of housing types, developers are advised to discuss this issue with the States Housing Department which is currently assessing specific demand for housing types within the Island as part of its contribution to the Corporate Housing Programme.

The Department will also require the provision of high-standard public spaces and other facilities and features in line with its objective of creating a vibrant town centre. Development within the Main Development Site should conform to the general distribution of uses illustrated by Figure 2 on page 7. Proposals that deviate from this land use framework will need to demonstrate to the satisfaction of the Department that the proposed mix and balance of uses within the area will achieve its objective of creating an attractive and appropriate mixed use development.

Operations that the Department considers to be incompatible with neighbouring land uses, such as industrial yards and other forms of activity inappropriate to the location, will generally not be permitted unless it can be demonstrated that any conflicting amenity issues can be fully resolved. The Department will seek to safeguard the reasonable amenity of existing and future residents of the area.

7.2 Land Use Distribution within the Main Development Site

Key Objectives:

- New retail uses should be located near to the existing retail uses of The Bridge and should be designed to work with them rather than turn their back on them. A 'loop' of continuous retail use would encourage people to use a range of large and small shops.
- The inclusion of squares and a network of streets within the site would provide the opportunity for the retail, residential and other uses to interrelate. The mixing of uses vertically will assist this and is, therefore, encouraged.
- Residential uses should be carefully designed to facilitate private and public external spaces as well as a generally dual aspect development.
- Service yards need to be carefully located and designed to minimise their visual impact. They should be secure and easy to access without creating large turning areas. They should not face onto or be directly related to residential uses, as this results in a loss of amenity caused by noise and visual impact.

Development is expected to comply with the Department's principle objectives for land use within the Main Development Site, illustrated by Figure 2.

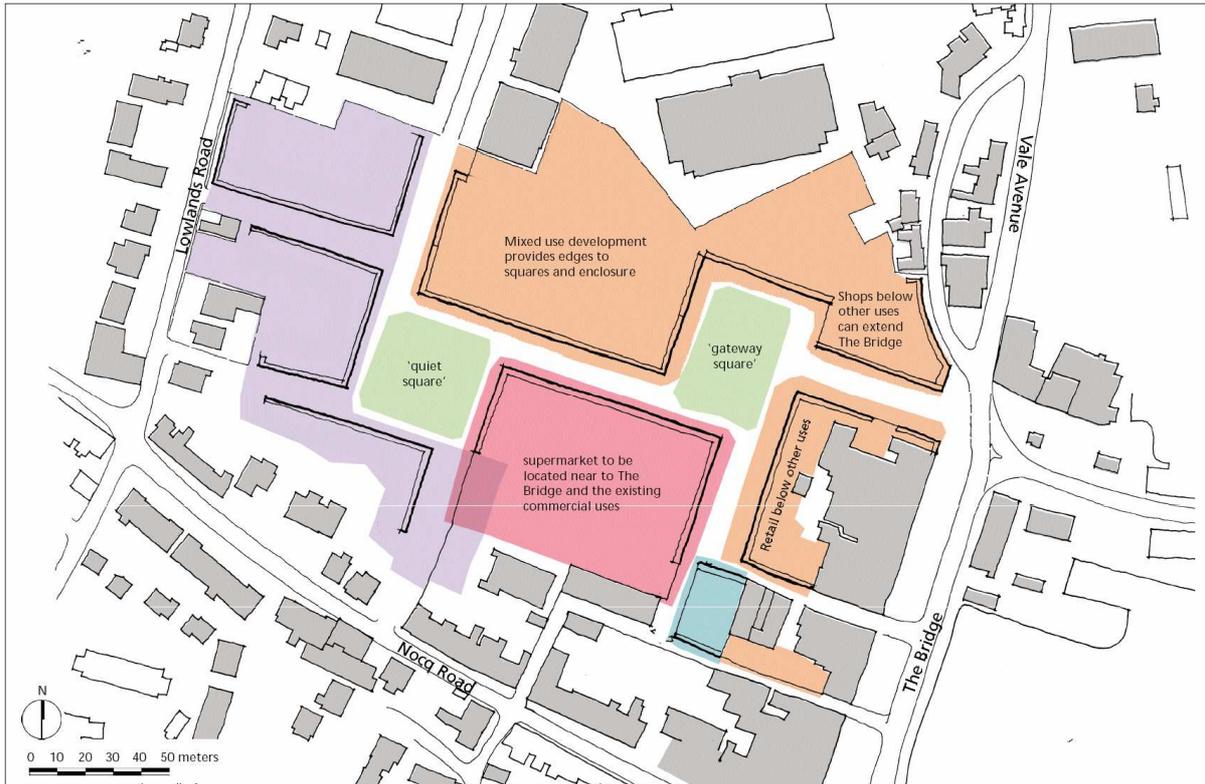


Figure 2: Land Use Framework for the Main Development Site within the Leale's Yard MIRA

8. Design

8.1 Overall MURA Urban Design Objectives

Unlike previously prepared OPBs, this Brief embodies the conclusions of a Development Framework for the site that was prepared in conjunction with professional urban designers Tibbalds TM2 and in consultation with members of the community. During March 2001 the Island Development Committee sought the views of the public with regard to the kind of development and to other physical alterations it would like to see as part of the redevelopment of the Leale's Yard area. This led to the preparation of the draft Development Framework that took account of the public's views and States policies, as well as broad developer expectations. The Framework was displayed at a public exhibition during June 2002. Responses received were considered in full and, where appropriate, the draft Development Framework was modified.

Figure 3 below indicates a general development framework, which sets out the Department's overall urban design objectives for the MURA.

