

## Identifying Local Centres

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## **1. Introduction**

- 1.1 This report has been prepared to inform the review of the Island's Development Plans and sets out how the Local Centres in the draft Island Development Plan (draft Plan) were identified. It follows on from and updates the June 2013 'Analysis of Potential Local Centres' study which set out the approach taken up to June 2013 to assessing and identifying the areas that had potential to be identified as Local Centres in the draft Plan. In particular, this report sets out the approach taken since the June 2013 report was published for public consultation during the Key Messages Issues and Options stage.
- 1.2 This report does not set out how the boundaries for the Local Centres were defined. This is set out in a separate report entitled 'Identifying Local Centre Boundaries', September 2014.

## **2. Background**

### **Strategic Land Use Plan**

- 2.1 Approved by the States in November 2011, the Strategic Land Use Plan sets an overarching spatial strategy for Guernsey and provides guidance and direction to the Environment Department in preparing the new Island Development Plan.
- 2.2 The Spatial Strategy concentrates development *"within and around the edges of the Main Centres of St Peter Port and St Sampson/Vale, with some limited development within and around the edges of the other main parish or local centres to enable community growth and the reinforcement of sustainable centres"*.
- 2.3 In accordance with the Spatial Strategy, identification is required through the Development Plan preparation process of a hierarchical structure of Main and Local Centres. The Strategic Land Use Plan states that the main parish or Local Centres will be identified through the Development Plan preparation process, based on an assessment of 'sustainability indicators', i.e. those services and facilities that contribute to an area's ability to meet local social, economic and environmental needs such as doctors surgeries, public transport links, convenience goods shops selling daily essentials, public open space, etc.
- 2.4 The role of Local Centres is to sustain and enhance the existing range of community, social, recreation and leisure facilities. In order to achieve this, Local Centres may afford limited opportunities for housing, employment and convenience retail development to meet identified needs that will create and support sustainable communities and community growth with appropriate support facilities. Allowing

limited development in Local Centres, where appropriate, should reduce the need to travel and help to build socially inclusive and diverse neighbourhoods.

- 2.5 The Strategic Land Use Plan notes that there is and will continue to be considerable pressure for development beyond the Main Centres, particularly for residential development. However, in order to respect the Spatial Strategy and to avoid the urbanisation of the countryside, the Development Plans will seek to promote sustainable communities within the main parish or Local Centres, building on the support services that currently exist while protecting and wherever possible enhancing these areas and the contribution they make to the sustainable development of the Island.
- 2.6 The Strategic Land Use Plan however stresses that *“it is not intended that substantial levels of development will take place within the main parish or Local Centres but the Development Plans should make provision for an adequate level of development that will support their role as socially inclusive and diverse communities and neighbourhoods”*.

#### **Purpose of identifying Local Centres**

- 2.7 The purpose of identifying and supporting Local Centres is to encourage a sustainable settlement pattern. This means providing for community needs, including daily needs, within reasonable walking distance and access to other needs by a range of transport opportunities including public transport. The most effective way of achieving this is by providing for a variety of services and facilities in a compact Local Centre.
- 2.8 However, Guernsey has had a long history of dispersed development, which has not resulted in the creation of typical village centres such as those found in Jersey, France, or the UK. This pattern of development has resulted, in many cases, in people having to drive relatively short distances just to get a newspaper, pick up a carton of milk or take their children to the park or school.
- 2.9 Although the spatial strategy requires the majority of development to be accommodated within and around the Main Centres, new development in and around Local Centres will only account for a small percentage of the Island’s building stock, and the Island’s settlement pattern will not be significantly changed. However, the review of the existing Development Plans is an opportunity to make subtle changes that will enhance the sustainability of our settlements in accordance with the Strategic Land Use Plan to support community facilities, enhance our quality of life, the environment and the economy.
- 2.10 In addition, people living in and around the two Main Centres also need convenient access to local/community services within walking distance, particularly those living

in Main Centre peripheral areas some distance from the retail core and main clusters of employment and facilities. With the potential to introduce policies as part of the Plan Review giving greater flexibility between uses around the Main Centres, it was acknowledged that the services and facilities serving local communities around the Main Centres may need to be recognised and protected to prevent them being developed for other higher value uses. Therefore the study also investigated this concern and potential 'urban Local Centres' when undertaking the assessment, using primarily the same criteria as that used to identify Local Centres.

- 2.11 Whilst it is desirable to try to cluster facilities and services to serve a critical mass of residential population within walking distance of them, it is a reality of modern life that most people are unlikely to live, work, shop and spend all their leisure time in the same Parish or neighbourhood. Given the scale of the Island, it is generally relatively quick and easy (if only by private motor vehicle) to visit different parts of the Island to meet different needs. Local Centres are therefore also likely to serve the needs of those passing through on their way to elsewhere as well as being destinations in their own right.
- 2.12 There were three principal stages to the assessment and identification of Local Centres which incorporated feedback from consultation and research to identify potential Local Centres and these three stages are discussed in further detail.

### **3. Stage 1 – Consultation on possible approaches to identifying Local Centres**

- 3.1 The first stage was to seek feedback on possible approaches and develop a list of sustainability indicators to identify Local Centres. Sustainability indicators are those services and facilities that contribute to an area's ability to meet local social, economic and environmental needs. This involved reviewing existing indicators used to define Rural Centres in the Rural Area Plan to establish whether they remain relevant given the new context for Local Centres set out in the Strategic Land Use Plan and to identify any new indicators.

#### **Review of existing indicators**

- 3.2 The Rural Area Plan (2005) identifies rural centres as areas that are well located in relation to facilities such as shops, community services and amenities and which therefore provide useful comparisons when considering potential Local Centres which must be sustainable centres of community growth. The Rural Area Plan aims to support the viability and vitality of the rural centres by allowing limited forms of shops and services that would serve to further sustain these areas and provide day-to-day services within walking distance.

- 3.3 The existing rural centres were established by plotting a series of eight indicators on a plan and creating a buffer of 500 metres around them. Areas where five or more buffers overlapped were defined as rural centres. By adopting this approach, no one part of the rural centre is more than 500 metres away from at least five indicators.
- 3.4 The Rural Area Plan does not define the extent of the rural centres, it merely identifies the factors that inform its extent, such as nature of the physical environment, relationship of shops and services and the nature of the local transport network.
- 3.5 The indicators used to identify existing rural centres in the Rural Area Plan are:
- A grocery store;
  - A post office;
  - Public transport services at least once every hour during the day;
  - A doctor's surgery and/or pharmacy;
  - A primary school;
  - A bank or cash machine;
  - A Play area or open amenity area, such as a public park, garden or beach, with toilet or kiosk facilities; and
  - Recycling facilities.
- 3.6 The first stage public consultation for the Island Development Plan, the General Topic Papers, was held between the 16<sup>th</sup> January and 16<sup>th</sup> March 2012. The first stage 'threw the net wide' to inform as many people as possible about the Plan Review and to seek their views and opinions about a wide range of topics. In the first stage public consultation, Main and Local Centres Topic Paper, consultees were asked to consider what other indicators in addition to those used previously to identify rural centres in the Rural Area Plan might be included to identify Local Centres and the following additional indicators were suggested:
- Public house;
  - Hairdresser;
  - Place of worship;
  - Community/Church Hall; and
  - Leisure/recreation facilities.
- 3.7 Through the first stage public consultation the principle of identifying Local Centres based on a series of indicators, was supported. The consultation suggested that, as the Strategic Land Use Plan required the Development Plan to enable limited development of a scale appropriate for the specific location for community growth, it was appropriate to define the extent of the Local Centres. This approach was also supported. An analysis of how the boundaries for the Local Centres were defined is set out in a separate report 'Identifying Local Centre Boundaries', September 2014. It was generally felt that Local Centres should define their own role according to local

need and there were mixed views about whether Local Centres should contain additional housing and employment.

- 3.8 There was general agreement through the first stage public consultation that the indicators were generally reasonable, but perhaps could be tailored to the needs and role of particular potential Local Centres e.g. older people need access to some different types of services to that of young families. Some potential additional indicators suggested included: Douzaine Rooms, crèche, children's nursery school and dentist. Potential indicators for the future could include bus information systems and electric vehicle charging points.
- 3.9 Although the States of Guernsey has approved recycling targets rising to 70% by the end of 2025, at the time of the first stage of public consultation in 2012 recycling initiatives set out in the revised Waste Strategy made a commitment to move towards kerbside recycling (kerbside recycling has subsequently been introduced). It was therefore considered unlikely that there would be a need for as many bring bank sites across the island in the future and it was decided to remove recycling facilities as an indicator.
- 3.10 The first stage public consultation also asked whether the accessibility profile used in the Rural Area Plan of 500m radius was still appropriate or whether it could be extended to account for ease of cycling. There was not any strong feeling on this, though it was thought that cycling could be encouraged in other ways than extending the radii.

#### **4. Stage 2 – Preparation and consultation on draft approach to identifying Local Centres and list of potential Local Centres**

##### **Draft indicators for identifying Local Centres**

- 4.1 After further consideration and a review of best practice, it was decided to use a 420m radius for Local Centres in rural areas, representing a five minute walk at an average of 5km an hour and a 250m radius for Local Centres within and around Main Centres, representing a three minute walk. Appendix 4 sets out details of the 420m radius.
- 4.2 The justification for applying a different radius to potential urban Local Centres is the greater densities of population and other land uses within the urban area means that local facilities are more likely to be clustered.
- 4.3 The indicators used to identify potential Local Centres were revised, based on the review undertaken in stage one, and taking into account the consultation responses

to the topic papers. The resulting revised list of indicators to identify potential Local Centres is set out below:

- General convenience store;
- Other shop;
- Pub/café/restaurant;
- Takeaway;
- Other services;
- Post Office;
- Post box;
- Bank;
- Cash point;
- Doctor's surgery;
- Pharmacy;
- Open space;
- Primary school;
- Pre-school;
- Place of worship;
- Community facility;
- Employment
- Leisure/recreation facility;

#### **How potential centres were identified**

- 4.4 A survey of the existing facilities on the island was undertaken by the Environment Department in 2011 and updated in 2012 in relation to the revised list of indicators.
- 4.5 Different facilities make different contributions to the sustainability of a centre. Likewise, it is generally better to have a range of different facilities, rather than five of the same type of facility. To recognise this, the indicators were assigned weightings as shown in appendix 1.
- 4.6 The number and range of facilities in each potential Local Centre was scored against the assessment matrix described above. The totals for each potential Local Centre were calculated and given a rating in accordance with the table below.

