

Draft development brief  
**Consultation draft**

Proposed Affordable Housing  
for the St. Martin Housing Association

**Field 402**

La Grande Route de Faldouet, St. Martin

DRAFT

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## About supplementary planning guidance

The Minister for Planning and Environment may publish guidelines and policies (supplementary planning guidance) in respect of; development generally; any class of development; the development of any area of land; or the development of a specified site<sup>1</sup>.

Supplementary planning guidance may cover a range of issues, both thematic and site specific, and provides further detail about either, policies and proposals in the Island Plan, or other issues relevant to the planning process. It can also be used to provide information about how the planning system operates.

Where relevant, supplementary planning guidance will be taken into account, as a material consideration, in making decisions.

Supplementary planning guidance is issued in a number of different forms including:

**Advice notes**, which offer more detailed information and guidance about the ways in which Island Plan policies are likely to be operated, interpreted and applied in decision making;

**Policy notes**, which can be issued by the Minister, following consultation with key stakeholders, in-between reviews of the Island Plan, to supplement and complement the existing planning policy framework;

**Masterplans, development frameworks and planning briefs** provide more detailed information and guidance about the development of specific sites and areas of the Island; and

**Practice notes**, which aim to provide information about how the planning system's protocols and procedures operate.

The current supplementary planning guidance is listed and can be viewed on the States of Jersey website at [www.gov.je/planningguidance](http://www.gov.je/planningguidance).

Hard copies of all supplementary planning guidance can be obtained from Planning and Building Services, Department of the Environment, South Hill, St Helier, JE2 4US, telephone: 01534 445 508 email: [planning@gov.je](mailto:planning@gov.je)

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<sup>1</sup> Under Article 6 of the Planning and Building (Jersey) Law

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## **Introduction**

The purpose of this brief is to establish the general planning principles for the development of Field 402 and the garage site, La Grande Route de Faldouet, St. Martin, which was rezoned for affordable housing in July 214. It sets out the guidelines to be adopted when preparing detailed development proposals.

## **Status of this guidance**

This is currently draft guidance produced for consultation purposes, which will be reviewed by the Minister and if necessary amended in response to the findings of the consultation. The Minister will then seek to adopt the new guidance which will provide the framework for the assessment and determination of any subsequent planning application(s).

## **Who is the guidance for?**

This guidance is principally aimed at those involved in the planning and design of any new development, to ensure that those planning issues that are relevant to it are taken into account in the design process.

It is also designed to provide those with an interest in the project – neighbours, local residents, the Parish of St Martin and States departments, and any other interested parties – with guidance and advice about the issues that will be considered during the planning process.

Finally it provides planning guidance which will assist the Planning Applications Panel (and its successor body) in the determination of any planning application.

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## Policy context

The Revised 2011 Island Plan, which was approved by the States in July 2014 (P.37/2014), identifies a need to protect the viability and vitality of the rural settlements. It accepts that some small-scale affordable housing development should occur to support the local parish community, to sustain schools, shops, pubs, public transport and other facets of parish life that is unique and important to Jersey.

The Island Plan expects development proposals to be appropriate in scale and character to the settlement context and setting of the site, whilst seeking to ensure the optimum density of development.

Field 402 is identified in Policy H5 of the Island Plan as an affordable housing site in a rural centre that will contribute to the provision of affordable homes. In relation to Field 402, the policy states:

***The Minister will support the provision of affordable housing to support the viability and vitality of Jersey's rural settlements. (Inter alia).***

***The site listed below and shown on the Island Proposals Map, is zoned for the purposes of providing affordable housing for purchase, subject to the preparation and adoption of a village plan (including a full consideration of alternative sites) by the Minister for Planning and Environment:***

***2. Field 402, St. Martin (1.5 acres/3.5 vergées);***

***Access to affordable homes provided on this site shall be controlled and managed through the St. Martin's Housing Association.***

***The potential number and type of homes that could be provided on these sites will be considered in development briefs to be issued, as supplementary planning guidance, by the Minister for Planning and Environment.***

***Other housing development proposals to support the viability and vitality of Jersey's rural settlements will be permitted, provided that the development:***

- 1. is appropriate relative to the existing character of the village; and***
- 2. is well-related to the existing Built-up Area and local facilities, services and infrastructure and where provision for education, leisure, recreation, local shopping, and other community facilities is adequate or can be provided, where required, to meet the needs arising from the proposals.***

For the avoidance of doubt, the estimated 20 units delivered from field 402, St Martin, will be controlled through the St Martin Housing association and will not required be to meet the definition of affordable housing as set out in Section 6.13 of the Revised 2011 Island Plan.

