



St Peter Port Regeneration Areas Development Framework

Supplementary Planning Guidance for:

- Lower Pollet Regeneration Area;
- South Esplanade and Mignot Plateau Regeneration Area; and
- Mansell Street / Le Bordage Regeneration Area

October 2021

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A. Introduction

The role and purpose of this Development Framework

The role and purpose of the Development Framework is to provide planning guidance for the three identified Regeneration Areas within St Peter Port. These areas are:

- Lower Pollet, to the north of the main centre,
- South Esplanade and Mignot Plateau, and
- Mansell Street / Le Bordage, including Trinity Square

The Development Framework sets out a Vision and guidance for each of these areas and also what they have in common and can contribute together as three key areas on the edge of the main centre. The primary objective of this work is to deliver positive regeneration and to drive investment so that St Peter Port continues to be a vibrant and attractive place to work, live, visit and spend time.

The three Regeneration Areas are presented together in one document to emphasise their common roles as part of St Peter Port and to create a coherent strategy which celebrates and the special character of each.

The Development Framework sets out key development opportunities for sites, spaces and the public realm and sets both an area specific Vision for what can be achieved and guidance on how each should be considered as part of any future proposals.

Any schemes coming forward in these three Regeneration Areas will be expected to accord with the guidance in the Development Framework and to consider carefully how it supports the long term growth and sustainability of Town.

The Development Framework was approved by the Development & Planning Authority in October 2021.

The structure of the Development Framework

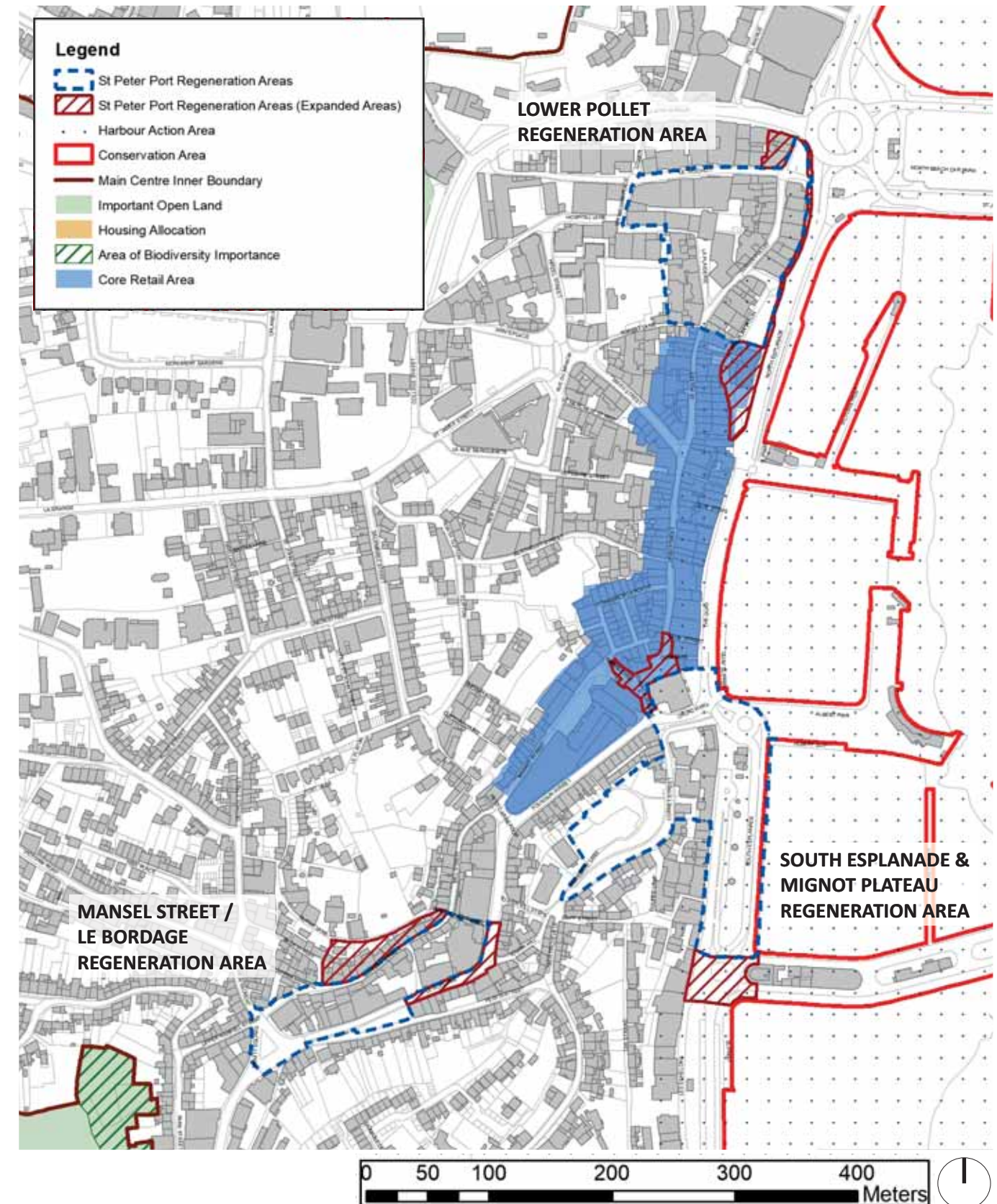
The Development Framework is structured into five different sections – an introduction, a section which considers the St Peter Port Regeneration Areas together (Section B), and then a section on each of the individual Regeneration Areas – Lower Pollet (see Section C), South Esplanade and Mignot Plateau (see Section D), and Mansell Street/Le Bordage (see Section E).

