

STATES OF GUERNSEY
ISLAND
DEVELOPMENT
COMMITTEE



OUTLINE PLANNING BRIEF

LE BOUET
MIXED USE REDEVELOPMENT
AREA

AMENDMENT TO THE URBAN AREA PLAN

APPROVED BY THE STATES ON 30 JULY, 1998

PRICE £ 1.50

CONTENTS

PART 1:INTRODUCTION.....2

PURPOSE 2
OWNERSHIP 2
DESCRIPTION OF THE SITE 2
SURROUNDING USES AND CHARACTER..... 3
SITE HISTORY 3
PLANNING RATIONALE AND OBJECTIVES 5

PART 2:DEVELOPMENT GUIDELINES 6

LPG PRESENCE AND RELOCATION 6
LAND CONTAMINATION..... 6
LAND USE PRINCIPLES 7
 Housing 8
 Offices and Business Services 8
 Retail 8
 Industry 9
ACCESS AND PARKING..... 9
DESIGN..... 12
PHASING..... 13
SERVICES 13
SUMMARY OF PROPOSALS 15

APPENDICES

APPENDIX 1 I
APPENDIX 2 II
APPENDIX 3 V
.....
.....

PART ONE

INTRODUCTION

1. PURPOSE

1.1. The Outline Planning Brief has been prepared with a view to establishing the basic planning parameters aimed at achieving the optimum beneficial use of the land resources available. When adopted by the States this Outline Planning Brief will form the “Master Plan” for determining the development components within the area. Detailed proposals will be submitted for approval as each phase becomes ready for action in response to availability and ascertained demand.

1.2. The Brief contains sufficient information for various development options to be evaluated and where appropriate additional detail has been provided to enable careful assessment of the likely impacts that the development may have.

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

2. OWNERSHIP

2.1. The principal land owners as detailed below are shown on **Plan 1**.

3. DESCRIPTION OF THE SITE

3.1. The site is located approximately 2/3 of a mile (1kilometre) north of the Town, occupying a coastal strip along Belle Greve Bay to the south of the St. Sampson’s Marais. There is a gradual slope across the site ranging from 16 feet to 18 feet (4.9m to 5.5m) A.O.D. in the north east of the site to a high point of 42 feet (12.8m) A.O.D. to the west; the 20 feet (6.1m) contour bisects the site. Further inland to the west and south-west the landform rises up to the higher ground of Mont Arrive and Beau Sejour.

3.2. The Bouet MURA is bounded on its eastern side by the very busy coast road linking St. Peter Port to St. Sampson, to the north by Bordage Lane and to the west and south by Le Petit Bouet. The site is traversed by the Rue du Commerce.

3.3. The site is equivalent in size to the area stretching from the Town Church to the Lower Pollet and as far inland as Elizabeth College. It is a unique redevelopment opportunity in its size and in its location.

3.4. Buildings which front on to Les Banques overlook Belle Greve Bay beyond and consist of a range of building types and scales from large warehouses to terraced cottages. Most of these buildings are either single or two storey with a mixture of pitched and flat roofs. Commerce House on the corner of Les Banques with Rue du Commerce is the dominant building along the sea front being four storeys high.

3.5. Within the Bouet MURA the environment is dominated by large scale utilitarian buildings and wide, open, expanses of tarmac, much of which is used as car parking. Houses in Bordage Lane overlook this scene.

3.6. Sydney Vane House, Dynatech and the one remaining gas holder occupy the central portion of the site along Rue du Commerce. Le Riches occupy two large warehouse buildings in the west of the site, to the south of which a cluster of ex-gasworks stone buildings remain. These stone buildings, Retort House, possess some architectural features which make them among the most interesting buildings on the site. However, much of the original character of certain of the buildings has been lost through alterations. East of the old Retort Houses lies the new gas production and storage facility surrounded by vacant derelict land.

3.7. Current uses of the site include many diverse operations featuring retail stores, garage and filling station, offices, warehouses, commercial and industrial operations plus gas storage, production and distribution facilities. Existing commercial tenants are listed in **Appendix 1**. Some of the more substantial buildings on the site which are likely to be retained are shown on **Plan 2**.

4. SURROUNDING USES AND CHARACTER

4.1. The surrounding area is predominantly residential, although there are also retail outlets and professional services especially around the Longstore/ Petit Bouet, and also a wholesale warehouse and depots/workshops at First Tower Lane.

4.2. Along Le Petit Bouet and Le Grand Bouet there are pleasing groups of simple, predominantly nineteenth century housing, often in terraces with small front gardens enclosed by low granite walls. Among these groups of buildings are individual examples of particular note, some of which are Protected Buildings. **Plan 2** shows the buildings which are protected by the Heritage Committee. Blue/grey granite walls under pan-tile or slate roofs with 12-pane sliding sash windows are indicative of the best buildings in this area.

5. SITE HISTORY

5.1. The eastern side of the site is believed to have originally been a salt marsh which was separated from Belle Greve Bay by a shingle bank. In 1787 at the time of the Duke of Richmond Map the area was scarcely developed. The surrounding road system of Les Banques, Le Petit Bouet, Le Grand Bouet, and Les Bordages, was already in place. The eighteenth century map also shows one or two farmsteads scattered around about the area, some of which exist to this day, notably New Place near the junction of Rue du Commerce and Le Petit Bouet, and Norton Lodge opposite the Rouge Rue/Petit Bouet junction.

5.2. By 1873 the Elim Chapel and many of the older domestic properties around the perimeter of the area were already built. Industry had also begun to flourish in the area with the establishment of a ship building yard at the north eastern corner adjoining Bordage Lane. More cottages were developed on parts of the eastern sea frontage between 1873 and 1899. It is believed that the gardens of these cottages represent the original ground level.

5.3. The Guernsey Gas Light Company constructed the first works for the production of coal gas near the centre of the site in 1882. The rest of the site remained largely undeveloped and in

agricultural or horticultural use for the next 30-40 years. An orchard occupied land to the south east of Elim Chapel in the north west corner of the site. A considerable area of glasshouses were constructed before 1898 on the north eastern corner of the site adjacent to Bordage Lane. These were largely demolished by 1963 and had disappeared completely by 1979.

5.4. Between 1920 and 1938 the Fruit Export buildings were erected along the Les Banques frontage on what was previously marshy land. A considerable quantity of fill material was placed on the site at this time to reclaim the land to a level to correspond with road level at Les Banques. The parish map of 1938 shows the urbanisation of the southern half of the site through construction of Fruit Export and further expansion of the gas works.

5.5. During the Occupation a power station was constructed in heavily reinforced concrete to the south of the gasworks but was never used. This has been partially demolished, only the foundations and adjoining building remain. A culvert connecting the power station to an intake structure on the sea wall has been blocked off but is still in existence .

5.6. By 1960 a large portion of the site was covered by gasworks buildings. In 1960 the installation of a new butane plant rendered the original gasworks buildings redundant. The butane gas production plant occupied a new but greatly reduced area to the east of the old works. Most of the older gasworks buildings, unsuitable for alternative use were demolished along with redundant gas holders. Little documented evidence of how demolition took place exists. Some of the underground tar and liquor tanks which were used during the operation of the old gasworks may still contain tar/liquor. From time to time there have been reports of noxious smells believed to be from an underground tank in one of the converted gas production buildings. However, the Gas Company are confident that tar and liquor tanks have all been cleaned out and backfilled. A number of original buildings had basements and during the demolition of the buildings the sub-structures were filled. Gas holder N^o 2 , which was approximately 7.6m deep was filled to ground level. It has been stated that clinker and spent oxide were used for ground filling in certain areas. A considerable amount of underground pipe-work and gas holder N^o 4 were left in service and are still operational.

5.7. From 1960 onwards a number of gasworks buildings were adapted for leasing to a variety of tenants. New development gradually took place on old gasworks land or on the site of former glasshouses at the northern end of the site. A new road, Rue du Commerce, was built to link Les Banques to Le Bouet serving the new development which accommodated retail, warehouse and service industry use.