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## Planning guidance

### Location, context and character

Field 402 is situated on the South side of the village of St. Martin, lying between La Grande Route de Faldouet, to the north and La Longue Rue to the south (see Location plan in Appendix 1), and has a gross site area of approximately 1.5 acres (3.5 vergées).

The site lies within the Eastern Plateau of the Countryside Character Area, which recognises that there is some capacity to accept new development, provided there are opportunities to achieve environmental enhancements. Although the site is not prominent in the wider landscape, it is in a sensitive rural location on the edge to the built-up area. Accordingly, the development needs to be sympathetic to its landscape setting and how it forms a new edge to the built-up area.

The north part of the site (adjacent to La Grande Route de Faldouet) comprises a light industrial building which operated, post war, as a bus garage and is now used for storage, and this part of the site is approximately at grade with the adjacent road. The southern part, Field 402, is in agricultural use and is noticeably higher, by approximately 1.5 to 2 metres.

The vegetation surrounding the industrial building is fairly dense with a number of mature trees and tree cover also present along the western and southern boundaries of the site

The residential density of the immediate area is quite low, in the order of 45 to 50 habitable rooms per acre and typically consists of dormered or two storey dwellings either fronting directly onto the main road or in small low density residential developments with generous front and rear gardens.

The village of St Martin benefits from a number of facilities and amenities which include: a new primary School, public hall and village green; shop, pub, and several places of worship, which are all reasonably accessible from La Grande Route de Faldouet or via the adjacent 'green lane' network in La Longue Rue; access to public transport is also very good.

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## **Aims of development**

The overriding aims for the development of Field 402 are:

- *to contribute to the provision of affordable homes in rural centres, in accordance with Policy H5, (2) of the Island Plan;*
- *to provide a well-designed, affordable, residential development that successfully integrates into the landscape context of St Martin's village;*
- *to create a development which is efficient in terms of space and energy consumption, making best use of the area of land available and providing homes that are sustainable;*
- *to ensure that the new development is accessible to existing facilities and amenities, with particular emphasis on providing choice for residents to travel by foot, bike or bus;*
- *to ensure that the impact of the development upon the local infrastructure is mitigated and managed appropriately; and*
- *to ensure that the local ecological interest is safeguarded through appropriate mitigation and management.*

## **Use and tenure requirements**

The redevelopment of this site is expected to provide affordable housing, in accordance with the revised 2011 Island Plan Policy H5 (2) 'Affordable housing in rural centres'. This will require however the delivery of affordable housing for purchase to be in accordance with the criteria set by the St. Martin's Housing Association, access to which shall also be controlled and managed by the Association.

## **Constraints/factors affecting the development**

There are a number of key constraints and factors which will determine the successful development of this site. The resolution of these particular matters is considered to be essential in delivering the overall aims for this development.

## **Potential contamination**

The historic light industrial use presents a potential risk of contamination and a contaminated land assessment will therefore be required to ensure that the site is safe for residential land use, with appropriate mitigation. The applicant should take initial advice from Supplementary Planning Guidance, Planning Advice Note 2, Development of Potentially Contaminated Land (October 2005) and contact the relevant States Departments referred to in that document.

## **Ecological impact**

The impact on the local ecological interest must be investigated and assessed. Discussions should take place with the Environment Department to

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determine appropriate investigation criteria, mitigation measures, and management.

### **Cycling and walking infrastructure**

This site is adjacent to the existing green lane network, which has access to the village centre. The development of this site may be required to contribute to the St. Martin 'Safe Routes to School' initiative and its immediate catchment where enhancement to the existing infrastructure is necessary as a direct consequence of the proposed development. This may take the form of the provision of land and/or the development of part of the cycle/footpath network, or the provision of funds to help deliver new crossings and footpath works.

### **Safeguarding amenity**

Any development on the site should be sited and designed to avoid undue prejudice to the amenities currently enjoyed by the neighbouring properties through loss of light, overbearing impact and loss of privacy: the site abuts existing homes at Jardin de la Reine. Likewise, similar consideration will need to be given to the design of new homes to secure an appropriate level of privacy and amenity for future occupants.