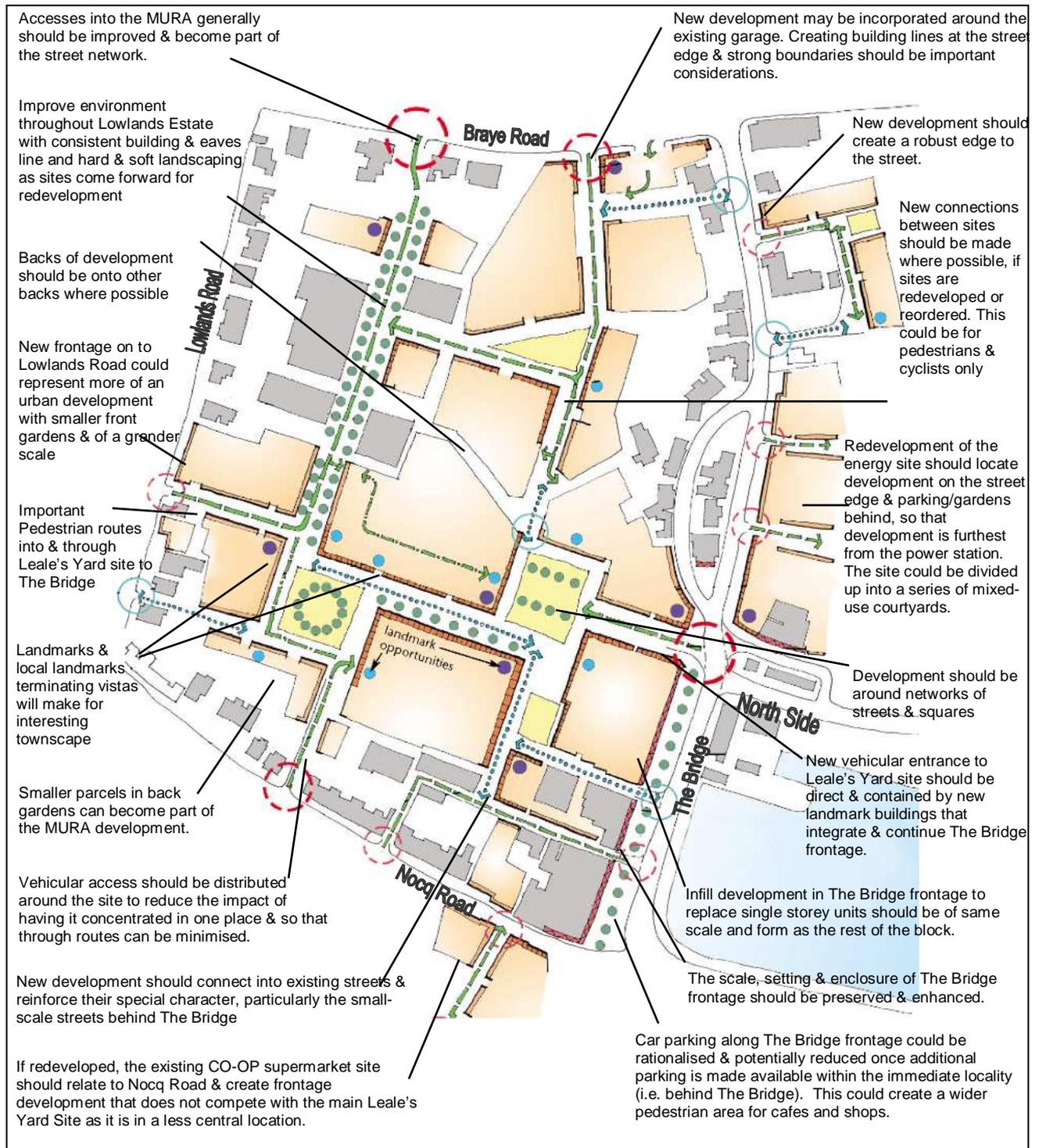


Figure 3. General Development Framework

DEVELOPMENT PRINCIPLES:

All development proposals should reinforce the area as the mixed-use second town within Guernsey. The Bridge & the Harbour are important local strengths.

Development is initially likely to focus on the large site to the south of the MURA (Leale's Yard) stretching between The Bridge & Lowlands Road.

All development proposals should demonstrate their commitment to high quality urban design & architectural quality.

Further development within the MURA should reinforce & extend the overall objectives of the framework & seek to introduce a high quality of townscape & urban design into the proposals. Vertical mixing of uses will allow the area to be intensified.

The MURA contains a wide range of uses, from light industrial, to employment to retail, to housing. This is one of the strengths of the area & the principle of a wide range of uses should be continued in any new development that takes place, particularly to introduce housing uses & retain employment where appropriate.

8.2 Achieving a High-Quality Urban Environment

The Environment Department is determined to achieve an integrated, inclusive, high quality, safe and sustainable new urban environment within the Leale's Yard MURA. In this respect, proposals must satisfy design principles that include the following key characteristics:

1. **A framework of streets and squares** which has an urban structure based upon a clear network designed to serve as both routes and public places supervised by the occupants of surrounding buildings.
2. **Integration and permeability** creating a successful extension to The Bridge, taking into account the proximity of the site to St Sampson's Harbour. The development should give a choice of routes making the area feel safe to pass through. The defining of zones of uses should be avoided in favour of mixing them up and blurring the boundaries between them.
3. **A sense of place** giving the new urban environments a memorable and unique character by using landmarks, vistas and focal points along with the incorporation of existing features and buildings or imaginative landscaping and public art.
4. **A critical mass of activity** or a density of uses to create sufficient activity of people to animate streets and public places and to sustain shops and other public facilities.
5. **High-quality spaces** that create an excellent urban environment with well-proportioned buildings and attractive, well-maintained areas. The resultant public realm should be human in scale but urban in nature, promoting interaction and accommodating the diversity of urban life.
6. **Minimal environmental harm** achieved through the development of urban areas which are sustainable both in terms of their environmental impact and in their ability to be flexible and adapt to future changes.
7. **A sense of responsibility** and ownership from residents and workers who are encouraged by the form and nature of development to play their part in the upkeep and informal supervision of the area.

The Department expects proposals to be developed around a strong framework of indigenous trees and shrubs to give structure to external spaces and include planting that is appropriate for its setting.

The Department will also expect a comprehensive strategy for street furniture, lighting, hard surfacing, etc. to be considered and approved at an early stage of planning, ideally concurrently with the submission of initial requests for planning permission. Subsequent applications for street furniture, lighting and hard surfacing will be expected to respect the agreed comprehensive strategy. (See *UAP Policies CE10 & ETL3*).

The urban design solution for the Main Development Site, indicated within this OPB, offers just one way of satisfying the Department's requirements. Other design layouts will be considered but will be expected to satisfy the objectives set out within this Brief.

Existing buildings that, in the opinion of the Department, make a positive contribution to the character of an area as a result of either architectural or historic merit, will generally be protected from unsympathetic forms of development.

8.3 Views and Enclosure

All development should:

- make strong visual connections between the existing and new developments, **especially The Bridge.**
- **create a legible network of enclosed, narrow streets that open up into pedestrian oriented spaces and squares (e.g. street and square character as urban areas in the centre of St Peter Port) terminated by landmark elements, that help to create a memorable environment.** Buildings should have continuous frontages that create a high level of enclosure.
- acknowledge the important role of The Bridge and St Sampson's Harbour areas in forming the overall character of this location and take advantage of the opportunity to glimpse long views from within the development site & vice-versa.
- **consider long views from the harbour area to the development, over The Bridge frontage.**

Emboldened text relates to criteria that apply specifically, though not exclusively to development within the Main Development Site. Development within the Main Development Site will also be required to satisfy the Department's general objectives for views and enclosure set out in figure 4 below.