5.8. Today the site represents a conglomeration of indifferent or unattractive buildings where the siting and layout have been determined by historic and other factors unrelated to present day requirements. Random car parking and inefficient circulation within the site compounds the inefficient land use. The overall affect is a bleak, unappealing environment which is unsuited to the kinds of edge of town activities such as retail, commerce, housing and leisure which could be advantageously accommodated here. Conversely, the area's excellent communications, extensive sea frontage, and proximity to an area of town with great charm and interest, afford much potential to develop a new and distinctive urban neighbourhood.

6. PLANNING RATIONALE AND OBJECTIVES

6.1. Given the relatively degraded quality of the existing environment, and the desire to relocate existing bulk gas storage, the need for comprehensive and organised redevelopment within the

framework of a strategy for the whole site is overwhelming. The potential exists to transform the site from one of urban degradation to a high quality and cohesive urban environment.

6.2. The Urban Area Plan and this Outline Planning Brief recognise the great potential for change in this vitally important sea-front location. The Bouet Redevelopment will provide the opportunity to optimise the use of the land resource available while significantly improving the environmental quality of this part of the Urban Area, thereby satisfying the objectives of planning policy.

6.3. Inevitably a century or more as the focus of the Islands gas energy production has influenced and restricted the nature of uses to become established during this period. In recent years attempts to intensify uses which would attract significant numbers of people to the area have been thwarted in the light of health and safety regulations. The history of these past constraints and the question of relocation of gas production and storage and the existing gas pipeline network were considered in depth at the Urban Area Plan Inquiry reported in Billet d'Etat X 1994. Representations before the Inspector from International Energy Group detailed the constraints to relocation. Land reclamation at Longue Hougue has recently presented the opportunity to reduce the storage of liquefied petroleum gas in this location to below notifiable quantities. Consequently it has been possible to draw up plans for a rationalisation of the whole area including proposals for a more beneficial use of land.

6.4. For the reasons outlined above current planning permissions are only limited in nature notwithstanding the underlying development potential of the area. As a result comprehensive plans for the redevelopment of the area are relatively unhindered by existing planning commitments. However, permission exists to alter and extend Sydney Vane House, and to substantially extend Commerce House. Permissions already exist for the phased removal of the old plant and gas holder to make way for new development and, in accordance, with recent approvals the new gas production plant and ancillary buildings have been implemented.

6.5. The aim of the Urban Area Plan and of this Outline Planning Brief is to enhance the character and diversity of the area through the provision of an appropriate mix and balance of uses, avoiding the over-dominance of any one use, in keeping with planning policy, surrounding land uses, the principles of good urban design, and the anticipated housing yield defined in the Urban Area Plan.

PART TWO

DEVELOPMENT GUIDELINES

7. LPG PRESENCE AND RELOCATION

7.1. Removal of the old gas holder, and reduction of LPG storage capacity to a 20 tonnes mounded vessel in conformity with Health and Safety criteria, is a prerequisite to major redevelopment and is a priority in the Urban Area Plan. It will create the opportunity for positive planning of the area for future redevelopment with environmental and commercial advantage over the present ad hoc development of this important site.

7.2. It was explained at the Urban Area Plan Inquiry that the existing gas pipeline network could not be disturbed on the grounds of both disruption and cost so that there is some residual constraint to the potential layout of future development. This also applies to the siting of the new production facility which would ideally be taken off site. However the practical difficulties and the economics make the proposition unviable and demand compromise. The new gas production facility and the gas distribution network are shown on **Plan 3**.

8. LAND CONTAMINATION

8.1. Investigations have shown that the site does appear to be relatively free of major pollutants associated with coal gassification. A survey with trial pits and chemical analyses was carried out in 1994 by Consultant Engineers, PPI, and this indicates that pollutant levels are variable. This is typical of such sites where there can be discrete areas of pollution, e.g. associated with old storage tanks or process areas, and diffuse dilute pollution, e.g. associated with groundwater or sub-surface drainage. The investigation indicates that such contamination that is present can be dealt with satisfactorily. (A summary of the Report is attached as **Appendix 2**. The Report itself may be inspected if required).

8.2. The area that contains samples of inorganic and organic contaminants above the threshold limits for open space, and the area where tar spillage occurred, are shown on **Plan 3**. There are still sections of the site that are below buildings, services or otherwise inaccessible, which have not been sampled. In particular the ground below the former Retort Building and its ancillaries would need investigation.

8.3. The following remedial constructional measures are recommended:

- (i) The removal of any remaining tar and liquor from pits, disposal and back-fill with clean material.
- (ii) Excavation of overtly contaminated materials (areas shown on **Plan 3**).
- (iii) Any excessive concentration of heavy metals and complex cyanides to be encapsulated on site or taken off the island since there is no landfill available on the island for hazardous/ difficult waste. Similar remediation is an option for the organic compounds

although bio-degradation or incineration would be an option and a permanent solution to the waste.

- (iv) Bury mildly contaminated material on site.
- (v) Provide clean fill material around services and keep services above ground water level.
- (vi) Import topsoil for landscaping.
- (vii) Design sub-structure concrete mixes to take soil and ground water sulphate/ acidity/ conductivity into account.
- (viii) So far as is practicable provide imperforate ground-floor slabs with a sealed membrane below. Service entries should be above ground level wherever possible.
- (ix) The investigation did not reveal a significant methane content. However, it would be prudent to budget for precautionary venting of the substructure - the use of a granular sub-base with holes at strategic positions through ground beams to inhibit the build up of vapours below the building.
- (x) The provision of new floors with membranes to the Retort Houses and the possible removal of contaminated material from below the Retort Houses.
- (xi) Corrosion protection will be required to piles and services.
- (xii) The extent of asbestos and its form in any potentially contaminated area will need to be determined.

8.4. The above recommendations are simply based on the current state of knowledge. Other solutions will probably emerge which may be less or more onerous depending on further more detailed investigations and the state of knowledge when proposals are considered against the Building Regulations.

8.5. Ground contamination is a significant environmental issue due to the potential toxicity and phytotoxicity of the contaminants. It will be necessary to reassure the public, residents and authorities that there is no risk to public health or the environment. Monitoring will ensure that any necessary remediation is carried out to required standards. Further consultations with the Environmental Health Department of the Board of Health, and the Building Control Section of the IDC will be required. The redevelopment proposals are expected to have a direct and significant beneficial effect by remediation of contaminated land and water.

9. LAND USE PRINCIPLES

9.1. As a general principle the MURA should provide an appropriate mix and balance of uses in keeping with strategic policy, surrounding land uses, and the anticipated housing yield. Having regard to the Urban Area Plan and Strategic Policy the following objectives form the basis for setting out the land use requirements for this OPB.

- **To encourage the provision of housing in the central areas of Town, promote a reasonable mix and balance of house types and sizes to cater for different needs, and retain and improve the existing housing stock.**
- **To provide for major new office development as part of mixed use schemes.**
- **To provide for new retail facilities to meet essential needs, especially food and bulky household goods.**
- **To encourage the provision of small scale workshops and industrial premises.**

9.2. Housing.

9.2.1. As set out in the Urban Area Plan, the development of the MURA should provide for a **net gain** of between 25 to 37 new homes (refer to POLICY H12 and FIGURE 6). This amount does not include housing that must be provided to compensate for any units lost through change of use or redevelopment (refer to POLICY H9). Taking replacement units into account it is estimated that at least 40 new homes should be provided.

9.2.2. Two sites have been identified for possible residential development and these are shown on **Plan 4**. Both sites are on areas of ground on which no contamination has been found. Further checks on soil contamination should be made before residential development is implemented. Residential development of these two sites should serve to complement and enhance their existing residential surroundings. The sites are particularly appropriate for the development of smaller homes geared toward the first time buyer and the elderly. In addition consideration should be given to high quality apartments with sea views fronting Les Banques. Overall, the provision of residential accommodation is to be of a reasonable mix and balance of types and sizes to cater for differing needs.