### **Other key principles of development**

The following issues and principles should also be considered in the development of any scheme. The issues raised here are not, however, designed to be prescriptive and thus, a degree of flexibility may be applied in their interpretation and application.

### **Design considerations: development potential and density**

The Island Plan gives an indicative density for the development of this site of between 19 no. to 22 no. dwellings made up of 2 and 3 bed dwellings, however the St Martin Housing Association will be responsible for the final decision of mix and tenure.

The dwelling yield stated in the Island Plan is purely indicative and the developer should be aware that once all of the site constraints are known, this could result in less development being achieved on the site. Ultimately, the Minister must be satisfied that an appropriate density should properly emerge out of the design process, which must seek to accommodate the planning constraints, other factors and key principles of development set out here.

On the basis of the above, and having regard to other design factors, the overall design and layout of the scheme should:

- provide variety in form and massing of the development to mitigate any adverse visual impact by ensuring that the existing hedgerow boundaries of the site are conserved, enhanced and sympathetically managed.



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- ensure the careful use of materials and colours to enhance the character and context of the locality.
  - enhance the legibility of the area by ensuring that the new design respects the site context, whilst at the same time creating a sense of place and character;
  - provide a safe and secure environment, where the 'public' spaces, including access routes, and the activities in them can be overseen by residents to promote a feeling of security. A crime impact assessment will be required, in accordance with Policy GD1.

### **Design statement**

A design statement will be required to be submitted as part of any proposal to explain the rationale of the scheme and its relationship to the context. The statement will need to set out how any resultant development responds to the local character of the area, in terms of the design and layout of the homes to be provided; the materials to be used; and the manner in which the new development responds to the existing landscape framework.

To assist the designer in compiling the design statement, reference should be made to SPG Note 4, Design Statements (2006) and the Jersey Design Guide (2008), which outlines the Minister's design principles of Integration; Relevance; Sustainability; Connection; Enriching and delighting, and Attention to detail and quality

### **Massing, height, materials and colour**

The residential density of the immediate area is quite low, in the order of 45 to 50 habitable rooms per acre and typically consists of dormered or two storey dwellings either fronting directly onto the main road or in small low density residential developments with generous front and rear gardens. Accordingly, it is recommended that the development should not exceed two storeys (which may include rooms in the roof space).

### **Development specification: sustainable homes**

In designing the scheme, consideration should be given to achieving a sustainable development, which might result in the necessity to achieve a higher specification than the minimum standards currently set by Planning Policy Guidance or the Building Byelaws.

The specification of dwellings shall comply with the minimum standards outlined in *Minimum standards for new housing developments (Feb 1994, as amended)*<sup>2</sup> subject to any overriding planning and technical criteria, either set out in this brief, or agreed during the design process.

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<sup>2</sup> Minimum standards for new housing developments (Feb 1994, as amended):  
<http://www.gov.je/PlanningBuilding/LawsRegs/SPG/PolicyNotes/Pages/HousingDevelopment.s.aspx>

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Whilst recognising that this guidance is in need of review, it still provides a useful benchmark against which to ensure that reasonable minimum standards are maintained.

Robust, quality designs are sought which enable dwellings to fulfil the requirements of a range of different lifestyles and the design and layout of which is flexible enough to cater for the needs of both present and future generations of users.

Consideration should be given to matters such as:

- the thermal efficiency of walls, to provide comfort conditions with the lowest energy consumption in use;
- the sound insulation quality of walls, to facilitate freedom and privacy, in spite of high density and a potentially noisy external environment;
- the orientation of development and the design and distribution of windows to maximise natural light and solar heat gain;
- the employment of designs which can be serviced by an efficient heating system whilst still achieving required comfort conditions;
- the employment of designs which allow for a low-energy approach to water supply and which might, for example, seek to:
  - minimise the use of white (i.e. mains) water;
  - collect and use storm water/rainwater;
- the use of construction materials with low embodied energy and those produced using renewable resources and environmentally benign processes.

Under the terms of Policy NR7: Renewable energy, new development on the site will need to incorporate a reduction in 10% of predicted carbon emissions, either through the provision of renewable energy generation on site, or through carbon offset as part of the design.