Section B proposes a Vision and Objectives for the combined St Peter Port Regeneration Areas. This section focuses on the common opportunities within the Regeneration Areas and the things that can be done in all three of the areas to make improvements.

Sections C, D and E focus on the individual Regeneration Areas and for each area include a focused Vision and set of Objectives, ideas for change as a series of concept sketches for the key development opportunities as well as Development Guidelines specific to each area. The concept ideas for key sites and spaces are not final proposals but illustrate ideas for potential designs that would need to go through a full design development and viability process.

Throughout the document case studies and examples are also included showing how some of the ideas suggested have worked in other places. These are included to help people imagine what might be possible and how these ideas can have a strong impact when used in the right way.

This executive summary is intended to give an overview of the Development Framework and refer to areas of the document where further information can be found.



IDP Proposals Map (2016) extract with the St Peter Port Regeneration Areas indicated in dashed blue outline with expanded areas in dark red hatch

B. Overall Vision and Objectives

Overarching vision statement and objectives

Vision statement

To enhance the St Peter Port Regeneration Areas to diversify and enrich the experience and long term attractiveness of Town as a place to work, live, spend time, meet people and explore, and to ensure that it continues to be a successful primary centre.

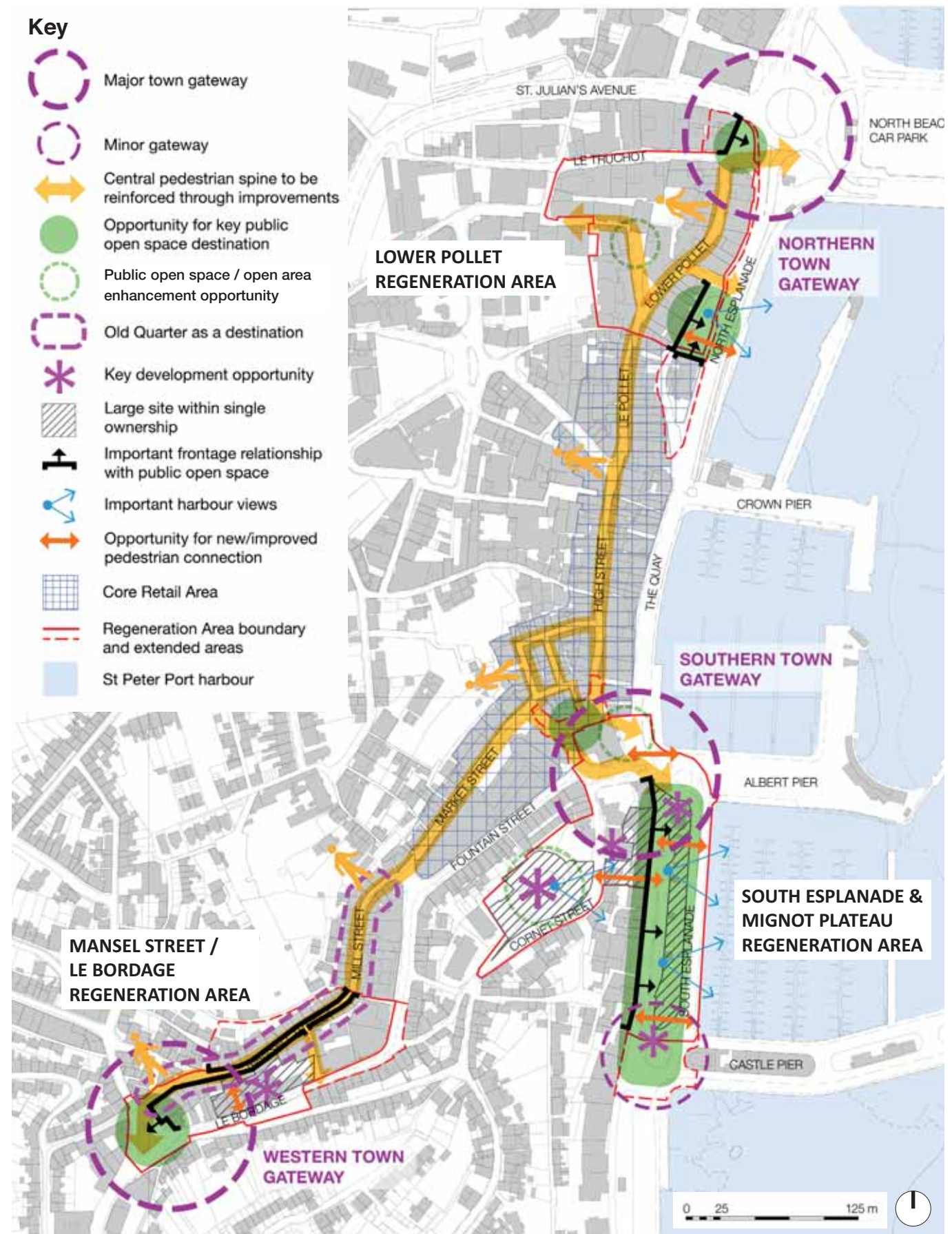
Objectives

- 1 To reinforce each of the Regeneration Area's roles as gateways into the central Town area and as distinct areas within St Peter Port with a strong business and commercial function, a mix of uses, and through coherent physical identity, signage and branding.
- 2 To improve the quality of the public realm including:
 - the pedestrian experience into and through town (including from parking areas, bus stops, taxi ranks and cycle routes) to support active and sustainable travel opportunities (including cycling), to encourage linked-up journeys, and to provide a better and more positive experience for all; and
 - a range of high quality public open space destinations which feel safe, are attractive, comfortable to spend time, offer play and recreation opportunities, and can support community events.
- 3 To promote the redevelopment and reuse of key sites and buildings where they improve the experience and increase the vibrancy, activity, viability and success of St Peter Port as the primary centre, through:
 - Supporting investment in retail, business, workplace, community, health and other related opportunities that support the town as a whole; and
 - Extending above ground activities and uses, such as town centre living to increase footfall and the range of activities further into evenings and weekends and to maximise the potential for positive change.

Areas of focus across the Regeneration Areas

In addition to the vision statement and objectives for the overall Regeneration Areas there are clear opportunities identified that apply across all three of the areas. These include:

- creating key gateway moments on the way into the central Town area and how this can both advertise and highlight the positive experience for users and visitors by making more of these spaces and opportunities (see section B.3.1);
- enhancing the public realm across the Regeneration Areas in terms of the pedestrian experience and by improving, enhancing and creating areas of public open space (see section B.3.2);
- encouraging an increase in town centre living to boost the population of St Peter Port and increase activity in the Regeneration Areas (see section B.3.3);
- promoting development opportunities and uses that can contribute to a successful town centre, which could attract and/or provide the catalyst/s for investment and other positive change in these areas and their immediate surrounds (see section B.3.4);
- highlighting the importance of environmental sustainability (in buildings, reducing transport emissions and drainage for example) and the need for climate resilience going forward (see section B.3.5);
- improving health outcomes through positive measures such as promoting active travel, and improving access to green space and facilities (see section B.3.6); and
- delivering public realm improvements and Regeneration Area-wide strategies through developer contributions (see section B.3.7)



The Vision Concept Plan for the Regeneration Areas summarises the key opportunities and demonstrate how they work together as a combined strategy across St Peter Port. It includes extending pedestrian-only (or pedestrian-priority) routes to reach each of the town gateways, the key new development opportunities, and the distribution of potential public open space destinations to help enrich the experience of Town's central area

C. Lower Pollet Regeneration Area

Vision statement and objectives

Vision statement for Lower Pollet Regeneration Area

To enhance this important mixed use area to be even more vibrant and people friendly, and to develop its role as the key northern arrival point into the town centre and as an important location for town centre office and commercial uses that enhance the success of St Peter Port.

Objectives

- 1 Upgrade and develop the North Plantation and its surrounding frontage into a well-integrated public open space surrounded by restaurants and activity where people come to sit out and enjoy views towards the harbour.
- 2 Improve the public realm and open areas e.g. taxi rank and La Plaiderie, and pedestrian connections generally around the harbourfront and High Street to help people get around more easily, safely and comfortably on foot and to access other modes of transport nearby e.g. car parking on North Beach, bus stops on North Esplanade, office areas to the north, and shops and restaurants to the south.
- 3 Increase the opportunity for town centre living and other uses (e.g. cafés/restaurants, accommodation) to lift the overall vibrancy of the area and to make better use of under-used upper floors of mixed use and under-used buildings.
- 4 Promote and enhance this area as a vibrant office quarter which has a distinct and positive identity and maximises economic opportunity through a mix of successful town centre offices, commercial uses and active ground floor frontage activity.