9.3. Offices and Business Services.

9.3.1. In accordance with the Urban Area Plan (refer to POLICY OBS2 and Annex 2 of the UAP) the redevelopment is likely to provide for major new office development as part of the overall mixture of uses. The Urban Area Plan requires that the total amount of office space provided must be subsidiary to the primary uses of the site. The primary uses in the redevelopment (*e.g.* amounting to more than 50% of total floorspace to be provided) are housing, retail, and workshops/ industrial premises. It is estimated that up to 150 000 square feet (13 935 sq. m.) of new office space could be provided with approximately 50 000 square feet (4 645 sq. m.) of existing office space retained.

9.3.2. The inclusion of major new purpose built office development is seen as a means to stimulate area wide regeneration and to afford major opportunities of significant benefit to the visitor economy. Accordingly, and having regard to the UAP (POLICY OBS2), consideration should be given to the inclusion of office development along the sea front where an open park or landscape area could be incorporated. This would be of benefit to residents and visitors. It would greatly enhance the appearance of the sea front, and would serve as an amenity for people to enjoy the views out over the Little Russell of Herm and Jethou.

9.4. Retail.

9.4.1. Larger retailing units on the edge of the central areas of St. Peter Port and St. Sampson meet a particular demand for convenience shopping, especially for food and bulky household goods, with easy access to car parking. The Urban Area Plan (refer to POLICY RET2) makes clear that a balance needs to be achieved between meeting the particular demand for larger retail units on the edge of town and the maintenance of viable, attractive and diverse shopping facilities in the central areas of St. Peter Port and St. Sampson. Consequently, the Urban Area Plan makes special provision for major new retail development within Mixed Use Redevelopment Areas provided that it is of a form, type and location which is likely to complement the viability and attractiveness of the established shopping centres.

9.4.2. A large food wholesale outlet, a domestic appliances showroom, a DIY superstore, and a garden centre/fancy goods/sports shop are already established within the MURA. The development of major retail outlets on this site would be compatible with the objectives for the MURA and would be consistent with the planned improvements to access and parking(see **Section 10**).

9.5. Industry.

9.5.1. The principal industrial use of the site is for the production and distribution of gas to the Island's homes and businesses. The overall area of the gas production plant is being reduced by approximately 18%, in accordance with the IDC approval dated 25th June 1996. The other significant industrial premises on the site is the Dynatech building which is also likely to be retained.

9.5.2. In accordance with the Urban Area Plan (refer to Policy IND4) this MURA could usefully accommodate new small scale workshops and industrial premises. Sites along the seafront or in close proximity to residential areas would not be appropriate. Logically therefore sites in the centre of the area in the vicinity of the LPG facility will be considered. If the provision of small scale workshops and industrial premises in this particular location is shown to be incompatible with specific redevelopment plans then the Committee will consider other suitable sites in the MURA.

10. ACCESS AND PARKING.

10.1. As previously identified, the MURA is bordered by major roads. Les Banques is the main 'harbour route' for container traffic and is where significant traffic delays occur at junctions during peak hours. Rue du Commerce provides access through the site.

10.2. The proposed redevelopment will generate new traffic flows and Consultant Engineers PPI have carried out a preliminary traffic generation assessment based on a mixed use scheme proposed by the principal landowners. (A summary of the assessment work is presented in **Appendix 3**. The Assessment itself may be inspected if required.) For weekdays the assessment shows 9 715 vehicle movements daily (2 way traffic) which is an estimated increase of 89.7%. Vehicle movements on a Saturday are estimated to total 7 623, an increase of 136.6%.

10.3. The Urban Area Plan shows two protected road alignments one of which passes through the Bouet MURA. The concept of a new road through the MURA linking Les Banques to Le

Bouet was considered by the States at its meeting on 26th February 1997. The States noted that (Billet d'Etat III,1997):

“Having regard to the volume of traffic that is likely to be generated by the scale of the development envisaged, road access will need to be of a standard which can serve the whole of the area by passing through the heart of the development. It is extremely doubtful that these needs could be met by the present route or standard of access provided by Rue du Commerce. Indeed, at the Urban Area Plan Inquiry, the Guernsey Gas Light Company(now IEG)confirmed that it was in favour of a relief road as shown on the Plan, subject to the detailed route being agreed with the Island Development Committee within the Outline Planning Brief.”

10.4. The States resolved to confirm the protection of both road alignments, including the route through the Bouet MURA, for the purpose of providing through access for sites of major development along its route between Les Banques and Les Ozouets. The States also passed an amendment to the effect that the new road should include adequate facilities for pedestrians and cyclists.

10.5. In accordance with the Urban Area Plan and the resolutions of the States it is proposed that an avenue be constructed through the heart of the site linking Les Banques to the Bouet, replacing Rue du Commerce and improving access for the redeveloped properties. The proposed new route provides direct access to the major commercial components of the redevelopment; the aim being to eliminate multiple access and egress points to Les Banques. The new route should be designed to take into account the needs of buses, cyclists and pedestrians.

10.6. Ove Arup & Partners were appointed by the Department of Engineering on behalf of the States Traffic Committee to provide a traffic study making recommendations with technical justification for the following:

- The alignment and design standards of the proposed new road linking Les Banques to Le Petit Bouet.
- The preferred junction designs at Les Banques and Le Petit Bouet.
- Traffic Management proposals on the proposed new route, Les Banques and Le Petit Bouet within the confines of and immediately adjacent to the MURA and observations on the implications for traffic management outside the immediate vicinity of the MURA.

10.7. Based on the above assessment the following traffic scheme is proposed. (A full transcript of the traffic study may be inspected if required.)

10.8. Road Alignment and Design Standards.

10.8.1. The new road should follow an alignment between the sections of Le Petit Bouet and Les Banques which are shaded on **Plan 4**. The configuration of the road must reflect what is logical and consistent with the overall development of the MURA.

10.8.2. The new road should be a single carriageway at least 7.3 metres (24 feet) wide. A 7.3metres wide carriageway is adequate for capacity, but would not provide sufficient space for right turning lanes into side accesses.

10.8.3. Segregated provision will need to be made for cyclists and pedestrians.

10.9. Junction designs.

10.9.1. At the junction with Les Banques either traffic signals or a roundabout would work in capacity terms. A roundabout is the preferred option from purely a highways engineering point of view, but traffic signals would be acceptable and have the advantage of requiring significantly less land. The decision between traffic signals and a roundabout is dependent on strategic traffic management issues to be resolved within the strategic traffic management study of the waterfront. The new junction will need to be designed to take into account the requirements of cyclists and of pedestrians who wish to cross Les Banques.

10.9.2. For the junction at Le Petit Bouet a scheme is proposed making the new road through the Bouet MURA as the through route and bringing the southern section of Le Petit Bouet into this as a priority junction.

10.10. Traffic Management Proposals and Implications.

10.10.1. The new road should have minimal frontage access. Access to individual properties should be from side roads taken from this main distributor. No new development shall be permitted with access from Les Banques. The existing Rue du Commerce should be closed to through vehicular traffic, but could remain open as a route for pedestrians and cyclists.

10.10.2. At strategic intervals along the new road transverse features could be incorporated, such as textured paving, to reduce traffic speeds and enable pedestrians to cross the road safely.

10.10.3. Provision should be made for secondary links to the new through route via the proposed housing site at Le Petit Bouet, and from Bordage Lane. These should be designed to give priority to pedestrians/cyclists with restricted vehicular use appropriately managed by traffic calming techniques.

10.10.4. Les Banques is currently of variable width with a footway only on the seaward side. For much of the length between the Longstore and the Red Lion there is sufficient width to introduce footways and cycleways where these are not currently provided. Where the width is available the reduction of carriageway width to 10 metres gives the opportunity to provide footways and cycleways in the remaining width. Where the width is less than 10 metres it may be necessary for sufficient frontage to be ceded to provide continuity of footways and cycleways, alternatively consideration may be given to reducing the carriageway width to less than 10 metres.

10.10.5. The reduced use of Le Petit Bouet should give opportunities for rationalisation of the Longstore junction. Given the relatively low side road flows compared with the north/south movements on St. George's Esplanade and Les Banques, a priority junction or traffic signals could be appropriate forms of control at this location.