<b>Score</b>	<b>Range considered to be:</b>
60+	Excellent
31 – 60	Good
21 – 30	Average
Less than 20	Below average

- 4.7 Of the initial list of 29 potential locations assessed in the study the highest scoring third (a 'good' or 'excellent' rating) was considered appropriate to take forward for



the next phase of assessment. This resulted in ten potential Local Centres to be further assessed in terms of their sustainability. These potential Local Centres were Capelles, Cobo, Forest, L'Aumone, L'Islet, Longstore, Rohais, St Martin, St Pierre du Bois and Trinity Square.

- 4.8 The outcome of this first phase of assessment resulted in each of the existing five rural centres identified in the Rural Area Plan (L'Islet, Cobo, Forest, St Pierre Du Bois and St Martin) being further considered as potential Local Centres in the draft Island Development Plan together with two new areas at L'Aumone and Capelles. The assessment also identified the following potential urban Local Centres for consideration; Trinity Square, La Piette/Longstore, Rohais and Admiral Park.
- 4.9 Admiral Park contains many of the facilities listed in the first phase assessment. However, whilst it may meet the needs of the surrounding population and workforce it is primarily a higher order centre, acting as an island-wide destination. Therefore, it was concluded that Admiral Park should not be considered further as a potential urban Local Centre.
- 4.10 Whilst the remaining 19 locations assessed were not considered to have sufficient facilities and services to be considered sustainable centres and therefore merit being identified as potential Local Centres, the assessment did serve to highlight their role in serving communities around the Island and their value in providing lower level facilities and services was recognised.

#### **Assessing sustainability of potential Local Centres**

- 4.11 The second phase of analysis involved assessing the current level of sustainability of each of the remaining potential Local Centres. Each of these potential Local Centres was surveyed in 2013 and considered against the following five factors to establish its current level of sustainability:
- Compactness of centre
  - Residential catchment
  - Accessibility
  - Pedestrian environment
  - Identifying the potential to improve
- 4.12 Details of how the potential Local Centres were assessed against these factors to establish the current level of sustainability is set out in appendix 2.

#### **Key Messages Issues and Options Feedback**

- 4.13 The second stage public consultation, Key Messages, Issues and potential Options,

ran for seven weeks from the 29<sup>th</sup> July until the 13<sup>th</sup> September 2013. The consultation addressed some key messages, issues and potential options that emerged from the first stage public consultation and during the Environment Department's evidence gathering as part of the Plan Review. The comments received have helped to inform the policies in the draft Plan.

- 4.14 One of the topics consulted on in the second stage public consultation was the identified Local Centres and the approach taken to identifying them and what services, facilities or other uses may be needed in the future within any of the potential Local Centres identified.
- 4.15 There was general support for the range of services and facilities used as sustainability indicators to identify the potential Local Centres, with emphasis on easy access by a variety of modes of transport. It was commented that facilities should be appropriate and tailored to the demographic using the particular Local Centre and that additional sustainability indicators could include a hotel, beach, gift shop and short term parking. It was also thought that some specific key facilities should always be required to make a sustainable Local Centre, not just any combination from a list of indicators.
- 4.16 Support was shown for potential Local Centres at Cobo, St Martin, L'Islet and Capelles. It was thought that Cobo, St Martin and L'Islet would work well as Local Centres although it was thought that L'Islet Local Centre should be extended to the south to encompass the Marks & Spencer retail unit. It was felt that, as a Local Centre, although Capelles was generally well equipped, it may be unsustainable in the long-run should development be allowed there without adequate supporting facilities. In addition, development of the open areas to the south and south-west of the identified Capelles Local Centre was not desired and it was commented that the area lacks safe walking routes and a high quality pedestrian environment.
- 4.17 Concerns were raised regarding designation of Local Centres at L'Aumone, St Pierre du Bois and Forest. It was expressed that L'Aumone lacks facilities, designation as a Local Centre could result in the loss of important green field sites in the area and it was felt that as a Local Centre it may be unsustainable in the long run should development be allowed there without adequate supporting facilities.
- 4.18 Mixed responses were received about St Pierre du Bois. It was thought that the Local Centre at St Pierre du Bois worked well. However, there was also opposition to it being designated as a Local Centre and it was argued that it would not add any value to the area as additional retail was not required for sustainability, the area lacks gas and mains drainage services, the area is unsuitable for mass employment, additional traffic would be generated by development and the existing pedestrian environment is far from ideal.

- 4.19 It was felt that the specific identification of potential urban Local Centres at the Rohais, Longstore and Trinity Square were not required. Additional potential Local Centres were suggested at Vazon, Richmond and Rocquaine.
- 4.20 For further details of the public responses to the second stage consultation, see the report on the 'Second Stage Consultation for the Island Development Plan: Summary of Public Responses', November 2013.

## **5. Stage 3 – Finalise assessment of Local Centres**

- 5.1 The feedback from the second stage public consultation was fed into previous evidence gathered. This resulted in a final review and refinement of the indicators and analysis of the potential Local Centres.

### **Updating Analysis of Local Centres**

- 5.2 The feedback from the second stage public consultation and subsequent review of the evidence gathered to date highlighted some indicators that required further clarification and some inaccuracies in the previously gathered data that needed to be corrected.
- 5.3 Although open space has value in terms of providing visual amenity, with regards to a sustainability indicator, what is important is physical access to that open space. Consequently, the term 'open space' was replaced with 'amenity area' to more accurately reflect the role this indicator plays. Leisure and recreation uses were previously recognised as a sustainability indicator in the early stages of the process to identify Local Centres but were not included on the Sustainability Score Matrix against which potential Local Centres were assessed. The matrix has been updated to include this indicator with the first leisure and recreation facility in a potential Local Centre receiving a score of 3 and each subsequent provision scoring 1. The addition of the leisure and recreation indicator to the matrix has also affected the amenity area score as some of the facilities previously scored under open space are more accurately defined as leisure and recreation facilities.
- 5.4 In addition, post boxes were removed as an indicator as it was considered that these were only appropriate for urban Local Centres which is a concept which has not been advanced (see below). They were not relevant to the remainder of the island as the majority of the potential Local Centres as well as many other places throughout the island have a post box and post office remains as an indicator which would include a post box facility and would therefore represent a duplication.
- 5.5 The final updated and revised Sustainability Score Matrix for potential Local Centres

can be found in appendix 3. There are some differences in the scores in the matrix to that published in the June 2013 report. These are mainly due to clarifying the definition and interpretation of the indicators and due to changes in the facilities within the potential Local Centres since the previous audits were undertaken in 2012. Reviewing the Sustainability Score Matrix also highlighted a few errors in the scoring from June 2013 which have been corrected. The final sustainability score matrix does not include potential urban Local Centres as at this point in the analysis, a decision had already been made not to pursue this concept for the reasons set out below.

#### **Revised approach to Local Centres - Removal of urban Local Centres**

- 5.6 Of the ten potential Local Centres previously identified through the scoring of sustainability indicators at stage two, three were located within Main Centre urban areas; Trinity Square, La Piette/Longstore and Rohais. The rationale for considering urban Local Centres was that people living in and around the two Main Centres of Town and The Bridge also need access to local/community services within walking distance, particularly those living in peripheral areas some distance from the retail core and main clusters of employment and facilities of the Main Centres. With the potential to introduce policies as part of the Plan Review giving greater flexibility between uses around the Main Centres it was acknowledged that the services and facilities may need to be recognised and protected to prevent them being developed for other higher value uses.
- 5.7 Consultation feedback regarding the concept of urban Local Centres was generally negative. There is no evidence to suggest that further specific protection of these facilities is required. The Environment Department noted the requirements of the Strategic Land Use Plan (Policy LP6) to enable Town and the Bridge to be maintained as the Islands main economic centres by, amongst other things, adopting a flexible approach to the control of uses to enable a steady improvement of commercial accommodation while respecting the overall objective of protecting and enhancing the vitality and viability of the Main Centres. The Department agrees that the general concept of urban Local Centres is over complicated and could reduce the flexibility envisaged by the Strategic Land Use Plan. It considers the issues regarding support for existing uses could be more effectively addressed through policy than designation. The general policy approach of the draft Plan is to allow flexibility to enable market forces to dictate land uses and policies have been developed to support existing uses and to support new uses.
- 5.8 It is therefore considered that there is no need to specifically designate urban Local Centres in order to protect facilities in these areas.