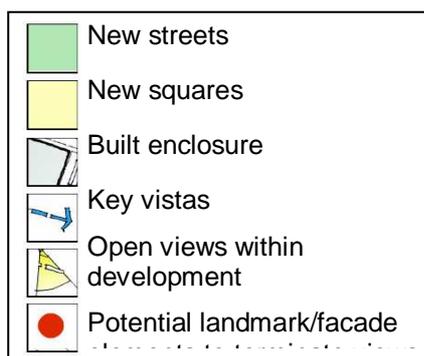
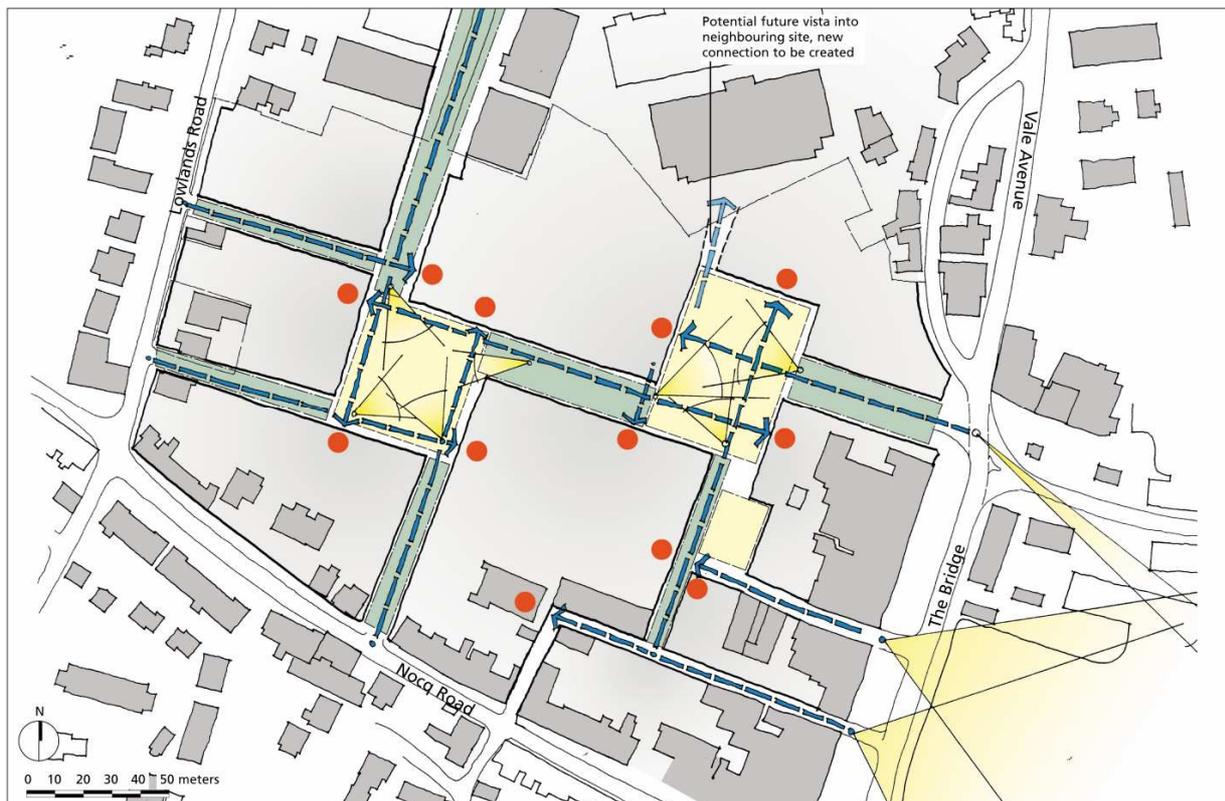


Figure 4: Views & Enclosure Framework for the Main Development Site within the Leale's Yard MURA

8.4 Frontages and Edges

All development should:

- **Ensure that retail and commercial frontages are linked and continuous where possible to encourage The Bridge shops to be used in conjunction with the new development.**
- **wherever possible, ensure that pedestrian routes and main activity nodes are overlooked by active development, in order to uphold public safety.** Rear private areas should not be adjacent to streets or public areas.
- include landmark elements at entrance points to key buildings wherever possible. The type and detailing of such elements to be agreed with the Environment Department.
- ensure that all active frontages are animated and pedestrian friendly. Blank walls, vents and dead spaces must be avoided at street level.
- assist in reinforcing the character and identity of the established road frontages
- respect the tradition of coursed granite walls for boundary edges.

Emboldened text relates to criteria that apply specifically, though not exclusively to development within the Main Development Site. Development within the Main Development Site will also be required to satisfy the Department's general objectives for frontages and edges set out in figure 5 below.