10.10.6. The northern section of Petit Bouet is only some 4 metres wide and will form a constraint to the north of the new access road. Consideration should be given to widening this section of road, and improving its junction with Le Grand Bouet and Pitronnerie Road, though it is appreciated that such improvements could involve property acquisition.

- 10.10.7. Long queues form at the Red Lion junction in the evenings stretching back along Les Banques and could interfere with the operation of the new site access. The queues are formed by traffic from St. Sampson turning right into Le Grand Bouet at the existing roundabout and interfering with the major south-north movement in the evening peak hour. The formation of the new high standard road through the Bouet MURA may give opportunities for banning this right turn movement and diverting traffic through the MURA, aiding traffic flows and reducing traffic movements along Le Grand Bouet.
- 10.11. The existing random and pervasive spread of car parking has led to an inefficient use of land and poor quality of external environment. Redevelopment affords the opportunity to rationalise these arrangements and make better use of the area. Car and cycle parking provision will be in accordance with the Parking Standards contained in Annex 1 of the Urban Area Plan. Space for car parking will need to be carefully integrated within the new development to ensure that it does not dominate the overall scene, and to optimise land use and satisfy demands. Opportunities for structured parking should be investigated. Parking space for office buildings should be provided predominantly as undercroft parking. Dual use of facilities to provide for necessary parking provision will need to be considered. Provision should be made for disabled parking with level and easy access to the entrance of each building.

11. DESIGN.

11.1. The new development is to be of a high standard of design which, where appropriate, complements the existing structures retained, respects the architectural features and historic value of those buildings of substantial character, and contributes to the established streetscape. The opportunity exists to develop a distinctive urban environment conducive to the new development, and at a human scale in harmony with the Island. The overall effect should be a cohesive urban streetscape fronting Les Banques, Le Bouet, and the new through route and secondary links. Careful attention will need to be paid to the relationship between buildings and external spaces. To achieve this it will be necessary for the principal landowners to produce an early conceptual urban design strategy. The urban design strategy will obviously need to be a flexible and adequate statement but should define the structure of external spaces and must provide a framework for landscaping.

11.2. It is proposed to retain and refurbish a number of the existing buildings on the site. These buildings together with Protected Buildings and buildings of substantial character are shown on **Plan 2**. As a replacement for the old Retort Houses suitably sympathetic but innovative and high quality replacement buildings would be considered. These buildings, together with the buildings on the Bouet frontage, would help the new high quality development to blend with its established setting. It is not proposed to retain Prospect House due to its poor constructional quality and fabric deterioration. This building falls outside of the MURA, in an adjacent Urban Conservation Area. It is recognised that the building contributes to the character and appearance of the sea front and due consideration will be given to this in any proposals for redevelopment.

11.3. Several buildings along the west boundary of the site fronting Le Petit Bouet fall within an Urban Conservation Area, as do some buildings fronting Le Grand Bouet and Bordage Lane. Proposals for site redevelopment will have to demonstrate that the Urban Conservation Area falling within the site will be appropriately enhanced and that redevelopment will benefit the setting, overall character and appearance of adjacent Conservation Areas.

11.4. The full potential of the coastal frontage and aspect of the site should be exploited in the siting of proposed office buildings and new external spaces. The aim should be to create an

interesting skyline along the sea frontage with buildings of varying heights providing an appropriate transition between Commerce House and the Longstore. The intersection of the new through route and Les Banques should be regarded as a focal point, with prominent landmark buildings designed to the highest standards making full advantage of the sea front location.

11.5. The new retail development will offer considerable scope for imaginative and innovative design avoiding the often bland utilitarian appearance of standard retail sheds. The construction of buildings which do not reflect the design principles set out in this OPB and car parks of low quality design are not acceptable.

11.6. With the exception of any high quality apartments which may be incorporated along the sea front, the design and materials for the residential components of the development should generally be in sympathy with and respect the traditional character of housing in adjacent Conservation Areas. Opportunities should be taken where possible to reinforce the character and identity of the established road frontages.

11.7. The Bouet site is visibly prominent from a number of vantage points including Beau Sejour and Mont Arrive. The roofscape of the new development will need to blend with surrounding traditional roof forms, large expanses of flat roof need to be avoided.

11.8. The existing dominance of extensive hard surfacing and large scale buildings with virtually no areas of significant vegetation, creates a harsh and uninviting landscape, lacking a familiar human scale. The only landscape features worthy of retention are the mature trees to the south west corner of the site. The site should be developed to provide for the planting and establishment of a strong framework of trees and shrubs to give structure to external spaces. As phased development will occur over a long period of time, advanced planting to ameliorate both construction activities and the final development may be an option.

11.9. Before any approval is given under the Building Regulations, a site investigation will be required to ascertain the type and adequacy of foundations. It is likely that all buildings will need to be piled.

12. PHASING.

12.1. The sequence of operations necessary to bring about development within the MURA is determined in part by practicalities. Modernisation of the gas production and storage facility, and relocation of hazardous quantities of storage off-site (including removal of the gas holder) will precede any other operation and work is already well advanced. Land contamination issues will also need to be dealt with in accordance with the recommendations of PPI Consultants.

12.2. The second operation will be the carrying out of infrastructure works comprising means of access and the provision of services. It would be neither practical nor economic to provide an infrastructure for the entire MURA as a single operation to precede any building construction. Therefore the execution of the works of infrastructure will take place stage by stage over the period of the development. The proposed through route will need to be provided at an early stage as the primary means of access to service the whole development., and as a substitute for Rue du Commerce . Spur roads to serve individual components of the development can then be provided as need arises. No new development will have direct access from Les Banques but obviously access to existing development will need to be maintained as work progresses.

12.3. 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 that some flexibility will be necessary in the development programme. It is a requirement however that a component of the housing provision is provided in the first phase and will be implemented either prior to or concurrently with the first stage of any commercial building on land owned by IEG (as shown on Plan 1).

13. SERVICES.

13.1. **Plan 5** shows the notional distribution of services within the area.

13.2. The Public Thoroughfares Committee has agreed in principle to adopt the new roads providing access to the site so long as they are constructed to the Department of Engineering specifications.

13.3. With regard to the existing foul and surface water systems the developers will need to liaise with PTC and the Building Control Section of IDC to determine which of the existing could be utilised and where new drains or pumping stations would have to be installed. The costs of installing new foul and surface water systems to cope with the new development will need to be borne by the developers.

13.4. The Water Board could provide water for a mixed residential, retail and commercial development at Le Bouet, subject to the following comments:-

- (a) The Board may not be able to supply the flows required for fire protection or industrial processes and it is therefore recommended that developers contact the Board to discuss proposed development in more detail.
- (b) At present the available water pressure at Le Bouet is in the region of 5 to 7 Bar, but pressure reduction measures are envisaged in the medium term. For design purposes it is recommended not to rely upon mains water pressure being in excess of 2 Bar.
- (c) The site is well located and could be supplied by means of a new main from the Board's existing 12 inch diameter trunk main just north of the Red Lion roundabout with a secondary link from a 9 inch diameter main at the junction of Le Grand Bouet with Pitronnerie Road.
- (d) The developers would be expected to make a substantial contribution to the cost of both the on-site and off-site water mains necessary to supply the new development.

13.5. Guernsey Telecoms have an existing underground cable and duct in Le Bouet, Les Banques and Rue du Commerce. However, it is unlikely that the existing cables would have enough capacity for such a large redevelopment so Telecoms would have to plan and install new cable networks.


13.6. Existing ducts probably have adequate space for any new cables installed, but the preference would be to serve the area from the duct route in Les Banques. It is desirable, from Guernsey Telecoms point of view for the proposal to:

- (a) Incorporate as far as reasonably practicable the existing underground infrastructure.
- (b) Allow for provision of new cable and duct infrastructure in a logical sequence with sensible phasing .
- (c) Allow for all telecommunications services to be underground and ducted.
- (d) Make provision for co-ordination of all services.
- (e) Make provision for underground duct infrastructure in new roads.
- (f) Involve consultation at an early stage to allow the planning of a correctly dimensioned external network infrastructure.