Paving provide a pleasant backdrop to cafe spill-out areas and help to indicate a pedestrian priority environment



Seating alongside rain gardens creates a pleasant multi-functional environment

Development guidelines for Lower Pollet Regeneration Area

The development guidelines for the Lower Pollet Regeneration Area cover the following areas:

- Land use and activity principles - sustainable development opportunities and requirements (see section C.3.1)
- Built form principles (see section C.3.2)
- Public realm, landscape and biodiversity opportunities and requirements (see section C.3.3)
- Pedestrian and cycle accessibility and movement (see section C.3.4)
- Longer term opportunities for areas within the surrounding context (see section C.3.5)

The land use and activity principles set out the importance of mixed use activities in this Regeneration Area and outline the potential for creating a stronger gateway, as well as the importance of active ground floor uses and encouraging residential use at upper levels where not in office or related use. The redevelopment or creative reuse of buildings within this area is encouraged in a way that supports the mix of uses of the area and sensitive integration with heritage context and key views.

Built form principles relate to key views from the harbour and the importance of the surrounding context in the approach to strong urban design and character.

Development guidelines for public realm and open space in the Lower Pollet Regeneration Area introduce concept ideas for key areas of public realm and open space, such as North Plantation and the Taxi rank, exploring ways in which these spaces could be improved with different levels of intervention. Guidance ranges from repaving, introducing sustainable urban drainage systems (SuDS) and creating seating areas, through to exploring what could be created with the taxi rank space if this were to be relocated or reimaged.

Pedestrian and cycle accessibility opportunities introduce ideas to reimagine Lower Pollet and La Tourgand as pedestrian-priority environments. Interesting cycle parking infrastructure in appropriate locations such as North Plantation public open space is also proposed.

North Beach car park and Admiral Park are referred to as longer term opportunities in the surrounding area, for example as a potential location for a future transport hub.



Case Study C: Gabriel's Stores on Fountain Street were recently developed with a number of units converted to residential on upper floors



Bespoke high quality cycle parking infrastructure double as attractive sculptural elements within the public realm

D. South Esplanade and Mignot Plateau Regeneration Area

Vision statement and objectives

Vision statement for South Esplanade and Mignot Plateau Regeneration Area

To increase the economic activity and range of uses to the south of the town by realising key development and intensification opportunities, and through transforming underutilised and ignored spaces and sites e.g. Mignot Plateau, South Esplanade open space, and frontage and church square, into well-connected, people focussed destinations for the town and key locations for appreciating the harbour and its activity.

Objectives

- 1 Mignot Plateau should be a main public attraction for both residents and visitors to the island to enjoy the unique views and vantage point, and utilise the historic venelles. There is an opportunity for development in this area to attract visitors and residents.
- 2 South Esplanade should be a well-integrated multi-functional public open space where people can comfortably sit out and enjoy views and access to the harbour, providing an inviting and pleasant gateway feature and usable space within the Town. The sensitive redevelopment and intensification (or perhaps creative reuse) of some buildings along this frontage would help achieve this.
- 3 Church Square should provide a setting appropriate to the function, important gateway to the high street, and historical significance of Town Church which should focus on the needs of people instead of cars.
- 4 Improve overall pedestrian accessibility to overcome high levels of traffic and steep topography to make the area more usable and attractive to visit, pass through and spend time.



Case Study H: Grand Parade Cork, formerly a large parking area now a multi-functional public open space



Case Study I: Parc Rives de Seine, Paris. Replacing the busy road with places for children to play and people to gather brings activity to the waterfront (Credit:parisinfo.com)

Development guidelines for South Esplanade and Mignot Plateau Regeneration Area

The development guidelines for South Esplanade and Mignot Plateau Regeneration Area cover the following areas:

- Land use and activity principles - sustainable development opportunities and requirements (see section D.3.1)
- Built form principles (see section D.3.2)
- Public realm, landscape and biodiversity opportunities and requirements (see section D.3.3)
- Pedestrian and cycle accessibility and movement (see section D.3.4)
- Longer term opportunities for areas within the surrounding context (see section D.3.5)

Land use and activity principles for South Esplanade and Mignot Plateau Regeneration Area cover the role of the area as the main southern gateway to the central town area. Development and intensification opportunities are encouraged as long as they are of high quality and include relevant uses that contribute to the vitality of the area. Active ground floor uses and frontages should be maintained onto South Esplanade and spill-out activities are encouraged. Mignot Plateau is identified as a key development opportunity, and with its unique location and views has the potential to provide a high quality centrally-located visitor destination.

Built form principles identified include recognising the importance of harbour views (including from Mignot Plateau) and a robust urban design approach to character, including strong buildings along the South Esplanade frontage that sit well in key views from the harbour, and a contemporary high-quality building on Mignot Plateau.