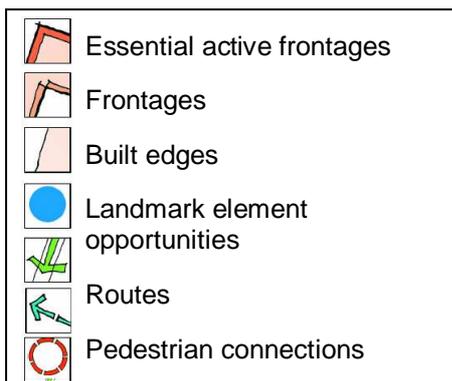
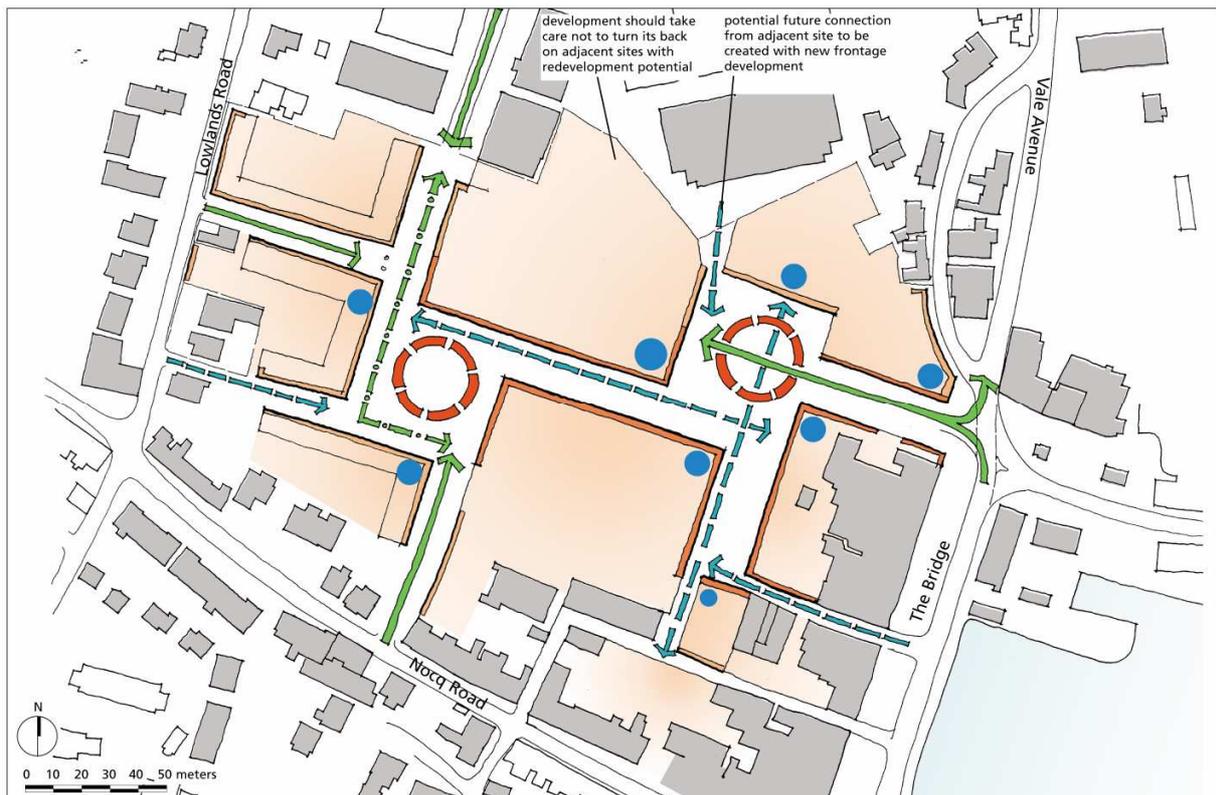


Figure 5: Frontages & Edges Framework for the Main Development Site within the Leale's Yard MURA

8.5 Building Design Criteria

New development must be of a high standard of design and finish which complements the existing structures where these are retained, respects the architectural features and historic value of those buildings of substantial character and positively contributes to the established streetscape. At the same time, proposals should show innovation and incorporate public art design elements appropriate for their setting. The development of the MURA is likely to present considerable scope for original and innovative architectural solutions and encouragement will be given to good contemporary design. The development should result in a place with a variety of architectural solutions but which has a distinct overall identity.

The Department will expect new homes to be afforded high quality residential amenity in accordance with the requirements set out in Annex 3 of the UAP.

The incorporation of passive solar design elements, which maximise the effects of the sun in heating, illuminating and ventilating buildings will generally be encouraged throughout the MURA where this can be achieved in unison with other design issues set out in this OPB.



Figure 6. Indicative **section a-a** illustrating potential scale relationships with adjacent existing and proposed development within the Main Development Site

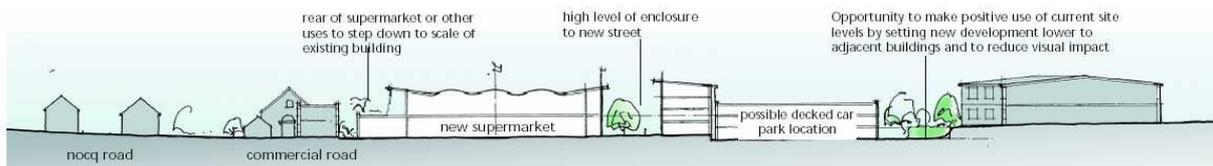


Figure 7. Indicative **section b-b** illustrating potential scale relationships with adjacent existing and proposed development within the Main Development Site



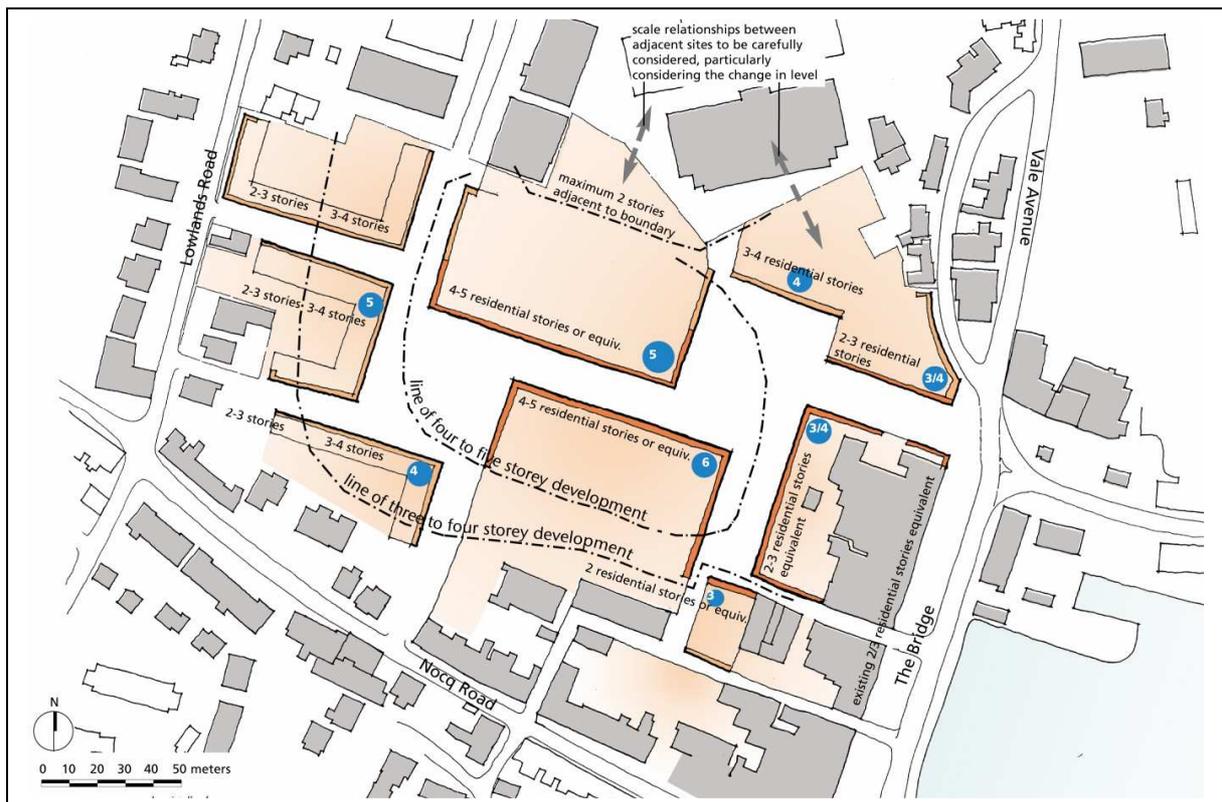
Sections a-a and b-b are included for illustrative purposes only and do not imply that this is the only form of development likely to be acceptable within the Main Development Site.