### **Revised approach to Local Centres – Revised indicators**

- 5.9 The Department agreed with the view from the second stage public consultation that certain specific key facilities should always be present to make a sustainable Local Centre. It was considered that the most important element for a sustainable Local Centre and facility for the local population is the provision of a general convenience store selling fresh food and produce. Therefore, a general convenience store selling fresh food and produce is an essential indicator for an area to be designated as a Local Centre.
- 5.10 The indicators previously identified included some related uses which provided similar facilities or services. It was decided to rationalise the indicators into 10 categories to provide a broad reflection of the indicators and to reduce duplication as detailed below:
- A general convenience store selling fresh produce;
  - A doctor's surgery;
  - A primary school/pre-school;
  - A bank or cash point;
  - An amenity area;
  - Community facilities;
  - Leisure and recreation facilities;
  - A post office;
  - A bus service;
  - Employment

## **6. Results of Approach**

- 6.1 The potential Local Centres were reassessed following the second stage public consultation, the revised and refined approach outlined above together with the subsequent revised scoring of the sustainability indicators. As a result St Andrews, Vale Church, Vazon and Camp du Roi all had a marked increase in scores and were worthy of further review.
- 6.2 However, neither St Andrew's nor Vale Church has a general convenience store selling fresh produce which has been determined to be an essential indicator. Therefore, they were not considered to meet the necessary criteria for further consideration.
- 6.3 Vazon contains a general convenience store selling fresh produce and has an average range of sustainability indicators. However, the sustainability indicators are largely geared towards those providing leisure and recreation type facilities rather than providing services and facilities to serve the local population. For example, Vazon has

no bank, medical or educational facilities and very limited employment opportunities. The pedestrian environment is poor particularly between the main residential area surrounding the general convenience store and the main leisure and recreation type uses around the beach. In addition, due to its proximity to the Cobo Local Centre, an additional Local Centre at Vazon would result in the Local Centres competing with each other, reducing their sustainability. Vazon was not therefore taken forward as a potential Local Centre.

- 6.4 Camp du Roi had a significant increase to its score which warranted a more detailed review of the area. This included a further phase of analysis for this area involving assessing the current level of sustainability of the potential Local Centre at Camp du Roi and considering its compactness, residential catchment, accessibility, pedestrian environment and potential to improve, consistent with the assessment of the other potential Local Centres. The results of this assessment are discussed below.
- 6.5 Richmond and Rocquaine were suggested as potential Local Centres in the second stage public consultation. However, neither of these areas met the necessary criteria for further consideration.
- 6.6 Following the removal of the urban Local Centres and inclusion of Camp du Roi as a potential Local Centre, this left eight potential Local Centres to consider. The following commentary on each potential Local Centre explains the Department's assessment. Further analysis of the Local Centres proposed to be included in the draft Plan is detailed in appendix 4.

### **Camp du Roi**

- 6.7 By the end of the 19<sup>th</sup> century the pattern of development consisted of a ribbon development of dwellings and glasshouses interspersed with fields, particularly along Landes du Marche and Pont Vaillant and to the north-east of Longue Rue. Development up to the 1960s continued as ribbon development along highways.
- 6.8 The 1960s sees the beginning of estate and cul-de-sac developments off the main highways with the construction of the Pont Vaillant housing estate. The construction of cu-de-sac style housing estates accelerates through the 1980s and 1990s and by 2001 the area between Landes du Marche and Pont Vaillant is almost entirely filled with housing, replacing the former horticultural use of the area. The pattern of development of the area has changed little since 2001 other than an industrial expansion of the Stan Brouard site.
- 6.9 In terms of the sustainability indicators Camp du Roi scores highly. Camp du Roi also includes some larger catchment services such as the Indoor Tennis Centre, garden centre, pet shop, cycle shop and home improvement showroom which would help to draw people in from further afield. Camp du Roi also includes a range of

employment uses principally involving horticultural or industrial uses.

- 6.10 However, Camp du Roi has a number of issues when assessed against the potential sustainability of the area. There is no recognisable centre and the services and facilities are dispersed with no compact core resulting in limited opportunities to walk between facilities and to access more than one service in a trip. The cul-de-sac nature of residential development results in poor permeability and poor pedestrian access to services and facilities, particularly for properties on estates accessed via Rue du Pont Vaillant which make up a significant proportion of the total population within the area. The busy road junction at the crossroads and heavy traffic along Landes du Marche, Route du Camp du Roi and Longue Rue detracts from the pedestrian environment. The frequency and coverage of public transport provision is also limited.
- 6.11 Furthermore, due to its proximity to the Cobo and L'Aumone Local Centres, an additional Local Centre at Camp du Roi would result in the Local Centres competing with each other, reducing their sustainability. It was considered that Camp du Roi did not meet the necessary criteria to be considered as a Local Centre and should not be designated as such in the draft Plan.

### **Capelles**

- 6.12 The Capelles Shopper was recorded as the only general convenience store selling fresh produce within a reasonable walking distance of the centre (within the 420m radius identified as the reasonable criteria and applied consistently to the assessment of all potential Local Centres). Planning permission was granted in May 2014 (FULL/2014/1011) to alter and convert the existing Capelles Shopper retail unit and associated dwelling into two dwellings as the proposals accorded with existing planning policy. In Guernsey emerging planning policy cannot be a material consideration and there were therefore no reasonable reasons to withhold planning permission given existing planning policy. In support of the planning application, the applicant stated that the shop was in need of major investment, including the replacement of the flat roofs and a complete internal refurbishment. However, it was stated that this investment had been postponed for some years due to the poor business performance leading to a low expectation of return. It was further stated that profitability is marginal with a falling trend due to a weakening in demand, partly due to competition from other nearby shops and increases in costs including freight and utilities. The applicant concluded that an assessment of a forecasted business plan and having regard to the substantial capital costs required to upgrade the premises it has become evident that the unit would cease to be profitable.
- 6.13 Whilst the shop is currently still open, the planning consent will remain in place and implementable until May 2017. Due to the existing planning consent, and taking into

account the supporting information for the planning application with regards to the viability of the business, it is considered that the Environment Department could not rely on the existing Capelles Shopper to remain open as a general convenience store selling fresh produce nor could the Department rely on another such shop opening to replace the Capelles Shopper.

- 6.14 The assessment of Capelles against the matrix indicates it has an average range of services and facilities based largely around the Primary School, Church and associated community facilities and a few shops located in a relatively compact area around the main junction. Whilst the services and facilities are relatively compact, the residential catchment is dispersed and due to the proximity to L'Islet Local Centre, it is likely that the residential population in this area, especially to the north and north-east would be drawn to the greater range of services and facilities at L'Islet. This would result in the Local Centres competing with each other, reducing their sustainability.
- 6.15 Due to the strong likelihood that Capelles will no longer have a general convenience store selling fresh produce, which is an essential indicator, together with the other limitations noted above, it is considered that Capelles should not be designated as a Local Centre in the draft Plan.

### **Cobo**

- 6.16 Whilst a relatively new settlement, Cobo is a well-established compact centre with a good variety of uses serving the surrounding area including a general convenience store, petrol station, pub, café, restaurant, takeaway, bank, doctor's surgery, pharmacy and hairdressers. In addition, Cobo is a leisure destination for visitors and locals due to the high quality beaches and associated facilities.
- 6.17 Flat terrain aids the walkability of the centre and a good network of pedestrian only routes connects Cobo with Saumarez Park. La Mare de Carteret Primary and Secondary schools are also located in close proximity. Bus services run to Town and The Bridge Main Centres. However, it is noted that low lying areas of Cobo are at risk from coastal flooding.
- 6.18 Cobo was the only potential Local Centre identified in the stage one assessment along the north-western coast and could over time serve to complement the lesser range of facilities and services at Grandes Rocques and Vazon.
- 6.19 Improvements to the public realm, particularly along the seafront, would enhance the pedestrian environment. The boundaries for the settlement indicated in the report 'Identifying Local Centre Boundaries, September 2014' includes five sites put forward for housing development through the Call for Sites process and as such Cobo would offer opportunities for housing and potentially other improvements to



its offer for community growth and focus.

- 6.20 There have been no significant changes in the range of facilities and services within the Cobo Local Centre during the course of the Plan Review process and it is considered that Cobo should be identified as a Local Centre in the draft Plan.

### **Forest**

- 6.21 Forest is a small compact settlement adjacent to the airport. The area has a distinctive character based around a historic hamlet with a well-cared for public realm giving it a community feel. The long established convenience store serves as an Island wide destination and anchors the centre with other services and facilities including a pub, church and community facilities.
- 6.22 Whilst the range of facilities is average, the area is relatively close to Forest School and La Rondin School, the Mallard cinema and other facilities near the junction of La Route de Farras, Rue de la Villiaze and Rue des Landes, approximately 600m to the west. It is considered that facilities in this area play a role serving people living in the southern parts of the Island as well as those travelling to and from or working at the airport.
- 6.23 The stage two sustainability assessment considered that the pedestrian environment is poor and it is noted that Rue des Landes/Le Bourg is a busy road, particularly as a result of airport traffic, and there is no dedicated pedestrian crossing. However, there is an existing footpath along one side of the road and there is potential to improve the pedestrian environment to reconnect both sides of the road and improve connections to the airport, primary school and other facilities. Forest is on the round-Island bus route (no. 91/92), as well as being on bus routes that serve the airport and run to L'Eree, St Pierre du Bois, St Martin's, Town and The Bridge.
- 6.24 The boundaries for the settlement indicated in the report 'Identifying Local Centre Boundaries, September 2014' includes one site put forward for housing development through the Call for Sites process however there are a number of potential opportunities for housing and potentially other improvements to its offer.
- 6.25 There have been no significant changes in the range of facilities and services within the Forest Local Centre during the course of the Plan Review process and it is considered that Forest should be identified as a Local Centre in the draft Plan.

### **L'Aumone**

- 6.26 The existing range of facilities at L'Aumone is average, centred around a doctor's surgery and pharmacy and a petrol filling station and its convenience store. However, there is a relatively large residential population within and on the

periphery of a reasonable walking distance of the centre including L'Aumone Estate, Le Villocq Estate, Courtil Ollivier and estates off Rue de la Perruque and Rue du Presbytere.