Areas for public realm and landscape improvements are identified at South Esplanade open space, Church Square and Mignot Plateau. A range of levels of intervention and change are explored for South Esplanade open space, including a radical option that looks at what could be achieved if vehicular traffic was routed underground (refer to Indicative Concept Idea D4 and Case Studies I and J). Gateway buildings in the spaces as visitor attractions and a range of play elements, planting, seating, cycle parking and public art opportunities are identified. Key areas for improvements to pedestrian accessibility and movement as identified, such as the Albert Pier roundabout, the harbour-side footway and the historic vennelles, with guidance for including better wayfinding, lighting, simplified junction arrangements with improved pedestrian connections. Locations for cycle parking to help raise the profile of active travel are identified, such as Church Square and South Esplanade public open space. Longer term opportunities in the surrounding context to this Regeneration Area are identified, such as Albert Pier as the current cruise passenger arrival point with the potential to explore different uses if this function was relocated. Castle Pier, with its popular destination points, is also identified, as a potential key location for public art.



Clever use of lighting can enhance a building’s ability to become a feature at night time, such as these public toilets which double up as a lighting feature within an area of public open space (credit: Tokyo Toilet)

E. Mansell Street / Le Bordage Regeneration Area

Vision statement and objectives

Vision statement for Mansell Street / Le Bordage Regeneration Area

To breathe life back into the Old Quarter as a unique destination for small and specialist businesses focussed on arts, food and technology and as an inviting western gateway into St Peter Port for pedestrians and visitors, increasing footfall to the area and ensuring its long-term success.

Objectives

- 1 Improving the role of Trinity Square as an important gateway space into the Central town area from the south west, and through improvements making more of its role as a well integrated and well used public open space.
- 2 Creating a unified strategy for the Mansell Street shop units (including overcoming prolonged vacancies) to develop a strong long-term identity as a destination facilitating activity and long term viability.
- 3 Enabling upper floors to be converted to residential to increase overall vibrancy within the area. Explore localised opportunities for redevelopment with intricately scaled buildings and spaces that create places to sit and spend time that can bring additional uses, experiences and vitality to the area.



In addition to encouraging residential uses at upper floors, workspace or offices as an extension of ground floor uses would also help to create vibrancy in the area



Case Study M: Asna Square, Clonakilty, Ireland after a transformation from a traffic-dominated space to an attractive public open space which also acts as a gateway into the main high street area (behind the viewpoint of the image)

Development guidelines for Mansell Street / Le Bordage Regeneration Area

The development guidelines for Mansell Street / Le Bordage Regeneration Area cover the following areas:

- Land use and activity principles - sustainable development opportunities and requirements (see section E.3.1)
- Built form principles (see section E.3.2)
- Public realm, landscape and biodiversity opportunities and requirements (see section E.3.3)
- Pedestrian and cycle accessibility and movement (see section E.3.4)
- Longer term opportunities for areas within the surrounding context (see section E.3.5)

The land use and activity principles for this Regeneration Area introduce the idea of promoting the 'Old Quarter' as a key destination, where a 'hub' or community of uses could act as a catalyst for long-term change, combined with a strong public art strategy. Active ground floor uses will be important to help make the area feel busier and the creative uses could be used to build on the area's strong history. More residential use, above and around the other activity is encouraged. Development opportunities are positively encouraged as long as they are of high quality design and include appropriate uses.

Built form principles set out the importance of the traditional high quality shopfront character along Mansell Street and the potential for a more contemporary approach along Le Bordage.

The development guidelines surrounding public realm and open space for the Mansell Street / Le Bordage Regeneration Area introduce ideas for improvements to Trinity Square to improve it as the Western Gateway to the town and as a more

usable public open space. Gateway features could include supergraphics, a new public art feature and building murals. The different approaches to Trinity Square explore what improvements could be made, including traffic slowing, treatment to crossings, seating and new cycle parking.

Pedestrian accessibility guidelines introduce the idea of partial weekend road closures around Trinity Square to encourage visitors and creating informal crossing points. The regular maintenance of the cobbles on Mansell Street would enhance their safety. There is an idea to create new pedestrian connections between Mansell Street and Le Bordage.

Mill Street is identified as an important link between Mansell Street and the Core Retail area and a part of the 'Old Quarter'. Sir Charles Frossard House is identified as a longer term opportunity in the surrounding area for public parking.



A colourful mural which takes inspiration from local heritage in Cork, Ireland

F. What does this mean for me?

The Development Framework was approved by the Development & Planning Authority in September 2021. It will need to be taken into account when considering any planning applications within any part of either of the three St Peter Port Regeneration Areas. As with any other adopted policy or guidance development will be expected to accord with it fully.

I am a resident in one of the Regeneration Areas and I'm concerned about one of the interventions in the document

All concept ideas presented in the document are indicative and not developed proposals, rather ideas of one way an area could change. Public realm improvements will need to be designed in detail before any works are carried out and consultation with residents and neighbours is encouraged. Development opportunities will need to go through the planning application process which will offer the opportunity for you to register your concerns about any particular scheme. Look out for planning applications, speak to politicians and representatives about positive change and think about what you would like to see instead, perhaps getting involved with a local group to advocate for positive change that supports the town centre.