13.7. The electricity network has been extended over the years for the associated additional loads. With respect to further development the SEB do not anticipate any constraints as any required additional loads could be catered for by the extension of the existing substation and cable network in the area.

14. SUMMARY OF PROPOSALS.

14.1. LPG PRESENCE AND RELOCATION :




-  Remove old gas holder and reduce LPG storage to below 20te in a mounded vessel.

14.2. LAND CONTAMINATION :

-  Implement remedial measures in accordance with recommendations.

14.3. LAND USE PRINCIPLES :

14.3.1. Housing :

-  Taking replacement units into account it is estimated that at least 40 new homes should be provided.
-  Two housing sites have been identified for the development of smaller homes geared towards the first time buyer and the elderly.
-  Consideration could be given to high quality apartments with sea views fronting Les Banques.

- ☞ Overall the provision of residential accommodation is to be of a reasonable mix and balance of house types and sizes to cater for differing needs.

14.3.2. Offices and Business Services :

- ☞ The total amount of office space provided must be subsidiary to the primary uses of the site. It is estimated that up to 150 000 square feet of new office space could be provided with approximately 50 000 square feet of existing office space retained.
- ☞ Consideration should be given to the inclusion of office development along the sea front where an open park or landscape area could be incorporated.

14.3.3. Retail :

- ☞ The consolidation and expansion of major retail outlets on this site would be compatible with the objectives for the MURA and would be consistent with the planned improvements to access and parking.

14.3.4. Industry:

- ☞ The area could usefully accommodate a range of small scale workshops and industrial premises.
- ☞ The old Retort Houses could be refurbished to provide accommodation for a variety of small trades and businesses.

14.4. ACCESS AND PARKING :

- ☞ Rue du Commerce is to be replaced with a new through route eliminating multiple access and egress points to Les Banques.
- ☞ The new route should be designed to take into account the needs of buses, cyclists and pedestrians.
- ☞ Secondary links should be provided from the proposed housing site at Le Petit Bouet and from Bordage Lane.
- ☞ The secondary links should be designed to give priority to pedestrians and cyclists with restricted vehicular use.
- ☞ Car and cycle parking will be in accordance with the UAP standards.

☞ Car parking will need to be carefully integrated within the new development; opportunities for structured parking should be investigated; office parking should be predominantly in the form of undercroft parking.

☞ Shared parking facilities will need to be a consideration.

☞ Provision should be made for disabled parking accessible to each building.

14.5. DESIGN :

☞ The new development is to be of a high standard of design which, where appropriate, complements existing buildings, respects features of architectural and historical value, and contributes to the established streetscape. An urban design strategy will need to be produced.

☞ Retention and refurbishment of the old Retort Houses or a suitably sympathetic but innovative and high quality replacement, together with buildings on the Bouet frontage, would help the new development to blend with its established setting.

☞ Development proposals will have to demonstrate that the Urban Conservation Area falling within the MURA will be appropriately enhanced and that redevelopment will benefit the setting, overall character and appearance of adjacent Conservation Areas.

☞ The full potential of the sea frontage and aspect of the site should be exploited in the siting of office buildings and external spaces.

☞ The aim should be to create an interesting and varied skyline along the sea frontage.

☞ The intersection of the new through route and Les Banques should be regarded as a focal point, with prominent landmark buildings.

☞ The new retail development offers scope for imaginative and innovative design; the effect should be a cohesive street scene fronting the new access routes.






☞ Residential development should generally be in sympathy with and respect the traditional character of housing in adjacent Conservation Areas. Where possible the character and identity of established road frontages should be reinforced.

☞ The roofscape of the new development will need to blend with surrounding traditional roof forms, large expanses of flat roof should be avoided.








☞ Before redevelopment commences a landscape strategy shall be submitted for approval by the Committee which will provide for the planting and establishment of

a strong framework of trees and shrubs to give structure to external spaces; advanced planting may be an option.

14.4. PHASING :

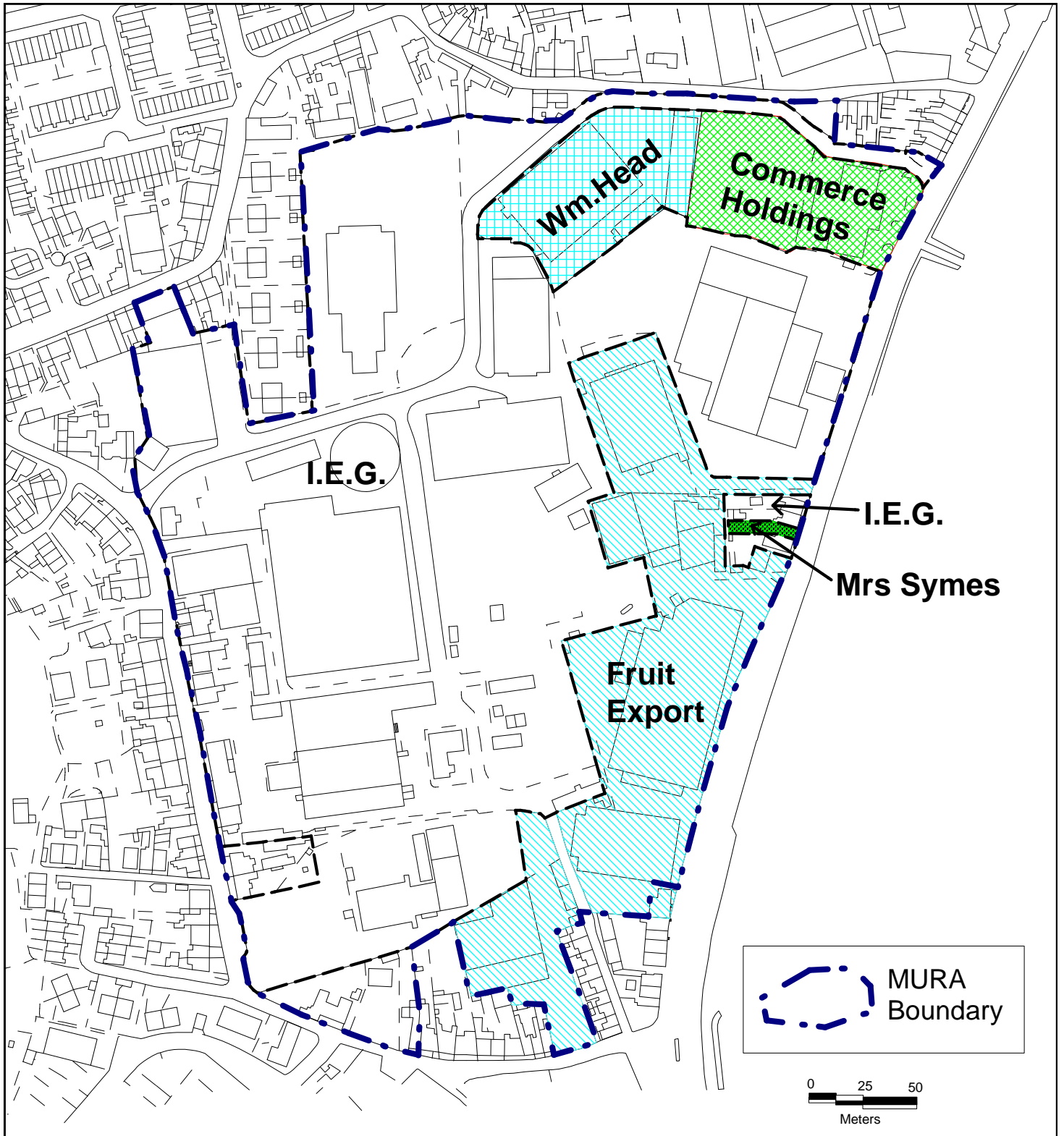
-  Modernisation of the gas production and storage facility, and relocation of hazardous quantities of storage off-site (including removal of the gas holder) will precede any other operation.
-  Land contamination will be dealt with in the recommended manner.
-  The proposed through route will be provided as the primary means of access.
-  Spur roads to serve individual components of the development will be provided.
-  Housing provision will be provided in the first phase of construction either prior to or concurrently with the first stage of any commercial building.