### **Travel and parking**

As already mentioned, the site has reasonable access and good links to village amenities and facilities via the existing green lane network, as well as the existing public transport network.

The proposed development will need to achieve safe vehicular access and egress relative to the level of traffic to be generated and the speed of the traffic on La Route de Faldouet in accordance with the requirements of Transports and Technical Services Highways Section.

There will be a requirement to make provision for residents and visitors parking and the presumption in the 'Minimum standards for new housing developments', is that each family house, shall be provided with a garage or car port for at least one car and all residential parking should normally be provided within the curtilage of the dwelling. However, recent housing schemes have

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varied the way in which parking is accommodated and there is scope for some flexibility in meeting these requirements. In any event, the final parking solution must be carefully designed to ensure that the parked cars do not have an unacceptable visual impact on the development.

The current published guidelines (Parking guidelines (Sept 1988))<sup>3</sup> do not accord with the policy direction of either the Sustainable Transport Policy (2010) or the Revised 2011 Island Plan and are being reviewed. Accordingly, the Minister proposes that the standards that should be applied are those set out in Appendix one of this report (which reflect new standards that are being brought forward for wider adoption and use): these may be used flexibly having due regard to the potential choice of other sustainable transport options, including walking, cycling and public transport and the individual merits of the proposal.

### **Open space and landscaping**

The development shall make provision for amenity space within the boundaries of the site, to provide a minimum of 15% of the gross area as communal open amenity space.

The amenity space created must form an integral element of the overall design and layout of the development, and should be well related to the proposed buildings, ensuring that it is convenient and safe to use and enhance the visual amenity of the development using species that are appropriate to the local context (see the *Countryside Character Appraisal*).

The site will form a new edge to the built-up area of the village and this will be an important consideration to avoid the domestication with inappropriate landscaping. It will be important to repair the visual amenity of the site, particularly the existing hedgerows to achieve the requirements set out in the Countryside Character Appraisal, which looks to achieve measures for conservation, enhancement and sympathetic management of the existing hedgerows and will be conditioned accordingly.

Particular attention needs to be given to the roadside treatment along La Grande Route de Faldouet, which currently consists of an old concrete block wall. The opportunity to improve the visual amenity of this boundary with a granite wall, which is characteristic of the area, set-back to provide adequate vehicular visibility and a footway should be included as part of the development proposals.

### **Archaeology**

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<sup>3</sup> Parking guidelines (Sept 1988):  
<http://www.gov.je/PlanningBuilding/LawsRegs/SPG/PolicyNotes/Pages/ParkingGuidelines.aspx>

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It is expected that any planning application made for the site should provide a Desk Based Assessment to address potential archaeological interest within the site.

## **Services**

Information concerning the principal services to the site is briefly outlined; however the designer must contact the relevant service provider at an early stage, contacts for which are listed at Appendix 3.

### **Foul sewerage**

There is an existing foul sewer in La Grande Route de Faldouet, which may accept flows from this site. The designer should carry out a detailed investigation to determine the most favourable option.

### **Surface water sewerage**

Soakaways would be the preferred option for disposal of surface water. It is recommended that a suitable SUDs system and permeable paving is utilised within the site.

**Mains water** – the existing mains water supply infrastructure is thought to be capable of providing water for the proposed development.

**Mains electricity** – a new substation may be required to serve the development and designer should contact that authority at an early stage to discuss their proposals.

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## **Planning obligations and contributions**

Powers to secure development through planning obligation agreements and to enable acquisition by compulsory purchase are available to the Minister under Article 25 of the Planning and Building (Jersey) Law 2002.

The Minister for Planning and Environment will seek to ensure that planning obligation agreements are entered into, as appropriate;

- to ensure the provision of any associated infrastructure or funding to deliver the requisite;
- foul and/or surface drainage;
- contribution to the safe routes to schools initiative, through the provision of footpath improvements, crossings and speed reduction;
- other travel and transport-related infrastructure;
- the developer will be required to make arrangements for the long-term management and maintenance of the planting, paved areas, access roads, parking, footpaths and open space, within the development site, by transferring the ownership to the Parish of St. Martin or facilitating the setting up of a properly constituted housing or residents' association.

### **Percent for art**

The States of Jersey has already shown its commitment by endorsing Percentage for Art in the Island Plan Policy GD8, accordingly, the Minister for Planning and Environment will seek to encourage, through agreement with the developer, an appropriate and commensurate public art contribution from the development.