I own a property in the Regeneration Area I would like to convert the upper floors into residential use

The Development Framework encourages a growth in town centre living to promote increased activity in the central town area. Keep an eye on the ongoing review of the exemptions ordinance allowing change of upper floor retail or office to a residential flat without formal planning permission in certain circumstances (refer to A.2.6).

I own a Protected building in the Regeneration Area that I would like to improve

The approach of the Development Framework to Protected Buildings is one of flexibility to promote high-quality developments and upgrades (refer to A.2.6). Positive outcomes will be measured against changes to the building on a case-by-case basis and the DPA are happy to talk about changes to protected buildings and to help develop a strategy that works for all. For further information and a Case Study on Fountain Street refer to B.3.3.

I am interested in developing a site in one of the Regeneration Areas

As the Development Framework is an adopted document, any future planning applications will need to demonstrate how they've taken the guidance into consideration when setting out proposals.

Take a keen interest and engage with other changes that arise in the Regeneration Area that could have a positive impact on future development and see what could be achieved collectively. Also consider the wider benefits that might arise from development across the whole Regeneration Area, and engage with local groups that are keen to help develop proposals for improvements.

I'm part of a local group (e.g. National Trust of Guernsey, Guernsey Bicycle Group), what can I do to help the Regeneration Area?

As a next step, working groups might be formed that look at how positive change might be brought about in the Regeneration Areas. These could be made up of representatives from the States', local groups, businesses, residents and developers and would be an opportunity to get involved in bringing about improvements. The groups might be formally constituted or more informally arranged and could get involved in out for future consultation on specific improvements. A range of views will be needed to help shape detailed proposals.

I am a resident in one of the Regeneration Areas and I want to see change happen

Speak to politicians and representatives about the ideas you are positive about and any others that would make the Regeneration Area a more positive place to live, work and spend time. Stay engaged and look out for future consultations and planning applications as any interventions will need to be developed in detail. Consider joining a residents' group to advocate for specific areas of change, become a resident representative on future working groups or get involved with local arts strategies or other groups advocating for positive change.

St Peter Port Regeneration Areas Development Framework

St Peter Port Regeneration Areas Development Framework

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St Peter Port Regeneration Areas Development Framework

PART A Introduction

A.1. Introduction

A.2. Planning policy

A.3. Consultation summary

A.1. Introduction

A.1.1. The role and purpose of this Development Framework

This Development Framework provides planning guidance for the three St Peter Port Regeneration Areas (RAs):

- Lower Pollet;
- South Esplanade and Mignot Plateau; and
- Mansell Street / Le Bordage.

(The “St Peter Port Regeneration Areas”, refer Image A.2). This Development Framework was approved by the Development & Planning Authority in October 2021. It will need to be taken into account when considering any planning applications within any part of either of the three St Peter Port RAs. As with any other adopted policy or guidance development will be expected to accord with it fully.

A.1.2. The scope of this Development Framework

The three St Peter Port RAs each sit on the edge of the St Peter Port Main Centre or “Town” (the identified commercial area of the town as defined in the IDP) and play an important role in how people access and use the area as a whole. They also have specific and different characteristics, play different roles in the area, and present specific regeneration opportunities.

For this reason the Development Framework is organised to consider both the role and function of the RAs in relation to “Town” as a whole and the characteristics and opportunities they may share, as well as the specific function and regeneration opportunities presented by each of the three RAs separately. This is organised within the Development Framework so that Section B covers the roles of the three RAs in together and in relation to the town, and in Sections C, D and E for each of the individual RAs and in response to Chapter 9.3 of the IDP (to be read with associated policy MC11 and Annex IV).

Considering all three St Peter Port RAs together as a whole was considered an important part of developing this Development Framework and explains why all RAs have been collated into one document. This approach allowed a more detailed understanding into the role of each Regeneration Area as part of St Peter Port Main Centre (or “central Town area”), and particularly how they differed from each other as a means to identify their strengths and what they can offer to improving Town as a place to work, live, visit and spend time.

The three St Peter Port RAs are all contain multiple land ownerships, with Lower Pollet RA and Mansell Street/Le Bordage RA being more fragmented than the South Esplanade and Mignot Plateau RA. This has, on the one hand, helped to maintain a generally positive quality and character of St Peter Port over time and the retention of its Protected Buildings. On the other hand, the multiple ownerships make wholesale change more difficult to achieve and less likely to happen quickly. For this reason, this Development Framework has focused on both public realm opportunities, where investment into public and privately owned open space can be seen as a catalyst for enhancement or opening up new built development or refurbishment opportunities, as and when property owners are able to; as well as identifying a range of opportunities for redevelopment and change within each RA, with a focus on those areas with less fragmented ownership or where developers have indicated a desire for change. The expectation is that property owners will collaborate to bring forward investment to further enhance the utilisation of these areas. The principal locations for redevelopment identified in this Development Framework are focussed within the South Esplanade and Mignot Plateau RA, which has a smaller number of landowners and more significant development opportunity sites. More generally, it is worth confirming that the document as a whole is positive about change and the redevelopment potential of buildings within the RAs, where design, character, impact on key views, and the overall coherence of the town are considered alongside the specific contribution made to each RA and it’s unique role within St Peter Port.