14.5. SERVICES :

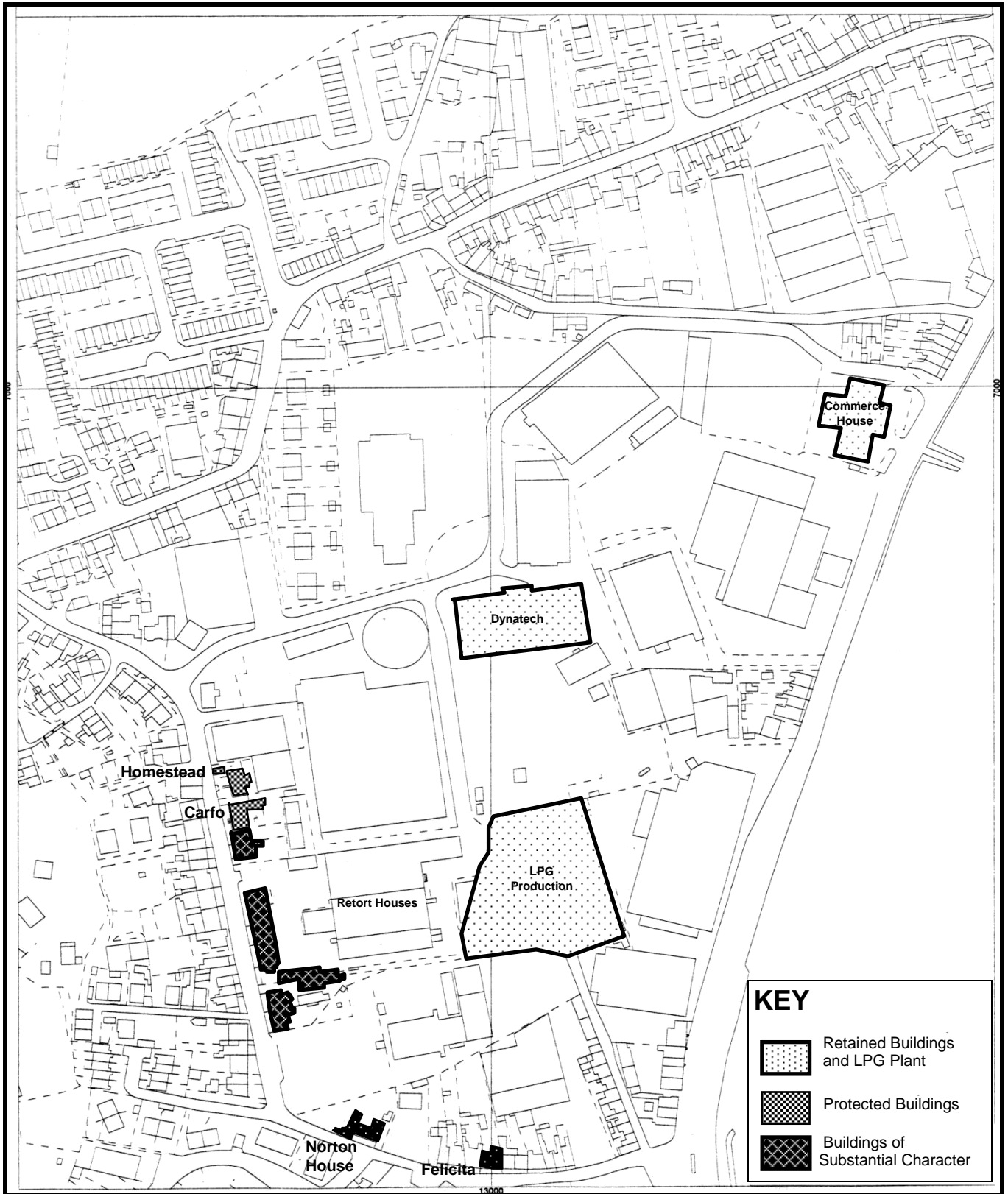
-  PTC has agreed in principle to adopt the new roads.
-  Developers will need to liaise with PTC and IDC(Building Control) to determine which of the existing foul and surface water systems could be utilised and where new systems would have to be installed. The cost of installing new systems will need to be borne by the developers.
-  It is recommended that developers contact the Water Board to discuss proposed development in more detail.
-  For design purposes it is recommended not to rely upon mains water pressure being in excess of 2 Bar.
-  Developers would be expected to make a substantial contribution to the cost of both on-site and off-site water mains necessary to supply the new development.
-  Telecoms would prefer to serve the development from the duct in Les Banques.
-  All Telecoms services should be underground and ducted.

- ☞ Consultation with Telecoms should take place at an early stage to allow planning of the external network.

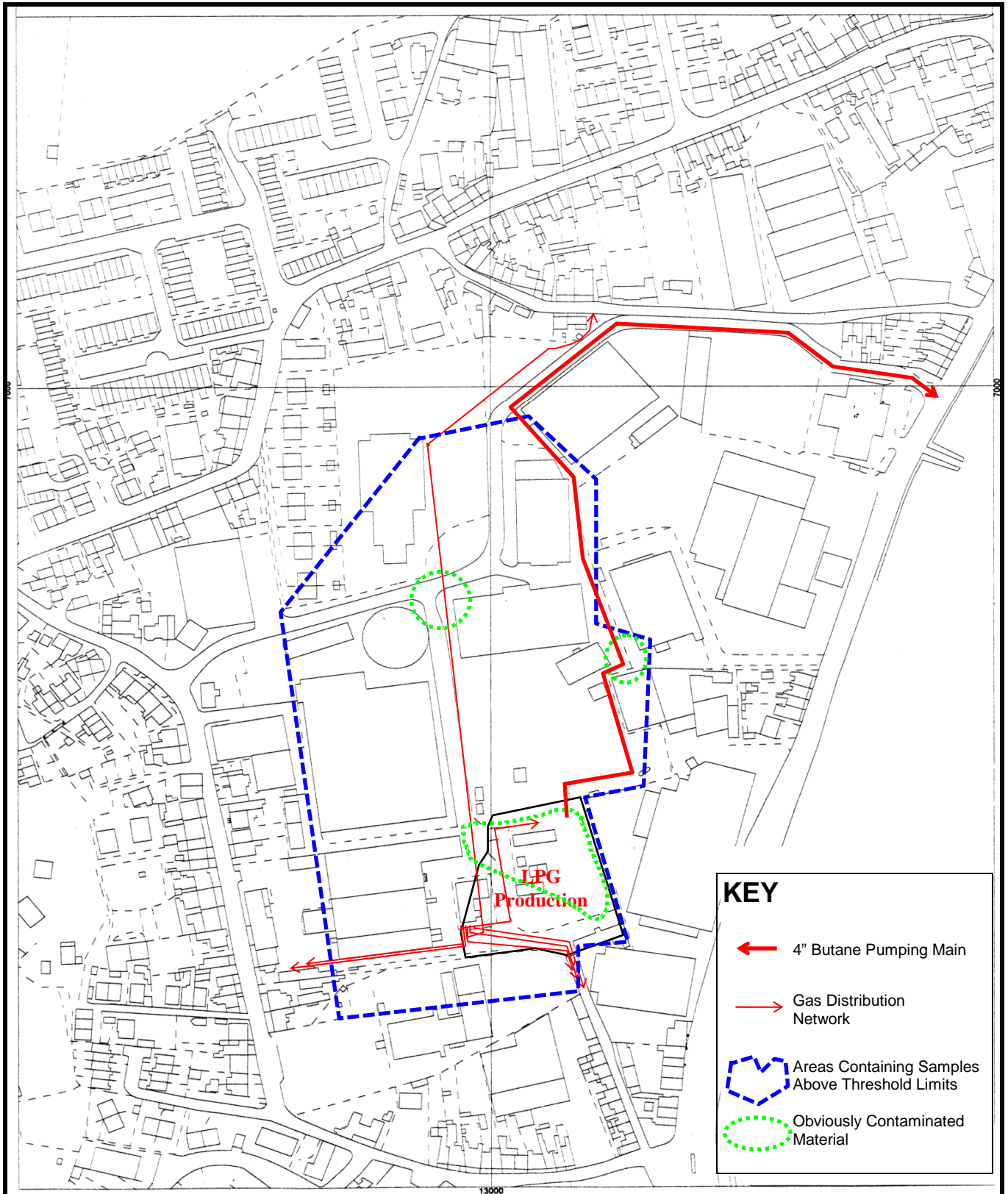
- ☞ Additional electrical loads could be catered for by extension of the existing sub-station and cable network in the area.