Developers will be encouraged to contribute up to 0.75% of the total construction cost of a development for public art: this relates to the physical cost of developing the site and includes the cost of building and the provision of infrastructure. This figure or level of contribution is not, however, prescriptive and the level of contribution will be determined on a site by site basis through negotiation and agreement.

### **Other issues**

The public consultation of the draft brief may identify other issues that need to be the subject of a planning obligation agreement and the developer should be aware of the possibility that additional planning obligations may be introduced.

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## **Planning applications**

A detailed planning application will be required to be submitted by the applicant in accordance with the advice contained in Supplementary Planning Guidance, Practice Note 11, Information required for a planning application (May 2012)

In preparing proposals for submission, it is strongly recommended that the owner or developer appoints an architect capable of developing imaginative and well thought out proposals. Developers and their architects are strongly advised to contact the Department of the Environment prior to the submission of an application, to discuss their proposals and to generally maintain close contact with the department throughout the design process.

Any application should be sufficiently detailed to demonstrate how the site can be satisfactorily developed, having regard to the guidelines and constraints of the brief. In this instance, in addition to a completed application form and the relevant fee, applicants will be expected to submit:

- a location plan (scale 1:2500);
- a site plan (scale 1:200), showing the layout of proposed buildings and spaces, the position of buildings on adjoining property, proposed landscaping and the means of vehicular and pedestrian access within the site;
- sections through the site, showing changing levels and the relationship with surrounding properties;
- 3-dimensional information (e.g. model, sketch perspectives at a scale of at least 1: 500), which show how the shapes and forms of buildings and spaces are arranged and how the proposed development integrates with the surrounding area, including existing and proposed buildings on adjacent sites;
- elevations of the proposed building(s) at a scale of at least 1:100;
- floor plans at a scale of at least 1:100;
- street elevation sketches showing relationship of elevations proposed with adjacent properties;
- a 'design statement' explaining how the design concept evolved and how it relates to the principles set out in this brief;
- any other further supporting information that is likely to be required, such as, for example, a site waste management plan (Policy WM1); and a crime impact assessment (Policy GD1).

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### **Other comments**

Any development proposals will, of course, be subject to other normal planning and technical requirements, as necessary.

### **Disclaimer**

**It is important to note that this document is not binding in itself. Any information supplied in this brief does not in any way absolve an applicant from satisfying themselves that all necessary information on the requirements of the various authorities and organisations is correct at the time. Neither does it restrict the Minister for Planning and Environment from amending or varying such information contained in the brief, before a planning application is determined.**

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## Appendices



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**Appendix 1:      Location plan**



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## Appendix 2: Parking standards

The Minister's current published guidelines are set out in the Parking Guidelines (September 1988). However, it is accepted that these guidelines require review and this work is presently underway. The Minister will be flexible in the level of parking provision having due regard to other options including walking, cycling and public transport.

It is considered however that as a starting point given the rural location of the scheme that the following standards are recommended. Any variation from those standards will require to be justified.

<b><u>Houses</u></b>	
1 bed	= 2 spaces. (maximum)
2 bed	= 2 spaces. (maximum)
3 bed	= 3 spaces. (maximum)
4+bed	= 3 spaces. (maximum)
<b><u>Flats</u></b>	
1 bed	= 2 spaces. (maximum)
2 bed	= 2 spaces. (maximum)
3+bed	= 2 spaces. (maximum)
Visitor parking	= 0.2 space per dwelling

## Appendix 3: Useful contacts

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**Planning and Building Services**  
Richard Williamson, Principal Planner  
t.448456; e. r.williamson@gov.je

**Drainage - Transport and Technical Services Department**  
Steve Bohea  
t.448217; e. s.bohea@gov.je

**Highway Engineers -Transport and Technical Services Department**  
Dave St George  
t.448366;e d.stgeorge@gov.je

**Arboricultural Advice Officer - Transport and Technical Services Department**  
t. 448650;

**Health Protection**  
Peter Brown t.445809; e. p.brown@gov.je

**Jersey Electricity Company Ltd.**  
Mains Department t.505460

**Jersey Gas Co. Ltd.**  
Mains Department t. 755555

**Jersey Water**  
Mains Department t. 707300