- 6.27 The pedestrian environment and public transport provision is good, with a pavement on both sides of L'Aumone and formal pedestrian crossings. L'Aumone is served by three bus routes connecting with Town, Admiral Park, Footes lane, Saumarez Park, Port Soif, Cobo and Vazon.
- 6.28 The L'Aumone area has a number of substantial employment and other specialist services including Castel Hospital, King Edward VII Hospital, Perruque House and the Maison L'Aumone residential care home. It is considered that L'Aumone has potential as a destination for a significant number of linked trips for leisure, employment and other specialist services. There is also good access to Island-wide facilities in relatively close proximity including the Friquet Garden Centre (approximately 300m), the Grammar School (approximately 475m) and Footes Lane (approximately 850m), all accessible by footpaths.
- 6.29 The boundaries for the settlement indicated in the report 'Identifying Local Centre Boundaries, September 2014' includes three sites put forward for housing development through the Call for Sites process and there are other potential opportunities for housing and other improvements. In particular, there are potential Strategic Opportunity Sites within close proximity, for example Castel Hospital which may come forward for redevelopment during the lifetime of the Island Development Plan.
- 6.30 There have been no significant changes in the range of facilities and services within the L'Aumone Local Centre during the course of the Plan Review process and it is considered that L'Aumone should be identified as a Local Centre in the draft Plan.

### **L'Islet**

- 6.31 L'Islet has a compact centre based around the crossroads where La Route de L'Islet, Les Petites Mielles, La Route du Picquerel and Les Tracheries Road meet. A number of services and facilities are clustered around the crossroads including a general convenience store, post office, petrol station, hair salon, Travel Agents, clothes shop, church, community hall and employment uses. A number of other shops, services and community facilities including a chip shop, the Royal British Legion and Salvation Army Fortress are situated within a reasonable walking distance. In the stage two assessment L'Islet's range of facilities were rated average, largely due to it lacking education, health and banking facilities.
- 6.32 The terrain is flat and there is a footpath on one side of the main roads. However there are no formal crossing points and the busy junction at the heart of the centre

creates a poor pedestrian environment. There is good access to the beach and footpaths along the coast. It is well connected by bus with four bus routes serving The Bridge, Beau Sejour, Admiral Park and Town and is also on the round-island route.

- 6.33 The boundaries for the settlement indicated in the report 'Identifying Local Centre Boundaries, September 2014' includes two sites put forward for housing development through the Call for Sites process and there are other potential opportunities for housing and other improvements.
- 6.34 There have been no significant changes in the range of facilities and services within the L'Islet Local Centre during the course of the Plan Review process and it is considered that L'Islet should be identified as a Local Centre in the draft Plan.

### **St Martin**

- 6.35 Of the locations surveyed, St Martin is by far the location offering the greatest range of services and facilities as well as serving the largest catchment population, estimated to be approximately 2,150 people. It is important that St Martin does not develop such that it adversely impacts on the vitality and viability of the Main Centres. In particular, St Martin has a sizable retail, especially convenience retail offer, including Marks & Spencer's, the Co-operative and Iceland. There are also a wide range of support services including doctor's surgery, bank, post office, pub, restaurant, café, garage, churches and a community centre. St Martin has a range of employment uses, including offices. St Martin Primary School and St Martin Football Club are also situated within a reasonable walking distance.
- 6.36 St Martin offers a good pedestrian environment with dedicated pedestrian crossings at La Rue Maze and La Grande Rue, with a footpath running from Les Camps to Les Merriennes and a good network of pedestrian only routes. However, this is partly offset by heavy traffic. There are also a number of car parks throughout the centre. It is well served by buses with four bus routes which run to Town, Admiral Park, The Bridge, the airport and the round-Island route.
- 6.37 The boundaries for the settlement indicated in the report 'Identifying Local Centre Boundaries, September 2014' includes nine sites put forward for housing development through the Call for Sites process and there are other potential opportunities for housing and other improvements.
- 6.38 There have been no significant changes in the range of facilities and services within the St Martin Local Centre during the course of the Plan Review process and it is considered that St Martin should be identified as a Local Centre in the draft Plan.

### **St Pierre du Bois**

- 6.39 St Pierre du Bois offers a good range of shops and services including a general convenience store, bank, post office, pub, doctor's surgery, church and community centre. It has a distinctive and cohesive historic character centred around the church and there are significant areas that are of importance in terms of their openness and landscape sensitivity. It is considered that facilities in this area play a role serving people living in the south-west of the Island.
- 6.40 The pedestrian environment is average with a footpath running along the main roads although the filter junction along Route du Longfrie impedes pedestrian access to the general convenience store and bank. St Pierre du Bois is served by three bus services running to Town, the airport, the hospital and a number of locations throughout the south-west of the Island.
- 6.41 The boundaries for the settlement indicated in the report 'Identifying Local Centre Boundaries, September 2014' includes six sites put forward for housing development through the Call for Sites process and there are other potential opportunities for housing and other improvements.
- 6.42 There have been no significant changes in the range of facilities and services within the St Pierre du Bois Local Centre during the course of the Plan Review process and it is considered that St Pierre du Bois should be identified as a Local Centre in the draft Plan.

### **Summary**

- 6.43 The potential Local Centres to be taken forward for identification in the draft Island Development Plan are:
- Cobo;
  - Forest;
  - L'Aumone;
  - L'Islet;
  - St Martin;
  - St Pierre du Bois
- 6.44 The settlement boundaries for the Local Centres are primarily informed by the 'Identifying Local Centre Boundaries', September 2014 report and are defined in the draft Plan.

## 7. Appendices

### Appendix 1 – Sustainability indicator weightings

Facility	Score for first facility	Score for each subsequent provision
General convenience store	5	1
Other shop	2	1
Pub/café/restaurant	3	1
Takeaway	2	1
Other services	2	1
Post Office	5	1
Post box	1	0
Bank	5	1
Cash point	1	1
Doctor's surgery	5	1
Pharmacy	1	0
Open space	3	1
Primary school	5	0
Pre-school	3	0
Place of worship	5	1
Community facility	5	5
Employment	3	2

### Appendix 2 – Assessing sustainability of potential Local Centres

#### Compactness

- 7.1 The compactness of a centre determines the proximity of the shops and services to one another to make it easier for people to walk between facilities and visit more than one facility per trip.

#### Residential catchment

- 7.2 One of the primary purposes of sustainable Local Centres is providing a residential population with daily needs within a reasonable walking distance, defined as being a five minute walk (420 metres).
- 7.3 The number of homes situated within 420m of the core of the centre was estimated

and multiplied by the average Guernsey household size of 2.42<sup>1</sup> to give a residential catchment to each centre. The same was applied to potential urban Local Centres with a reduction of the catchment area to a three minute walk (250m).

- 7.4 The economic viability of a Local Centre is also enhanced by having a residential catchment within walking distance, but in Guernsey it is likely that they will also rely on passing trade and people making specific trips to visit a particular shop or service.

### **Accessibility**

- 7.5 A regular bus service improves access to retail, employment and leisure opportunities for those that do not have access to a private car and also improves people's access to the centre itself. Potential Local Centres were scored as follows:

<b>Score</b>	<b>Range considered to be:</b>
Good	More than one bus route with at least 2 buses per hour
Average	One bus route with at least 2 buses per hour
Poor	One bus route with less than 2 buses per hour
Not served	Bus route more than 420m from centre

### **Pedestrian environment**

- 7.6 In order to facilitate people to walk to the centre and between the shops and services, an ideal pedestrian environment would be:

- Flat terrain;
- Well maintained footpaths on both sides of the carriageway;
- Ability to cross the road on desire lines;
- Good visibility to see oncoming traffic;
- Formal crossings where traffic volumes make them a necessity;
- Where streets and spaces are designed to make it clear whether pedestrians or vehicles have priority, or whether it is a 'shared surface'.

- 7.7 The average street in Guernsey has a narrow pavement along one side, which vehicles are permitted to mount to allow another vehicle to pass and does not have good visibility to see oncoming traffic due to the building form, prevalence of roadside earth banks, granite walls and other boundary treatments. However, speed limits are low to reflect this additional risk and traffic volumes are generally low.

- 7.8 Potential Local Centres with a better pedestrian environment than average were rated 'good' and those with a worse than average pedestrian environment were rated 'poor'.

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<sup>1</sup> Source: Guernsey Facts & Figures 2012

### **Identifying the potential to improve**

- 7.9 There are several ways that the sustainability of Local Centres could be enhanced by new development. For example by:
- a) Encouraging new local facilities of an appropriate scale for the particular centre to open in existing Local Centres where the centre has a strong residential catchment to reinforce their viability, sustainability and community focus;
  - b) Encouraging new but limited residential development in Local Centres to support community growth and sustainable communities to reinforce the viability of existing services;
  - c) Improvements to the physical environment that could serve to improve the relationship and connections between existing facilities;
  - d) Creating new facilities and services of appropriate scale for the particular centre where there is a concentration of existing or proposed residential development not currently served by facilities.
- 7.10 The potential to improve the sustainability of Local Centres is influenced by a number of factors, not least the availability of appropriate land for potential development within and around the centre. The availability of appropriate sites for development will depend on the physical availability of potential sites when considered against the aims and objectives of the Strategic Land Use Plan, the willingness of landowners to develop and its suitability for different land uses.
- 7.11 Other factors which might affect the land use, form, layout and density of development in and around Local Centres and thereby their sustainability are for example health and safety zones in relation to the airport or heritage assets and /or landscape assets such as protected buildings and conservation areas, landscape features and areas of key biodiversity and habitat and archaeology.
- 7.12 For each potential Local Centre the history of its development was summarised, along with a diagram showing a high level urban design analysis and a Strengths, Weaknesses, Opportunities and Threats analysis (SWOT), which set out:
- Aspects of the centre that contribute to its sustainability;
  - Aspects of the centre that detract from its sustainability;
  - Opportunities for the centre to become more sustainable; and
  - Threats that might inhibit the centre's potential to become more sustainable.