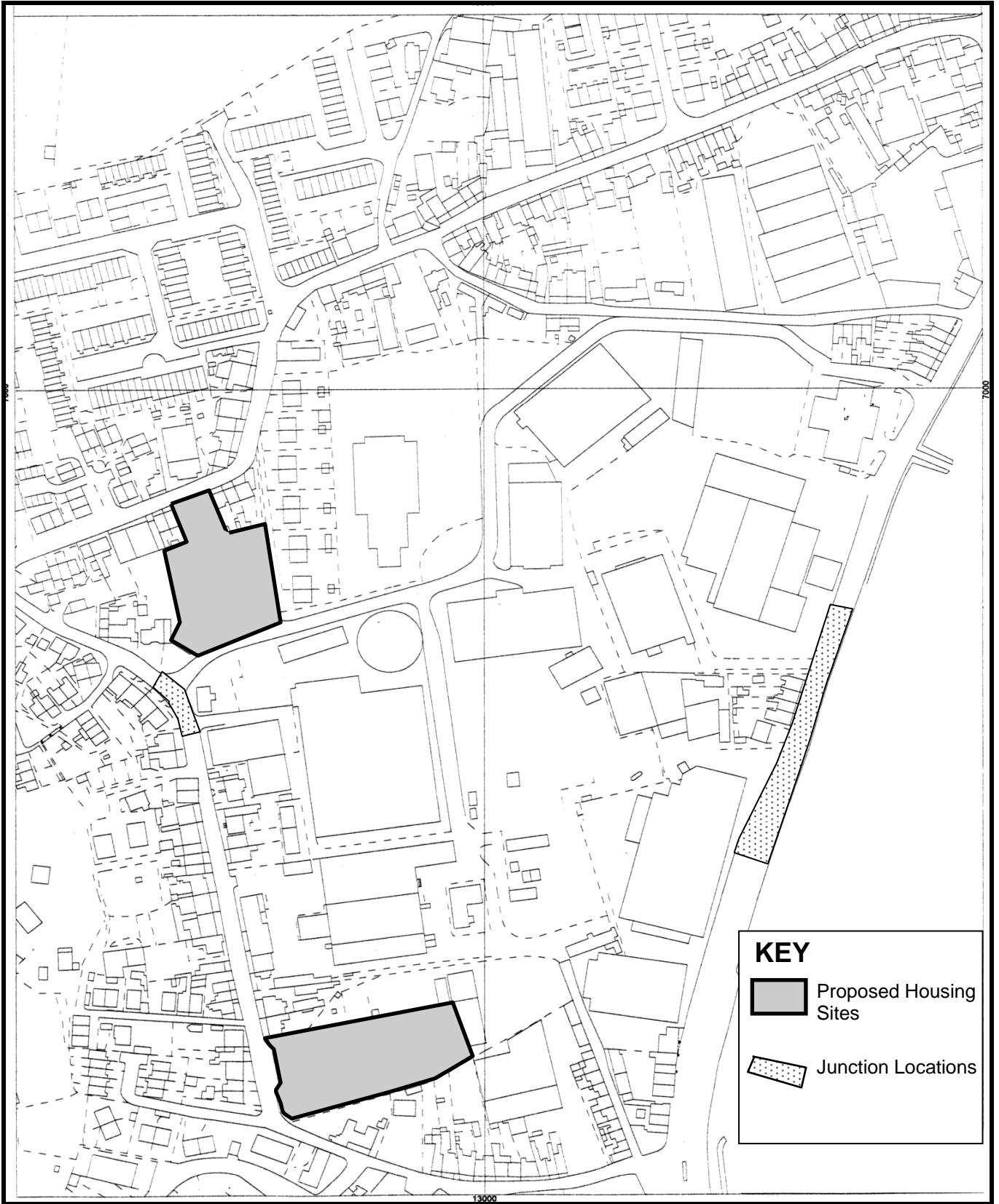
Plan 1: Land Ownership



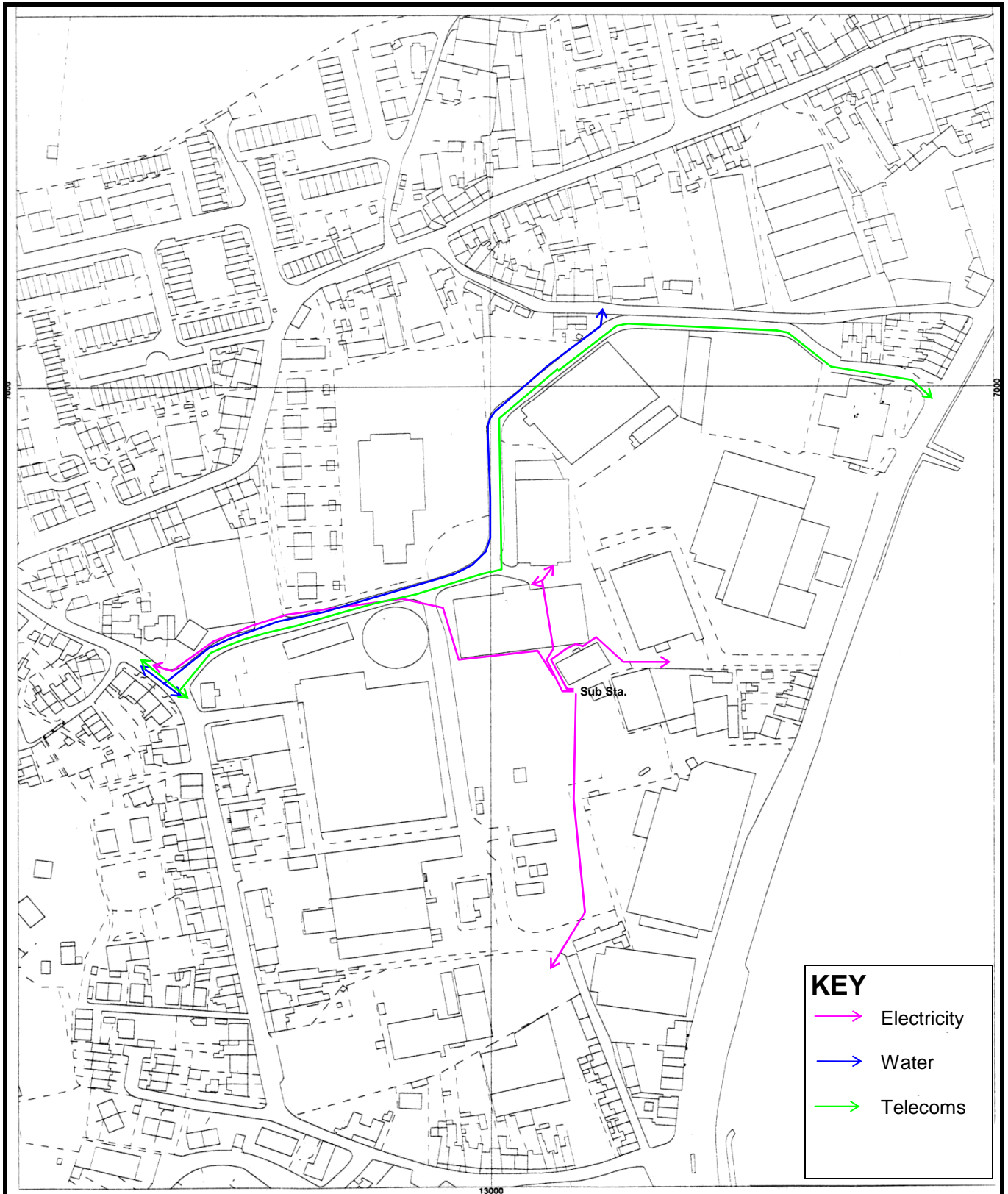
Plan 2 : Retained and Protected Buildings