8.6 Building Heights

All development should:

- emphasise key elements of the development to reflect their importance in the overall urban design of the area.
- avoid overlooking and overshadowing of existing and adjacent properties.
- consider the visual impact of development from within and beyond the MURA, including distant vantage-points such as L'Islet to the west and St Sampson's Harbour to the east.
- **make full use of changes in levels across the site to screen development and minimise impact, especially when designing parking areas.**
- **carefully consider the scale relationship between existing & proposed buildings (particularly those along Commercial Road, Nocq Road and Lowlands Road). Building heights should vary over distance, rather than suddenly.**
- create a variety of heights that neither over imposes nor underplays the position and function of new buildings.

Emboldened text relates to criteria that apply specifically, though not exclusively to development within the Main Development Site. Development within the Main Development Site will also be required to generally respect the height zones indicated in Figure 8 below.



Approximate acceptable building height gradients



Opportunities for taller landmark elements

Note:- All heights are maximum acceptable and are quoted as standard residential stories – assume 1 storey = 2.6 to 3 metres to establish commercial

Figure 8: Building Heights Framework for the Main Development Site within the Leale's Yard

9. Transport and Parking

9.1 General Objectives

Many of the responses received as a result of the June 2002 consultation exercise expressed concern over the current traffic and parking arrangements within the area. In addition it was also questioned how the Department proposes to handle the additional traffic generated as a result of development. It is inevitable that the scale of development envisaged by the UAP and this Outline Planning Brief will have an effect on the traffic flows within the area. The Department will therefore take into account the findings of the Traffic Impact Assessment (see 9.2 below) when assessing development proposals. The integration of planning and highway objectives for the MURA and its surrounding road network will be vital to the overall success of the development.

The existing and proposed retail uses on this site are likely to require a large amount of parking. Proposals will be expected to satisfy Annex 2 of the UAP. Efforts should be made to reduce the impact of car parking, which should be provided in convenient locations that can be shared by the different uses within the area. The Department will not accept proposals that indicate large areas of surface parking, as this is an inefficient use of the site and is not compatible with the urban design strategy for the MURA. Safety, lighting and simplicity of use will be important factors to take into account when designing new car parks to service major retailing. This car parking will need to be made available by the developer for general public use if the scheme is to be successful. Development proposals should take into account sections 9.2 to 9.4 and Figures 8 to 10 below.

Forming a strong link between the new development and the existing Bridge frontage is vital if the new and the old portions of the area are to operate as one. Therefore Bridge Avenue will play a vital role in securing the connection between the areas. The Department is of the opinion that this access point should be revised to become a pedestrian priority route into the MURA. It is appreciated that some form of vehicular access will need to remain, in order to service the rear of the existing retail units on The Bridge.

With regard to the existing Bridge traffic flow and parking arrangements, the Department will seek to work with relevant States bodies to bring about positive changes through opportunities that arise from the development of this MURA. Any plans for a reduction in parking to enable the creation of a wider pedestrian area would be contingent on additional parking first being made available behind The Bridge frontage. Any such measures should not jeopardise the vitality and viability of The Bridge or its integration with the MURA.

All new main vehicular routes should be built to a standard suitable for adoption by Public Services in discussion and agreement with both Public Services and the Traffic Section of the Environment Department.

9.2 Traffic Impact Assessment

In September 2002 the States Traffic Committee commissioned transportation consultants Babbie Group to prepare a Traffic Impact Assessment (TIA) for the Leale's Yard MURA; jointly funded by the States Traffic Committee and the principal landowner, the Channel Islands Co-operative Society Limited.

Three theoretical development scenarios for the entire MURA were compiled in order to test the impact of traffic generated as a result of its development. Two of the test contents are based on upper and lower development densities that would satisfy the requirements of the urban design framework for the MURA prepared by Tibbalds TM2. The third development content takes into account the CI Co-op's development aspirations for its portion of the MURA, which have yet to be considered by the Environment Department.

For each development content, various combinations of access routes to and from the site were considered. This led to a total of eight possible networks to test. Each of these was then tested with the inclusion of a four-pump petrol filling station. The results of the testing showed that, for the most part, the existing road system would cope, except where the petrol filling station was included. However a number of issues were identified together with suggested improvements to the highway network based on capacity analysis and safety considerations.

In order to improve the already over-capacity Bridge / Vale Avenue / North Side roundabout, the TIA recommends the introduction of a signal-controlled junction in its place. Testing has shown that this solution worked well, however there was some queuing during evening and some morning peaks. The TIA notes that the Traffic Division would also need to look at the Braye Road / Vale Avenue / Summerfield / Coutures junction, which experienced capacity problems for all development options.

The improvement of pedestrian safety within Nocq Road is also recommended and this is an area where the Traffic Section of the Environment Department can look at options for providing a greater level of protection to pedestrians.

A number of other revisions to the road network that could be carried out as a second phase of development are also suggested within the TIA. This includes assessing on-street parking in Lowlands Road, improving the pedestrian environment at the Braye Road / Lowlands Industrial Estate junction and enhancing the pedestrian area in front of the shops on The Bridge frontage.

One of the three theoretical development scenarios represented the absolute maximum amount of development likely to be accommodated within the MURA. It is likely that the actual level of development will be less than considered in this 'worst-case scenario'. Indeed, the owners of a number of sites within the MURA have stated that they have no desire to develop their sites at this time. Therefore, the Department requires the width of any new roads, together with the number of traffic lanes, reduced to the absolute minimum to comply with the agreed access strategy, in order to respect the urban design approach adopted for the MURA. The Planning and Traffic sections of the Environment Department will work closely with Public Services to ensure the Department's objectives are achieved.

9.3 Movement – Pedestrian

All development should:

- promote good pedestrian linkages within & beyond the MURA boundary.
- **indicate free and easy pedestrian access between the new development & the Harbour Frontage which is also safe, convenient & pleasant to use.**
- indicate attractive & inviting footpaths that encourage pedestrian movement throughout the MURA, **especially across its east/west axis.**
- **make every effort to integrate The Bridge shopping frontage with the new development by giving pedestrian priority to key retail & mixed-use spaces.**

Emboldened text relates to criteria that apply specifically, though not exclusively to development within the Main Development Site. Development within the Main Development Site will also be required to satisfy the Department’s general objectives for pedestrian movement set out in figure 9 below.