### Appendix 3 – Updated Sustainability Score Matrix

	General convenience store	Other shop	Pub/café/ restaurant	Takeaway (not part of restaurant)	Other services	Post Office	Bank	Cash point	Doctor's surgery	Pharmacy	Amenity Area	Primary school	Pre-school	Place of worship	Community facility	Employment	Leisure & recreation	Sustainability score
St Martin	8	21	6	2	10	5	7	1	5	1	3	5		6	20	15	7	122
Cobo	5	6	5	2	2	5	5	1	5	1	3	5		5		9	6	65
St Pierre du Bois	5	5	3			5	5	1	5	1	3			5	15		5	58
L'Islet	5	11		2	3	5					3			6	10	9	3	57
Forest	5	5	4			5		1						6	5	17	3	51
Capelles	5	7	3		3							5	3	5	5	7	4	47
Camp du Roi	5	8			2		5	1							5	15	5	46
Vale Church		6	3								3			6		9	3	30
L'Aumone	5	5	3					1	5	1						9		29
Vazon	5	3	4								3			5	5		3	28
St Andrew's			3		2							5		5	5	3	3	26
Perelle	5	2	3											5		5	3	23
La Rochelle		3									3				5	9	3	23
L'Erée		2	6								3			5			4	20
Richmond		3	3													5	4	15
Grandes Rocques / Port Soif		2	4								3						5	14
Rocquaine			3														3	6



## Appendix 4 – Sustainability assessment of draft Plan Local Centres

### 1. Cobo

#### 1.1 History of development

- 1.1.1 Cobo is a relatively new settlement, with most development first occurring in the mid-19th century along the coast road, Route de Carteret, Route de Cobo and Rue de Bouverie. From the beginning of the 20th century Cobo has been a tourist destination with the development of The Rockmount Hotel, Hotel de Carteret and Post Office being followed by the Cobo Bay Hotel in 1965.
- 1.1.2 A large area either side of Route de Carteret was covered with glasshouses and this remained the case until the late 1960's and 1970's when they became substantially replaced by the suburban style dwellings laid out in clos typical of that era.
- 1.1.3 The settlement remains a leisure destination for Islanders and visitors due to the combination of a large, sandy beach and safe swimming and beachside facilities such as car parking, pub, restaurant, tea rooms and kiosk.

#### Strengths

- Well established compact centre with a variety of uses serving the surrounding area, including convenience shopping, petrol station, pub, café, takeaway and restaurant, bank, hairdressers and GP;
- Some small employment uses help to diversify the centre;
- Summer-time leisure destination for visitors and locals;
- Excellent panoramic seascapes from the coastal fringe;
- Flat terrain aids walkability of centre;
- Good network of pedestrian only routes adds to the distinctive character of the centre and connects Cobo with Saumarez Park;
- Adequately served by buses with connections to St. Peter Port and St. Sampsons. The Guernsey Vaeux circular bus route brings tourists through the area;
- Presence of strong green wedge around the school providing access to open space
- High Quality landscape setting with scenic coastal views
- Served by gas and mains drainage.

#### Weaknesses

- Clos-style development hinders permeability and makes inefficient use of land;
- Poor pedestrian environment along the sea front and access to beach from the centre can be difficult due to busy sea front road.

#### Opportunities

- Public realm improvements along the seafront would enhance the pedestrian environment;
- More frequent bus service to St. Peter Port and St. Sampsons would improve access to employment;
- Some limited potential for intensification of residential areas;
- Potential to use playing fields for flood water storage

and enhance landscaping to emphasise the green wedge

#### Threats

- Flood risk in this low lying area;
- Potential pressure to develop derelict glasshouse sites



Good range of shops, including Cobo Village Stores



An example of a pedestrian only route in Cobo



Panoramic seascapes and sandy beaches make Cobo popular for leisure



- |                   |                            |                       |                                  |
|-------------------|----------------------------|-----------------------|----------------------------------|
| Panoramic view.   | More than 1 bus p/h.       | Take away.            | Primary school.                  |
| Prospect view.    | 1 bus p/h.                 | Post Office.          | Employment.                      |
| Vista stop.       | General convenience store. | Other services.       | Vacant.                          |
| Approach.         | Other shop.                | Bank.                 | Amenity area.                    |
| Pedestrian links. | Doctors surgery.           | Community facilities. | Leisure & recreation facilities. |
| Local node.       | Pharmacy.                  | Place of worship.     | Derelict glasshouse.             |
| Minor landmark.   | Restaurant/cafe/pub.       | 5 minute walk (420m)  |                                  |
| Gateways.         | Cash point.                |                       |                                  |



Access to and from the beaches could be improved



A variety of small businesses are based in Cobo

Sustainability Score	
Range of facilities	Good
Compact	Yes
Catchment population	870
Bus service	Good
Pedestrian environment	Average



## 2. Forest

### 2.1 History of development

- 2.1.1 The local centre in the Forest is clearly discernible as a hamlet on the Duke of Richmond Map of Guernsey 1787 and the form of this settlement forms the basis of the centre today. The settlement has remained small due to the steeply sided valley to the south and airport development to the north and has therefore not developed a significant residential hinterland.
- 2.1.2 The location of the Forest School to the west on Rue des Landes is also a historic one, originally standing on its own, becoming surrounded by glasshouses by the 1930s. By the 1970s the glasshouses were being replaced by houses or being converted to warehouses and this continued until the mid 1990s when the Rural Area Plan restricted new development. This has resulted in two clusters of activities either side of the airport.

#### Strengths

- Very small and compact centre with a distinctive character based on historic hamlet with Forest Church as a strong local landmark;
- Hollow in the landscape at the Forest Stores helps to provide definition to the centre;
- Long-established convenience store serves as an Island destination and anchors the centre;
- Range of employment uses including small businesses and airport in walking distance;
- Well cared for public realm gives it a community feel;
- Good bus links to St. Peter Port and St Martins;
- Access to beaches within walking distance
- Gas supply, but no mains drainage.

#### Weaknesses

- As the main route to the airport heavy traffic passes through making pedestrian crossing difficult and dividing the centre;
- Access to primary school along a busy road;
- Airport land to north and steep valleys and historic character to the south limit development potential.

#### Opportunities

- To create additional employment uses within and adjacent to the airport campus;
- To improve the pedestrian environment to reconnect both sides of the road and improve connection to the airport, primary school , community facilities and the pub/restaurant.

#### Threats

- Little/no opportunity to reduce traffic flow through the centre more likely that flow will increase;
- Potential pressure for development around primary school;
- Potential pressure to redevelop open land and vinery sites close to the airport but in areas of high landscape value important to the character of the centre;
- Changes to airport safety zones may impact on development opportunities.



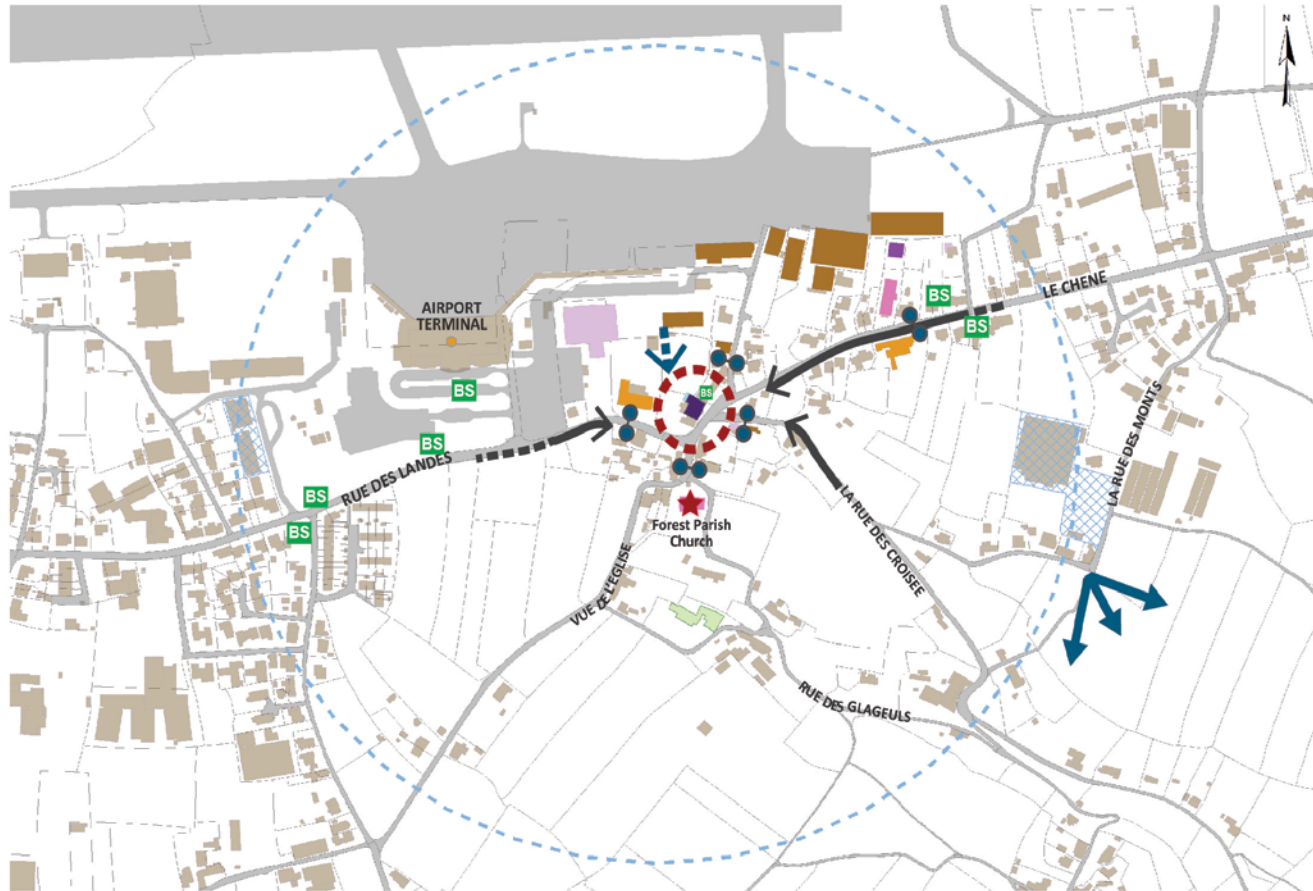
Forest Church is an important landmark in the centre