In order to produce this Development Framework two stages of consultation were undertaken. The initial consultation in late 2020 involved meeting with the

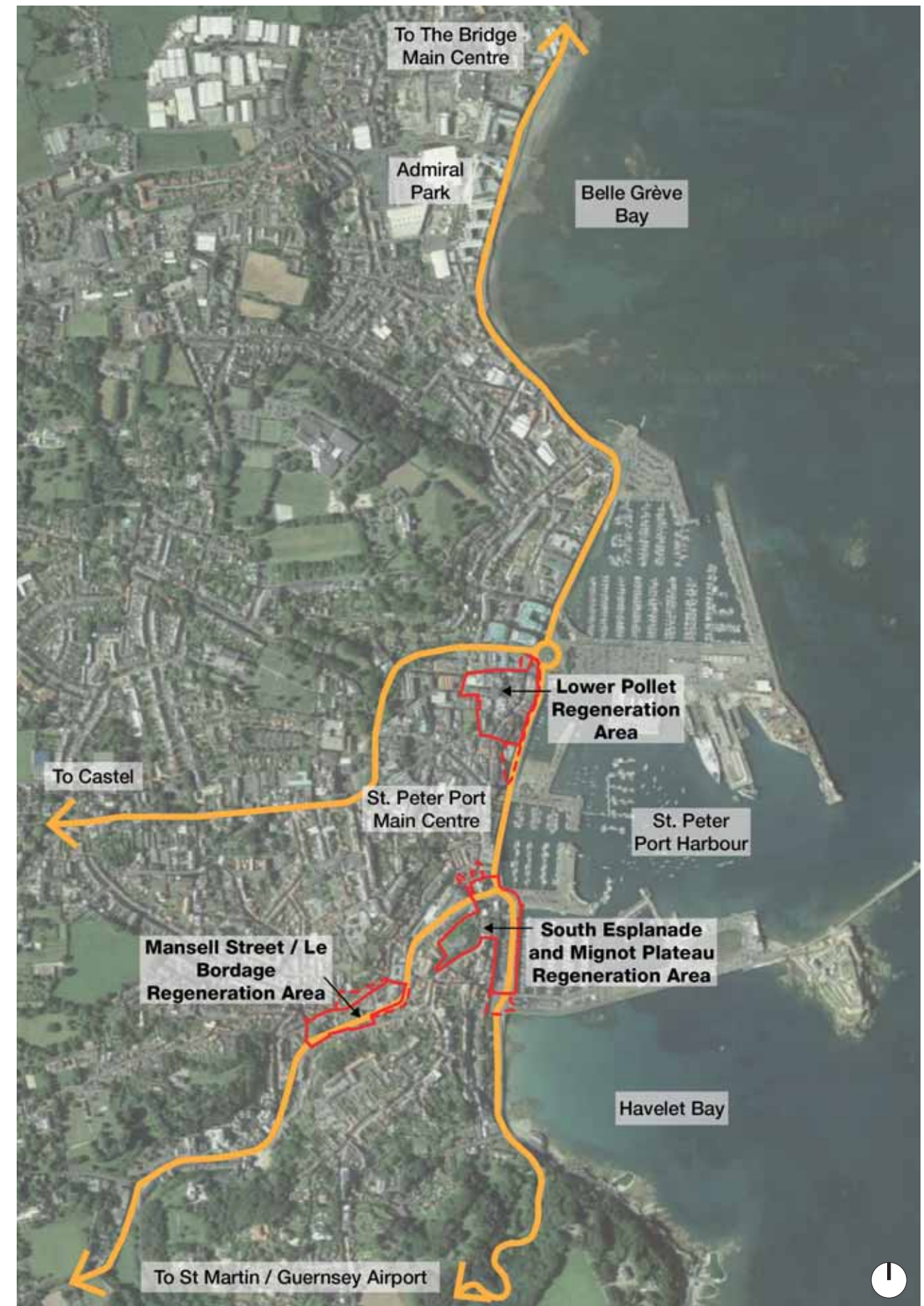


Image A.1: Aerial photo of St Peter Port in its wider context, showing the three St Peter Port Regeneration Areas covered by this Development Framework in red

public, key stakeholder groups and organisations, Service areas and Utility companies, and property and land owners. The second stage focussed on a formal six-week consultation period for the draft Development Framework which ran from 5th May to 15th June 2021. The same consultees were engaged through this process. Following this period amendments have been made to the final Development Framework before it is proposed for Committee approval. The consultation at each stage is summarised in Section A.3, including explaining how the feedback received has informed the document directly. More detail is included in the background Stage 1 report.