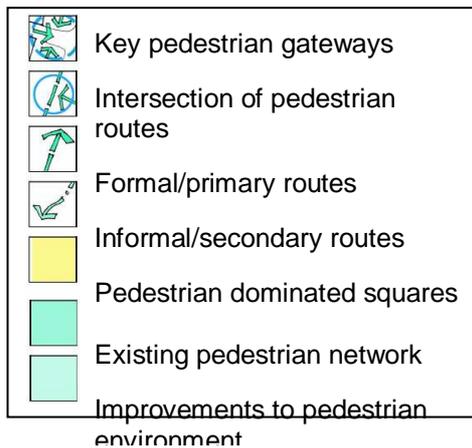
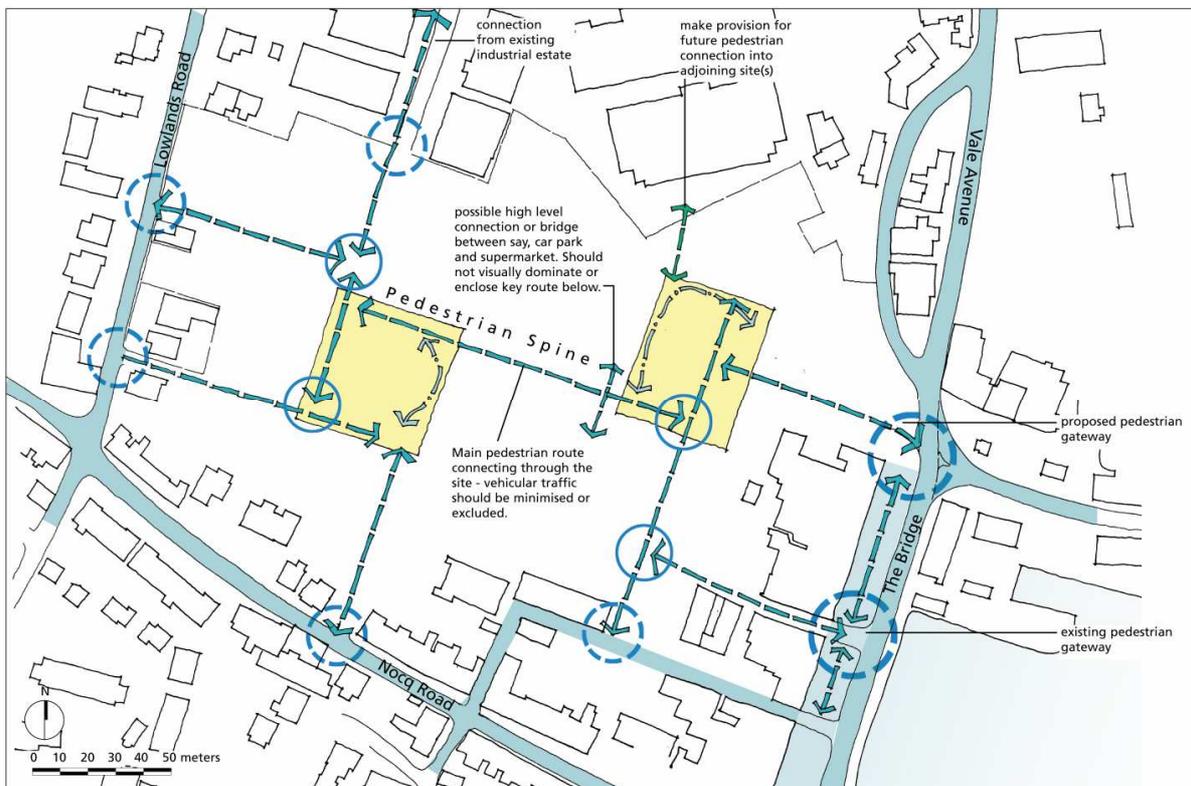


Figure 9. Pedestrian Movement Framework for the Main Development Site within the Leale's Yard MURA

9.4 Movement – Vehicular

All development should:

- balance equally the needs of pedestrians, cyclists and motorised traffic.
- balance traffic engineering solutions with the principles of good urban design set out within this Brief.
- **indicate a practical solution to servicing the commercial premises whilst avoiding the mixing of commercial traffic and pedestrians wherever possible. The size and timing of delivery vehicles serving retail and other uses will need to be controlled and managed within the development.**
- **avoid creating unnecessary vehicular through-routes which could be used as ‘rat-runs’, although an indirect route may be advantageous.**
- **avoid excessive traffic flows through predominantly residential areas.**

Emboldened text relates to criteria that apply specifically, though not exclusively to development within the Main Development Site. Development within the Main Development Site will also be expected to create a strong vehicular gateway from The Bridge and satisfy the Department’s general objectives for vehicular movement set out in figure 10 below.