Range of employment uses, including small businesses and airport related



The well known Forest Stores anchors the centre



Pride in the public realm helps give a sense of community



Historic buildings are an essential part of the character

### Sustainability Score

Range of facilities	Average
Compact	Yes
Catchment population	330
Bus service	Good
Pedestrian environment	Poor

### 3. 6. L'Aumone

#### 3.1 History of development

- 3.1.1 L'Aumone area is formed primarily of the doctor's surgery and pharmacy, the petrol filling station and its associated convenience shop and is surrounded by predominantly modern residential dwellings.
- 3.1.2 Institutional uses such as the Castel Hospital, King Edward VII Hospital and Perruque House are in close proximity, but do not currently relate well to the above cluster of uses.
- 3.1.3 In its history of development, L'Aumone area itself was largely undeveloped until 1930s when 1938 map showed vineries and the dwellings associated with them covered the land either side of Rue du Candie, to the south of Route de Cobo, to the east of Ruelle du Courtil Simon and to the north-west Ruelle du Villocq. Further dwellings were built along La Neuve Rue along with the King Edward Sanatorium and the Children's Home on Rue de la Perruque.
- 3.1.4 By 1960's & 70's, a significant amount of greenfield residential development had taken place, including the L'Aumone Estate, Heston Estate, Rue au Pretre, Chemin Robin, Ruelle du Villocq, Rue de la Perruque and latter additions of Le Villocq Estate, Chemin des Monts and Clos des Covins.
- 3.1.5 The settlement pattern has remained largely unchanged from the mid-1990's, with the exception of Le Friquet Garden Centre opening in 2009.
  - L'Aumone is potentially an area of change over the next 10 years. As highlighted in the SLUP, some sites such as hospitals, schools and industrial areas are becoming obsolete for their intended purpose or are underused. There is a need to ensure the best use of these sites, where they offer strategic opportunities, through the new

Island Development Plan. The future use of nearby institutional sites could therefore be a catalyst to increase the sustainability of the area as a local centre.

#### Strengths

- Long distance views from the summit of Rue de la Perruque;
- Located on traffic priority route, the area is well served by 3 bus routes connecting L'Aumone to Town, Admiral Park, Saumarez Park, Vazon and Cobo;
- Good access to Island-wide facilities such as The Grammar School, Footes Lane and Saumarez Park;
- Large existing residential catchment
- Compact local centre;
- Concentration of institutional uses, providing a large source of employment (although this may change);
- Gas supply and mains drainage serve the area.

#### Weaknesses

- The area around Rue de la Perruque, Villocq estate and Rue des Cauvains has little defined character;
- Steep gradients in some areas to the south of L'Aumone hinder accessibility for the less mobile;
- Limited range of facilities and opportunities to expand the number of facilities in the potential local centre;
- Nearby institutional sites are potential major redevelopment sites but are located on the periphery and up hill from facilities;
- Poorly defined central area.

#### Opportunities

- Potential opportunities sites could come forward in the future for redevelopment;
- Improved pedestrian and cycle connections to Le

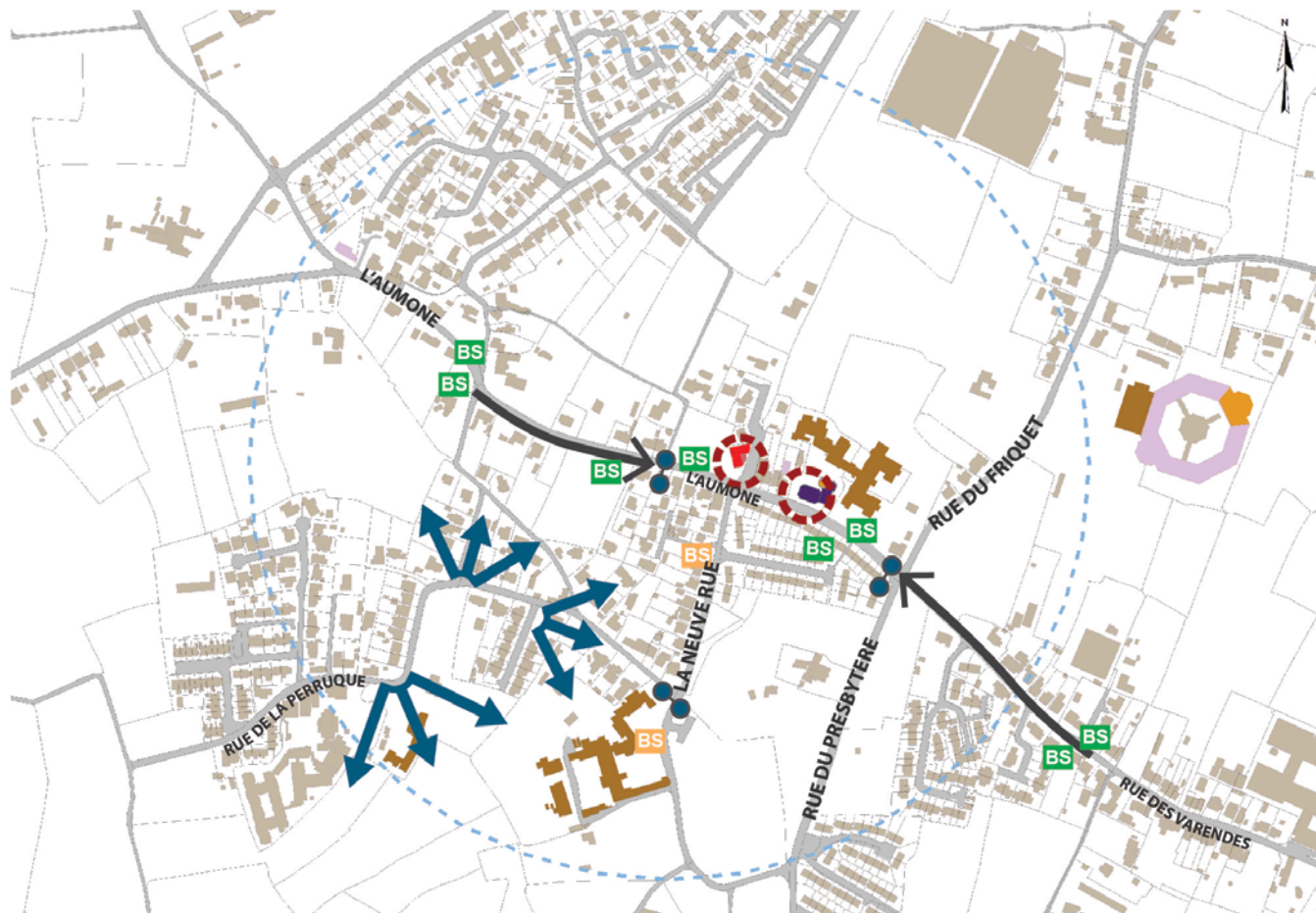
Villocq estate could improve access to services on foot;

- Opportunity to improve the sustainability in association with the development of the above mentioned sites.

#### Threats

- Inappropriate development;
- Loss of employment if sites identified are redeveloped for other non-employment uses;
- Some development opportunities are located in prominent hillside locations.





- |  |                   |  |                            |  |                       |  |                                  |
|--|-------------------|--|----------------------------|--|-----------------------|--|----------------------------------|
|  | Panoramic view.   |  | More than 1 bus p/h.       |  | Take away.            |  | Primary school.                  |
|  | Prospect view.    |  | 1 bus p/h.                 |  | Post Office.          |  | Employment.                      |
|  | Vista stop.       |  | General convenience store. |  | Other services.       |  | Vacant.                          |
|  | Approach.         |  | Other shop.                |  | Bank.                 |  | Amenity area.                    |
|  | Pedestrian links. |  | Doctors surgery.           |  | Community facilities. |  | Leisure & recreation facilities. |
|  | Local node.       |  | Pharmacy.                  |  | Place of worship.     |  | Derelict glasshouse.             |
|  | Minor landmark.   |  | Restaurant/cafe/pub.       |  | 5 minute walk (420m)  |  |                                  |
|  | Gateways.         |  | Cash point.                |  |                       |  |                                  |



L'Aumone Medical Centre and pharmacy



Panoramic views to north and steep gradients to south

### Sustainability Score

Range of facilities	Average
Compact	Yes
Catchment population	1190
Bus service	Good
Pedestrian environment	Good

## 4. L'Islet

### 4.1 History of development

- 4.1.1 L'Islet centre is based around the crossroads where La Route de l'Islet, Les Petites Mielles, La Route du Picquerel and Les Tracheries meet. A number of commercial uses are clustered around the crossroads, including l'Islet Food Hall, Freedom clothes shop, a petrol station and a number of businesses within l'Islet Place.
- 4.1.2 Pedestrian movement between the different facilities at the crossroads is however hampered by fast moving traffic, lack of pavements in parts, lack of clarity over whether spaces are for vehicles or pedestrians in others and boundary walls.
- 4.1.3 The centre is well served by community facilities and benefits from access to recreational beaches and the coastal footpath.
- 4.1.4 The area is predominantly built up, with visual access to the landscape restricted by ribbon development. Being at the northern end of the former Braye du Valle the terrain is low lying and flat with panoramic seascape views over Grande Havre.
- 4.1.5 Just to the south of l'Islet lies a further cluster of destinations, including M&S Food, Guernsey Freesia Centre, Oatlands Village and the Corbet Playing field, but these are located sufficiently far away to be considered to be outside of l'Islet centre.