Plan 3 : LPG Presence and Land Contamination



Plan 4 : Locations for Proposed Housing Sites and New Road Junctions



Plan 5 : Distribution of Services

Note : Indication of Known Presence Only. Positions Not to be Used as Accurate

APPENDIX 1

SCHEDULE OF COMMERCIAL TENANTS

Tenant	
Place du Commerce	Achates Services Arrow Insurance Beauty Clinics C.I. Ceramics - Retail -Storage Channel Printers Guernsey Sheet Metal Island Consultants -Western House -N° 5 States Board of Health Wallace Barnaby Vacant (ex Dynatech Medical)
Rue du Commerce	B&Q Dynatech Kosangas Le Riches Sydney Vane House Vacant (Freight Yard).
Petit Bouet	Murdoch Stores Ltd. Vidamour & Greenway Vacant (ex Ideal Contractors).
Les Banques	Alex Picot Bougourd Brothers Anvil Projects Ltd. Premium Cars Pickfords Removals J.J. Fox Orchard Press
Gas Lane	Benhams Office Supplies Hawsons Agencies Ltd. C.I. Ceramics B. Le Page Access Skips

Based on information supplied by IEG/BDG 14 January, 1997.

APPENDIX 2

LAND CONTAMINATION

Reports on land contamination were prepared by PPI Consultants in March and July 1994*. The reports confirmed that low levels of contamination only were found on the site, mainly below the ICRCCL "threshold" - "uncontaminated" with virtually no samples reaching the 'action trigger'. Certain local areas of tar spillage were identified, and small traces of asbestos found, which is believed were the result of previous demolition operations and it is recommended that these areas are cleared and the contaminated material removed from site.

The reports point out that it was not possible to test samples from below established buildings or the gas mains and services which crossed the site. It was recommended that, if they are to be demolished, or re-routed, testing of the site below the buildings/services should be carried out and that, in the case of the old retort building, testing below the surface should be carried out before refurbishment. It was further recommended that if a housing use was decided upon for a part of the site, further testing should be carried out in that part.

No significant methane evolution was discovered, however, soil oxygen contents were low in certain areas, this should not cause a problem provided normal precautions are taken against entering confined pits or spaces during construction.

Except for the limited areas of contamination mentioned previously, there was an absence of phytotoxic material, although there was little topsoil. With suitable topsoiling, the site should sustain good landscaping. Water tests were carried out and the water was found to be generally of a suitable standard for irrigation, although high cyanide contents were reported. Recommendations were made as to the most suitable draw off points for irrigation.

Certain precautionary measures were suggested for the protection of construction workers, these are not particularly restrictive or demanding and should allow efficient progress of work.

On the instructions of Blue Diamond Group, a short review of the reports was prepared to consider the implication of proposed housing on the north east side of their site (the ICRCCL criteria, which were used for assessment in the report, quote more stringent figures for this use). Generally, results fell below the "threshold", some results fell between the 'threshold" and the "action trigger". It is believed that this part of the site is generally uncontaminated, however, it should be noted that, because a large proportion of the site is covered in buildings, it is recommended that further investigation is carried out to confirm ground conditions after demolition. Minor remedial works may be required, however, it is considered unlikely that significant contamination will be found.

*Reports prepared by PPI Consultants for Anvil Projects Ltd: March 1994, Stage 1, Outline Feasibility Study; July 1994, Stage 2A, Part 1, Feasibility Study.

REVIEW OF CONTAMINATION INFORMATION FROM THE POINT OF VIEW OF SUITABILITY OF THE NORTH EAST CORNER OF THE SITE FRONTING LES BANQUES FOR HOUSING

This report should be read in conjunction with the reports prepared by PPI Consultants for Anvil Projects Ltd: March 1994, Stage 1, Outline Feasibility Study; July 1994, Stage 2A, Part 1, Feasibility Study; the enclosed Summary of Chemical Testing Results and the enclosed drawing numbered 3119/C2 r1 marked-up.

1. Introduction

Site investigations were carried out during March and July 1994 at the Bouet with a view to obtaining geotechnical and contamination information. During these investigations, trial pits numbered 31, 34 and 37 were excavated on this site but, as it was largely covered by buildings and as it was considered unlikely to be significantly contaminated, no contamination tests were carried out on samples from those pits: However, we have reviewed information from contamination testing on nearby pits numbered 11, 14, 21, 32, 35, 110, 112A and 117.

2. Basis of Review

The results were reviewed against the ICRCL criteria which were incorporated in the testing programme. Subsequent revisions to these criteria have occurred, in particular, coal tar is now assessed as polycyclic aromatic hydrocarbons.

3. Results of the Review

Results of the review are shown on the attached sheets. It will be seen that the majority of the results are below the "threshold" for "domestic gardens, allotments, play areas" and these results can be considered as "uncontaminated as far as the hazards from these contaminants are concerned". There are a number of results where the contamination exceeds the threshold, all of these fall well below the "action" trigger.

4. Conclusion

- 4.1 No testing for contaminants in the proposed area for housing was carried out as it was believed that this area was unlikely to have suffered serious contamination.
- 4.2. Trial pit 14, on the boundary of the proposed area, did not show signs of contamination, although the pH value was a little higher than the ICRCL threshold.
- 4.3. Examination of the adjacent trial pits does show some contamination above the threshold, although they all fall well below the "action" trigger. Trial pit 1 12A did show a high concentration of coal tar but it is amongst the most remote of those reviewed.

- 4.4. It is noted that the contamination which occurs is mainly of a shallow nature indicating minimum dispersion and, therefore, it seems unlikely that it has migrated onto the proposed housing site.

5. Recommendations

- 5.1. The investigation has not revealed any reason why this site should not be used for the proposed housing.
- 5.2. Much of the site is currently built over and does not readily lend itself to further testing at this stage.
- 5.3. There will be no hazard to construction work if the precautions listed in the original reports are adhered to.
- 5.4. It is recommended that, after demolition and breaking up of slabs on site, and before construction of housing, a contamination investigation be carried out. Investigations should cover the entire area allocated for housing to determine whether ground contamination has occurred.
- 5.5. On the basis of the information reviewed, it is unlikely that serious contamination of the site has occurred and, if remedial action is required at all, it is likely to be limited to the providing of a sealing layer and the replacement of topsoil.

APPENDIX 3

PRELIMINARY TRAFFIC GENERATION ASSESSMENT

Summary of the Assessment by PPI Consultants (April 1997)

		<i>Current Usage</i>	<i>Residual Land Use</i>	<i>New Build Development</i>	<i>Residual Plus New Build</i>	<i>Increase on Current Use</i>
	<i>Function</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>(B+C)</i>	<i>((B+C)-A)/A * 100</i>
Weekday						
	Total Daily (24hr) 2-Way Traffic	5121	1355	8360	9715	89.7%
	AM Peak In (0800-0900 hrs)	329	142	365	507	54.1 %
	AM Peak Out (0800-0900 hrs)	106	33	90	123	16.0%
	PM Peak In (1700-1800 hrs)	169	35	355	390	130.8%
	PM Peak Out (1700-1800 hrs)	396	143	551	694	75.3%
Saturday						
	Total Daily (24 hr) 2-Way Traffic	3222	48	7575	7623	136.6 %
	Peak In (1200-1300 hrs)	194	2	393	395	103.6%
	Peak Out (1200-1300 hrs)	170	2	398	400	135.3%

- Values shown are in *Vehicles* for 24 hour flows and *Vehicles per hour* for peak hour flows.