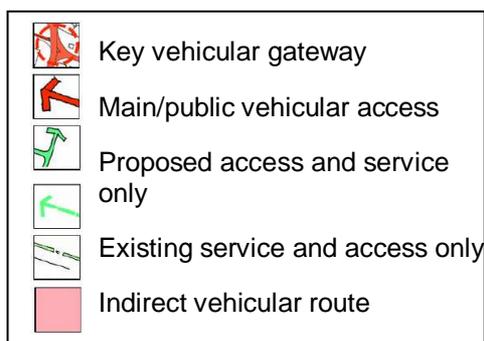
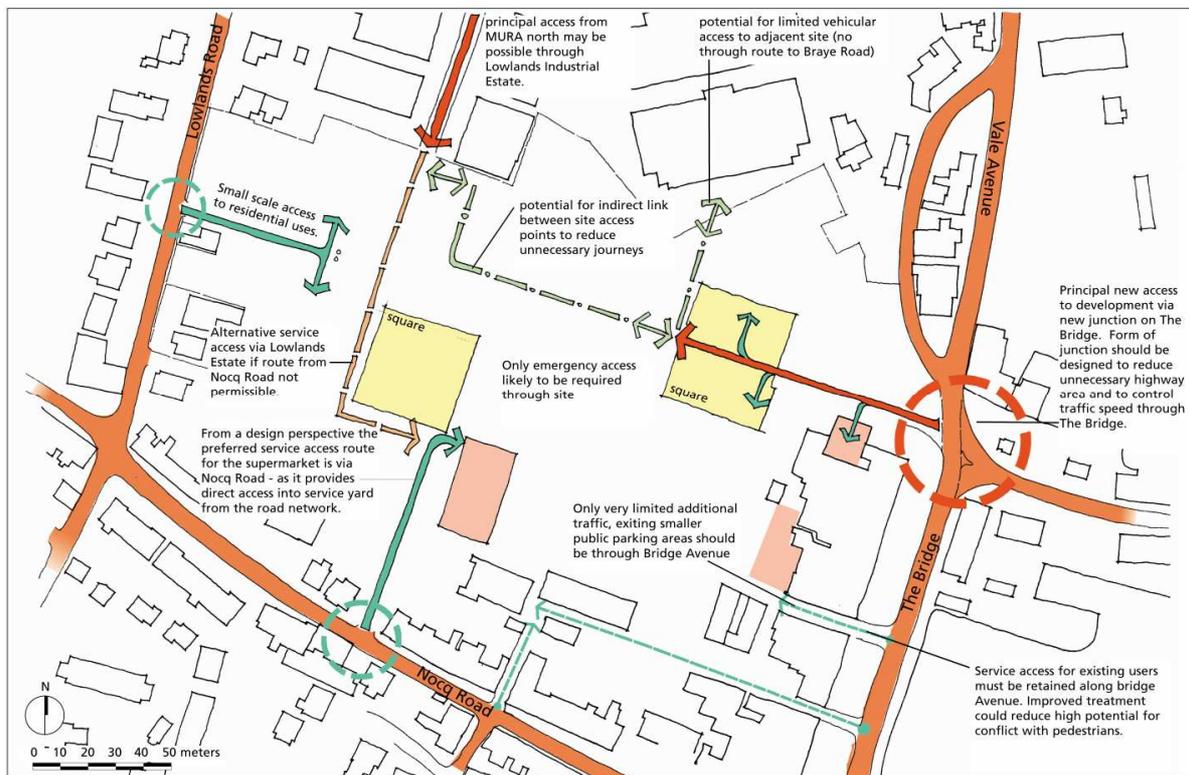


Figure 10: Vehicular Movement Framework for the Main Development Site within the Leale's Yard MURA

9.5 Car Parking

All car park development should:

- be screened by other more active and animated frontages wherever possible and avoid being visible along key vistas.
- create a positive street edge. **Underground parking must not create poor edges. Ventilation and access will need to be carefully designed and managed.**
- avoid being visually intrusive. **Poorly designed, unattractive skylines and access ramps will not be acceptable.**
- **avoid forming any part of pedestrian, cycle or vehicular routes between destinations or through the site.**

Car park development within the Main Development Site should be designed as part of a coherent development. Small convenient parking areas should be provided for visitors to The Bridge. Larger car parks should be accessible for both new and existing retail developments.

Emboldened text relates to criteria that apply specifically, though not exclusively to development within the Main Development Site. Development should also satisfy the Department's general objectives for car parking within the Main Development Site, set out in figure 11 below.

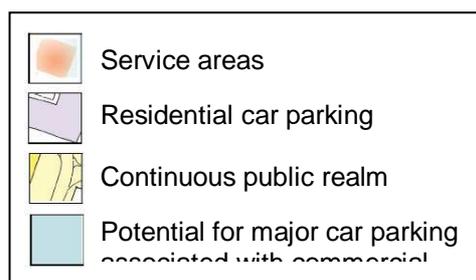
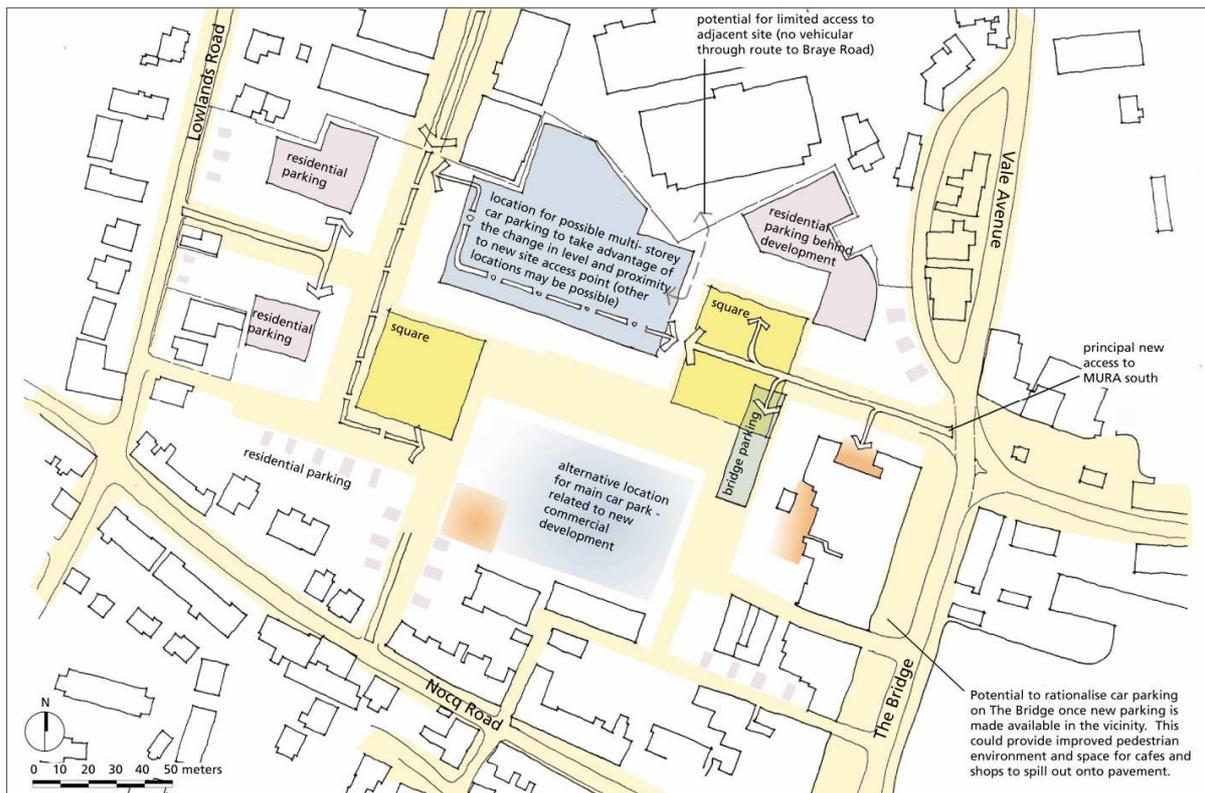


Figure 11. Car Park Framework for the Main Development Site within the Leale's Yard MURA

10. Phasing

Where possible, development should be phased in such a way as to minimise any disruption to the trading patterns of businesses in the area and to traffic flow over The Bridge.