### Strengths

- Compact centre with a strong identity and sufficient uses to create a node of activity;
- Good range of shops, including food stores, clothes and household goods, petrol station, hair salon, travel agents and vets;
- Good range of community buildings and good access to beaches;
- Well defined settlement area;
- Excellent panoramic seascapes from Picquerel Road;
- Flat terrain aids walkability of centre;
- Excellent bus service with 4 routes providing connections to St. Sampsons, west coast, Admiral Park, Beau Sejour and St. Peter Port;
- Served by gas and mains drainage.

### Weaknesses

- Busy road junction at heart of node creates poor pedestrian environment and detracts from the very centre.

### Opportunities

- Redundant vinery sites within close proximity to centre could offer opportunities for development and enhancement;
- To improve pedestrian environment junction and slow traffic down;
- To improve pedestrian connections to additional facilities just outside the centre (M&S Food, Oatlands and Vale Recreation Club).

### Threats

- Potential pressure for inappropriate growth around facilities just outside centre (M & S Food, Oatlands, Vale Recreation Club).



Good mix of shops in a compact area

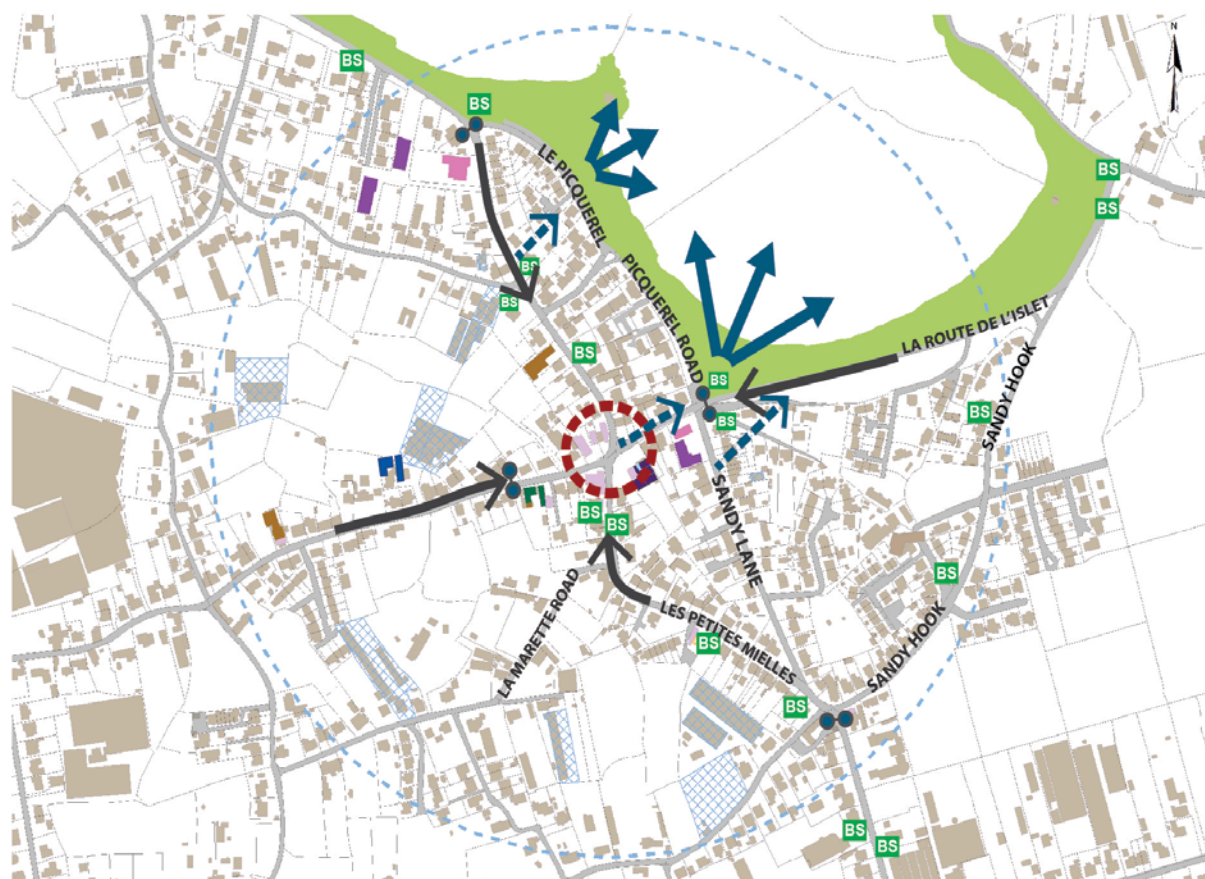


An example of one of several community buildings



A good range of small businesses are located at l'Islet





- |  |                   |  |                            |  |                       |  |                                  |
|--|-------------------|--|----------------------------|--|-----------------------|--|----------------------------------|
|  | Panoramic view.   |  | More than 1 bus p/h.       |  | Take away.            |  | Primary school.                  |
|  | Prospect view.    |  | 1 bus p/h.                 |  | Post Office.          |  | Employment.                      |
|  | Vista stop.       |  | General convenience store. |  | Other services.       |  | Vacant.                          |
|  | Approach.         |  | Other shop.                |  | Bank.                 |  | Amenity area.                    |
|  | Pedestrian links. |  | Doctors surgery.           |  | Community facilities. |  | Leisure & recreation facilities. |
|  | Local node.       |  | Pharmacy.                  |  | Place of worship.     |  | Derelict glasshouse.             |
|  | Minor landmark.   |  | Restaurant/cafe/pub.       |  | 5 minute walk (420m)  |  |                                  |
|  | Gateways.         |  | Cash point.                |  |                       |  |                                  |



One of several derelict glasshouses in the area



This busy junction is difficult for pedestrians to cross

### Sustainability Score

Range of facilities	Average
Compact	Yes
Catchment population	1390
Bus service	Good
Pedestrian environment	Poor



## 5. St Martin's

### 5.1 History of development

- 5.1.1 St Martin's settlement is shown as a small hamlet clustered around St Martin's Church on the Duke of Richmond Plan of 1787, with the school shown in its present location. There were further clusters of dwellings at the heads of valleys at La Fosse, Saints' Road and La Villette. During the 19th century development continued to take place around the church and along Les Camps and La Grande Rue.
- 5.1.2 Between the end of the 19th century and the mid-1960's large areas to the south of La Grande Rue, Les Camps and La Route de Sausmarez were covered by glasshouses. The settlement grew westwards during the 1940's and 1950's along Route des Cornus and then during the 1960's and 1970's ribbon development occurred along la Route de Blanches, Route des Jerbourg, Longue Rue, Rue Jehannet, La Villette and Saint's Road, replacing some of the glasshouses.
- 5.1.3 This pattern of development has resulted in a parish with considerable residential development loosely built around a number of historic hamlets and interspersed with fields. La Grande Rue, functions as the 'main street' but the facilities along it are clustered into four nodes with 900m between each end and interspersed with fields and houses.

### Strengths

- Wide variety of shops and services serving wider area, including supermarkets, clothes shops, household goods, petrol station, banks, restaurants, cafés and takeaways;
- Good quality, modern community facilities;
- Range of employment uses, though some peripheral to settlement;
- Close proximity to recreational beaches (although steep access to some);
- Distinctive, historic character around the Church;
- Good network of pedestrian only routes adds to the distinctive character of the centre and provides good links to the school;
- Excellent bus connections to St. Peter Port, the airport, hospital and The Vale, including evening services;
- Gas supply and mains drainage.

### Weaknesses

- Activities strung out along La Grande Rue in four nodes with residential uses in between, weakens definition of centre;
- Heavy traffic along La Grande Rue detracts from pedestrian environment.

### Opportunities

- A number of redundant glasshouses, vacant plots of land and the former St Martin's Hotel with potential for development within and around the centre;
- Opportunity to make more of Sausmarez Manor as a recreation destination for the Island.