It would be neither practical nor economic to provide an infrastructure for the entire MURA as a single operation preceding all building construction. Therefore the execution of the works of infrastructure is expected to take place stage by stage over the period of the development. The proposed access to the site from The Bridge and some additional car parking and pedestrian links to serve existing shops and businesses, as well as the Nocq Road access, will need to be provided at an early stage. Other roads to serve individual components of the development can then be provided as the need arises.

The order of construction of new buildings will be determined by three principal factors: the relocation of existing businesses, the availability of sites within the MURA and market demand. These factors are not predictable in terms of timing, so some flexibility will be necessary in the development programme. It is a requirement, however, that a significant component of the housing provision is provided in the first phase of development and implemented either prior to or concurrently with the construction of any commercial building.

Proposals for the development of retail uses within the Main Development Site should indicate their relationship with the future use of the existing Co-op supermarket in Nocq Road. The proposals and programme should include an assessment of the impact on traffic and car parking, on pedestrian linkages with the MURA and on its urban design strategy.

Opportunities will arise as a result of development to bring about positive changes to the urban environment within and around the MURA. The Department will encourage environmental enhancement initiatives within and around The Bridge and will work with the relevant States departments and individual landowners to bring forward a cohesive enhancement of the urban environment. This enhancement should be carried out as a second phase once that additional parking areas, commercial operations and other environmental enhancement schemes within the Main Development Site have been commenced.

The Environment Department's staff will be pleased to offer advice to developers on the need to phase development within the MURA.

11. Foul and Surface Water Drainage

Owing to the topography of the site, efforts should be made to mitigate potential flooding within and around the MURA. A new surface water pumping station has been installed in the Lowlands area and this has the capacity deal with substantial volumes of surface water. However, a full assessment of the flooding risk will only be possible once the impermeable areas draining westwards are known. Developers will be expected to liaise with Public Services and the Building Control Section of the Environment Department to determine which of the existing systems could be utilised and where new drains or pumping stations would have to be installed. Arrangements for financing the installation of new foul and surface water systems to cope with the new development will need to be discussed between the developers and Public Services.

In preparing development proposals, methods for the disposal of surface and foul water will need to be clearly demonstrated. The Department will take into account the need to incorporate adequate flood alleviation measures and include an acceptable surface water management plan that, where appropriate, incorporates sustainable urban drainage systems.

12. Land Contamination

Information has been gathered from a number of sources including Environmental Health, Building Control, Public Thoroughfares Committee, the Parish Constables and the major landowners.

The Environmental Health Department has raised a number of issues that may require further investigation by developers prior to development taking place.

Potential areas of contaminated land:

- (i) Bridge Avenue – *Builders' merchant*
- (ii) Bridge Avenue – *Boat store & tarmac plant*
- (iii) Old Leale's Yard – *Waste paper/grit blasting plant. Small boatyard to the east of the site may require further research*
- (iv) Vale Garage, Braye Road – *Commercial garage. Unlikely to be developed as part of first phase of MURA development*
- (v) Guernsey Garages, Lowlands – *Commercial garage outside of the area likely to be redeveloped as part of the MURA*

On receipt of individual planning applications, the Department will consult with Environmental Health to determine whether additional contamination mitigation measures are required prior to the commencement of development.

13. Consultation Responses

13.1 Water

The Water Board has stated that the potable water mains at The Bridge will be sufficient to supply the whole development provided that access to the development from The Bridge is available. The Board also notes it would normally lay public water mains along site access roads and hopes to link through to the existing water main in Lowlands Road.

Ideally, the Board would wish to see surface water retained on site for slow discharge to the Vale Pond stream where it could be abstracted for the public supply. In order to protect the quality of surface water, large areas of car parking would benefit from the installation of petrol/oil interceptors.

13.2 Electricity

Guernsey Electricity confirms that it is able to supply virtually any potential user within the MURA boundary with electricity. It will be necessary to install new cables and substation equipment integrated with the existing networks, which possibly may require reinforcement. Any required additional loads could be catered for by the extension of the existing substation and cable network in the area.

Developers will be required to liaise with Guernsey Electricity at an early stage in order to provide it with an indication of the magnitude of the potential loading.

The Environment Department will expect new substations or other sizeable pieces of equipment to be accommodated either within appropriately designed buildings or located in such a way as to minimise their visual impact.

13.3 Telecommunications

Cable & Wireless is of the opinion that the potential development envisaged for this MURA would have a significant impact on the existing telecommunications network. The existing cable networks do not have adequate capacity, but a duct infrastructure exists which will be able to accommodate the installation of cables to meet customer requirements.

Spare cabling space exists within the existing ducting in all of the public roads within the MURA boundary, with the exception of La Hougue du Valle. Proposed developments will link in to these duct networks, and cables will connect with the Telecommunications Exchange in New Road, St Sampson.

Cable & Wireless propose that all new buildings within the MURA will be served by ducted underground feeds and in this respect, close co-operation with architects and developers will be required.

13.4 Gas

Guernsey Gas Limited confirms that it intends to make available a gas supply infrastructure for the Leale's Yard MURA if demand justifies this. Domestic properties would be served by mains supplied gas and in the event of securing large commercial loads, Guernsey Gas would intend to supply by mini/semi bulk tanks on site. Such tank installations will be subject to appropriate safety requirements.

The provision of a mains gas supply would require reinforcement of the existing pipe network and the Gas Company states that funds would be made to allow for this project.

Glossary

Active frontages	-	A high level of human activity created by building frontages such as shop fronts (very active), residential frontages, etc.
Critical mass	-	A density of uses that creates sufficient activity to animate streets and public places and to sustain shops and other public facilities.
Edge	-	Boundaries between two distinct elements that can be formed by edges of development, walls or roads.
Enclosure	-	The use of buildings to create a sense of defined space.
Landmark	-	A building or structure that stands out from its background by virtue of height, size or some other aspect of design.
MURA	-	Mixed Use Redevelopment Area – an area of land identified by the Urban Area Plan as being suitable for mixed-use development.
OPB	-	Outline Planning Brief.
Permeability	-	The degree to which an area has a variety of pleasant, convenient and safe routes through it.
Public realm	-	Parts of an area with unrestricted and uncharged public access, such as streets, public parks, etc.
Urban Grain	-	The pattern of the arrangement and size of buildings and their plots in a settlement; and the degree to which the pattern of street-blocks and street junctions is respectively small and frequent, or large and infrequent.
Urban Design Framework	-	A Document which informs the preparation of development plan policies or sets out in detail how they are to be implemented in a particular area where there is a need to control, guide and promote change.
Vista	-	An enclosed, often a long and narrow, view.
UAP	-	The Urban Area Plan (Review No.1) approved July 2002.