### Threats

- Potential to compete with St. Peter Port and The Bridge as a retail destination;
- Potential for overdevelopment to the detriment of the built and landscape character.
- Potential of inappropriate phasing of development leading to undermining of the sustainability of the centre;



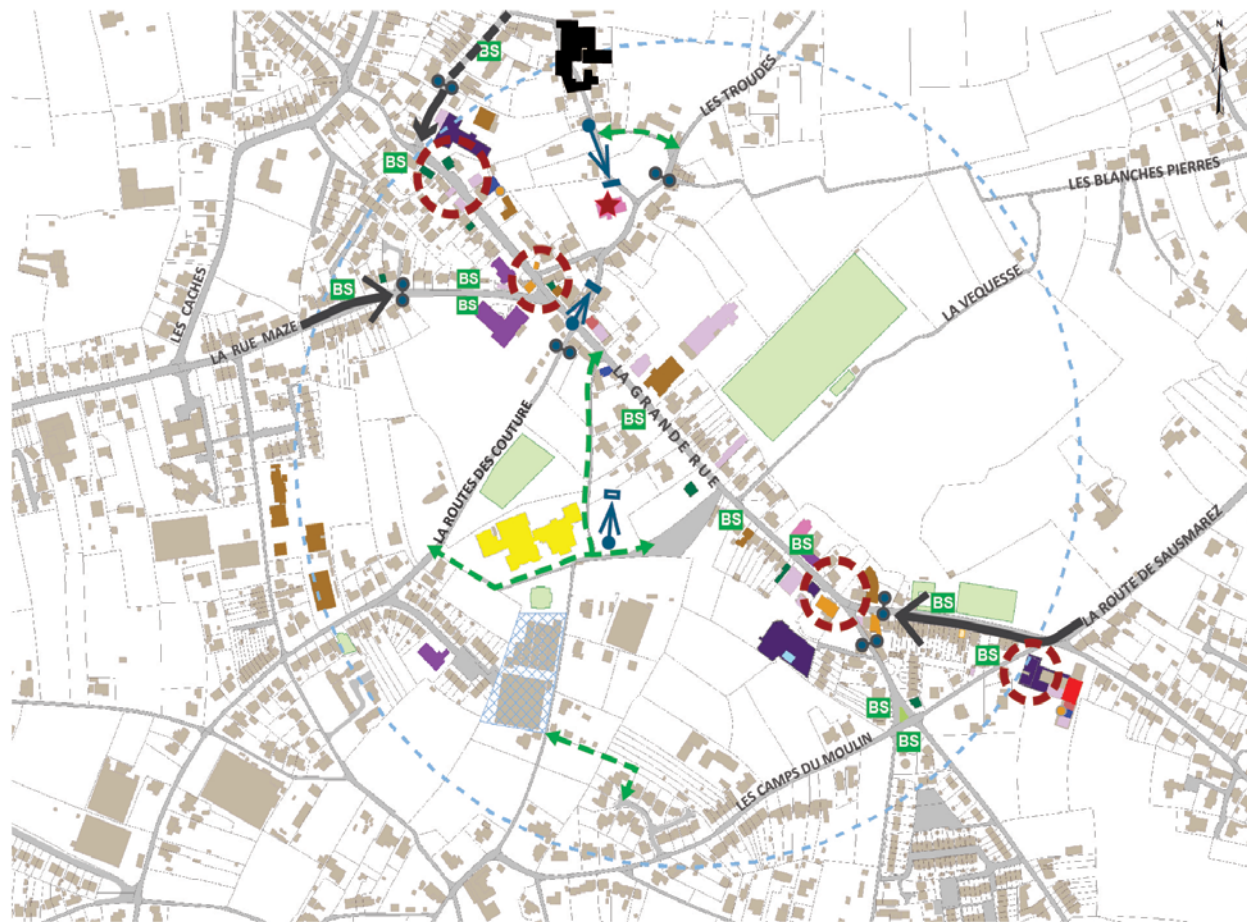
Shops and services at Manor Stores in one of the nodes of activity



Excellent modern community centre offers a range of activities



Example of a pedestrian route in St Martins



Busy traffic detracts from character and hinders pedestrian crossing



The area around the church has a distinctive character

### Sustainability Score

Range of facilities	Excellent
Compact	No
Catchment population	2150
Bus service	Good
Pedestrian environment	Good



## 6. St Pierre du Bois

### 6.1 History of development

- 6.1.1 On the 1787 Duke of Richmond map, St Pierre du Bois was shown as a relatively large settlement of scattered buildings focused along the valleys of Rue des Sages, Rue des Jehans and Rue des Pres, with St Peter's Church sitting on higher ground. By the late 19th century the higher, flatter land at Rue de Longfrie and Route du Longfrie had been covered in glasshouses. Since that time, development has been limited to the construction of St Peter's Food Hall, Community Centre and dwellings along Rue St Pierre between 1938 and 1963 and the replacement of glasshouses with a clos of dwellings and medical centre on Rue de Longfrie in the early 1990's. The fact that the area around the church is designated as a Conservation Area reflects the cohesive historic character of this part of the settlement.

#### Strengths

- Good ranges of shops and services, including grocery store, bank, post office, pub, GP, church and community centre;
- Centre serves a wide rural hinterland;
- Distinctive and cohesive historic character around the Church;
- Good quality holiday cottage accommodation;
- Panoramic views over open countryside are an integral part of the character;
- Good bus connections to Town, PEH, Airport, St Martins and St Andrew's;

#### Weaknesses

- Shops and services not continuous with breaks in development;
- La Houquette Primary school is located 1 mile away;
- Traffic volumes and the filter junction along Route du Longfrie impede pedestrian access to the bank and Food Hall;
- Limited brownfield development opportunities.
- No gas connection and limited mains drainage.

#### Opportunities

- Potential opportunities for infill development
- To improve pedestrian and cycle connections to La Houquette;
- Improve pedestrian environment generally;
- To improve permeability to connect services.

#### Threats

- Changes to airport safety zones may affect development potential.
- Potential for development of important open spaces to the detriment of the character of the area.



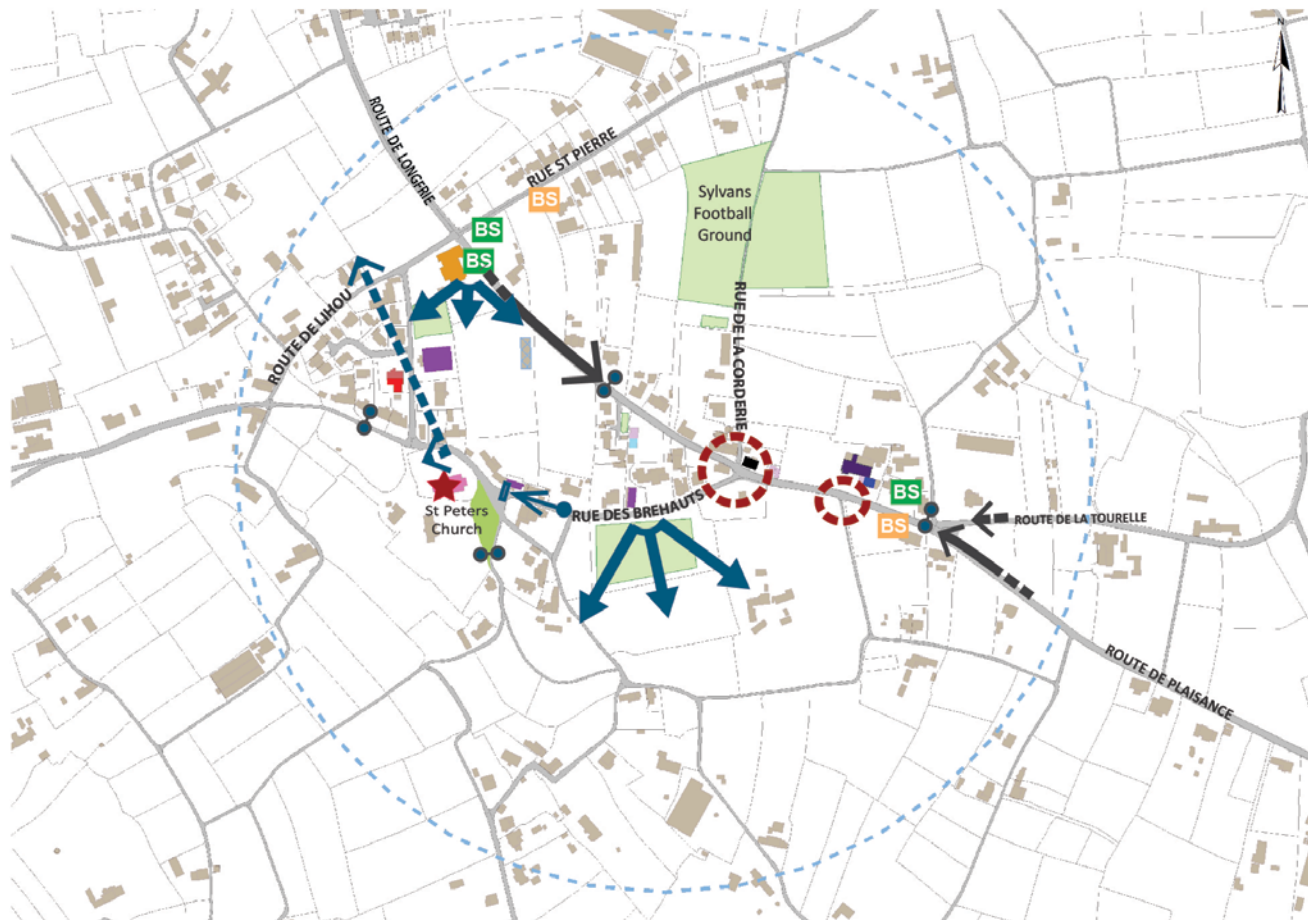
Excellent community centre provides a range of activities



Post office provides a vital local service



Church is at the heart of the centre and sits within an outstanding setting



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|------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------|
|  Panoramic view.   |  More than 1 bus p/h.       |  Take away.            |  Primary school.                  |
|  Prospect view.    |  1 bus p/h.                 |  Post Office.          |  Employment.                      |
|  Vista stop.       |  General convenience store. |  Other services.       |  Vacant.                          |
|  Approach.         |  Other shop.                |  Bank.                 |  Amenity area.                    |
|  Pedestrian links. |  Doctors surgery.           |  Community facilities. |  Leisure & recreation facilities. |
|  Local node.       |  Pharmacy.                  |  Place of worship.     |  Derelict glasshouse.             |
|  Minor landmark.   |  Restaurant/cafe/pub.       |  5 minute walk (420m)  |                                                                                                                        |
|  Gateways.         |  Cash point.                |                                                                                                           |                                                                                                                        |



pedestrian environment at the filter hinders access to the Food Hall and bank



playing field provides informal outdoor play space

### Sustainability Score

Range of facilities	Good
Compact	Yes
Catchment population	340
Bus service	Good
Pedestrian environment	Average