A.1.3. Overall objectives for this Development Framework

The main focus of this Development Framework is on how the three St Peter Port RAs can contribute to the ongoing and long-term vitality and viability of Town. Any regeneration should support the economic, environmental and social sustainability policy goals of the Island and encourage and inspire investment. Enhancements and development in these areas have the potential to provide a clearer and more successful identity for each of the RAs as part of the wider St Peter Port experience of all users, to provide improved public open space amenity, including more greenery and better pedestrian and cycle infrastructure, to support more town centre living and activity, and to grow opportunities for economic activities and local benefits, as well as contributing to resolving some of the wider structural challenges that Town as a whole needs to face, such as changes to retail activities and the constant pressure for better access.

To help achieve this, a specific Vision statement and objectives are set out for each Regeneration Area in sections C, D and E; as well as a broader Vision statement and objectives for the three St Peter Port Regeneration Areas collectively within Section B.

A.1.4. The structure of the Development Framework and how it is intended to be used

This document is separated into five sections as follows:

- **Section A:** Introduction
- **Section B:** St Peter Port Regeneration Areas together
- **Section C:** Lower Pollet Regeneration Area
- **Section D:** South Esplanade and Mignot Plateau Regeneration Area
- **Section E:** Mansell Street / Le Bordage Regeneration Area

Section A includes this introduction chapter, as well as chapters setting out the planning policy context and explaining the outcomes of the initial consultation.

Section B identifies a brief history of St Peter Port and the role and potential of each of the three Regeneration Areas within this including setting out their context, characteristics and strengths. It also highlights the key issues that are relevant across all three of the St Peter Port RAs and that inform all future change and regeneration in these areas. An overall vision statement and objectives are set out, followed by guidance that applies to development within any of the Regeneration Areas and that must be considered alongside area-specific guidance set out in Sections C, D and E.

Sections C, D & E focus on each of the Regeneration Areas separately. Each section summarises existing site conditions and context prior to identifying a specific Vision statement and set of objectives and priorities for the Regeneration Area. Area-specific development guidelines to achieve the objectives then follow, focusing on:

- Land use and activity principles - sustainable development opportunities and requirements;
- Built form principles;

- Public realm, landscape and biodiversity opportunities and requirements;
- Pedestrian and cycle accessibility and movement; and,
- Longer-term opportunities for areas within the surrounding context.

Case studies have been used throughout the document to provide local and international example projects and inspiration that are relevant to the potential of the identified areas for change. They demonstrate how different places have achieved positive outcomes through similar projects to those in the Key Areas of Focus and Development Guidelines in this Development Framework.

Indicative concept ideas and massing studies demonstrate a range of potential options for how the Development Guidelines might be achieved in particular areas within the three RAs where key opportunities have been identified. More detailed technical studies would need to be carried out in order to take any of these ideas forward and they are by no means final plans for any of the sites or areas they illustrate.

A.1.5. Effect of the Covid-19 pandemic on this Development Framework

The Covid-19 global pandemic, which emerged in early 2020, has affected the development and production of this document in a number of ways including limitations on in person meetings and site visits, home working, limits on face to face consultation and engagement and some limits on surveys and other baseline information. It has also been a time of uncertainty for development generally, office and retail uses, and other activities and spaces that rely on gathering and communal activities, although Guernsey has undoubtedly been in a much better position throughout than many other places.

The Planning Service project team and the appointed team of consultants have sought to minimise any negative effects by working closely together throughout the process and carefully considering potential impacts throughout the project.

The principal ways in which Covid-19 has affected the production of the Development Framework and has been addressed are as follows:

- Restrictions affecting the consultant team to travel to Guernsey from the UK to undertake first-hand site visits has been overcome by virtual site visits and photographs taken by members of the Planning Service team and close working between the project team members;
- Restrictions limiting the ability of the consultant team to undertake in-person consultation has been overcome by using online meeting platforms, e.g. Microsoft Teams, to conduct group meetings and workshops (e.g. with property and land owners and key stakeholder groups including the Youth Commission), and individual meetings (e.g. with States Service Areas and Utilities companies). Public drop-in events were facilitated by Planning Service representatives on behalf of the project team, and a bespoke consultation website has been created to supplement in-person information online which provided feedback directly to the project team; and
- Traffic modelling related directly to the RAs has been unable to be carried out due to restrictions on travel, therefore it has been agreed in principle that all guidance pertaining to transport and highways within this Development Framework will be subject to the results of these modelling studies once they are able to be undertaken and as part of St Peter Port wide review. In any case, more detailed technical studies would be required as part of any significant development proposals within the RAs that contribute to vehicular traffic.

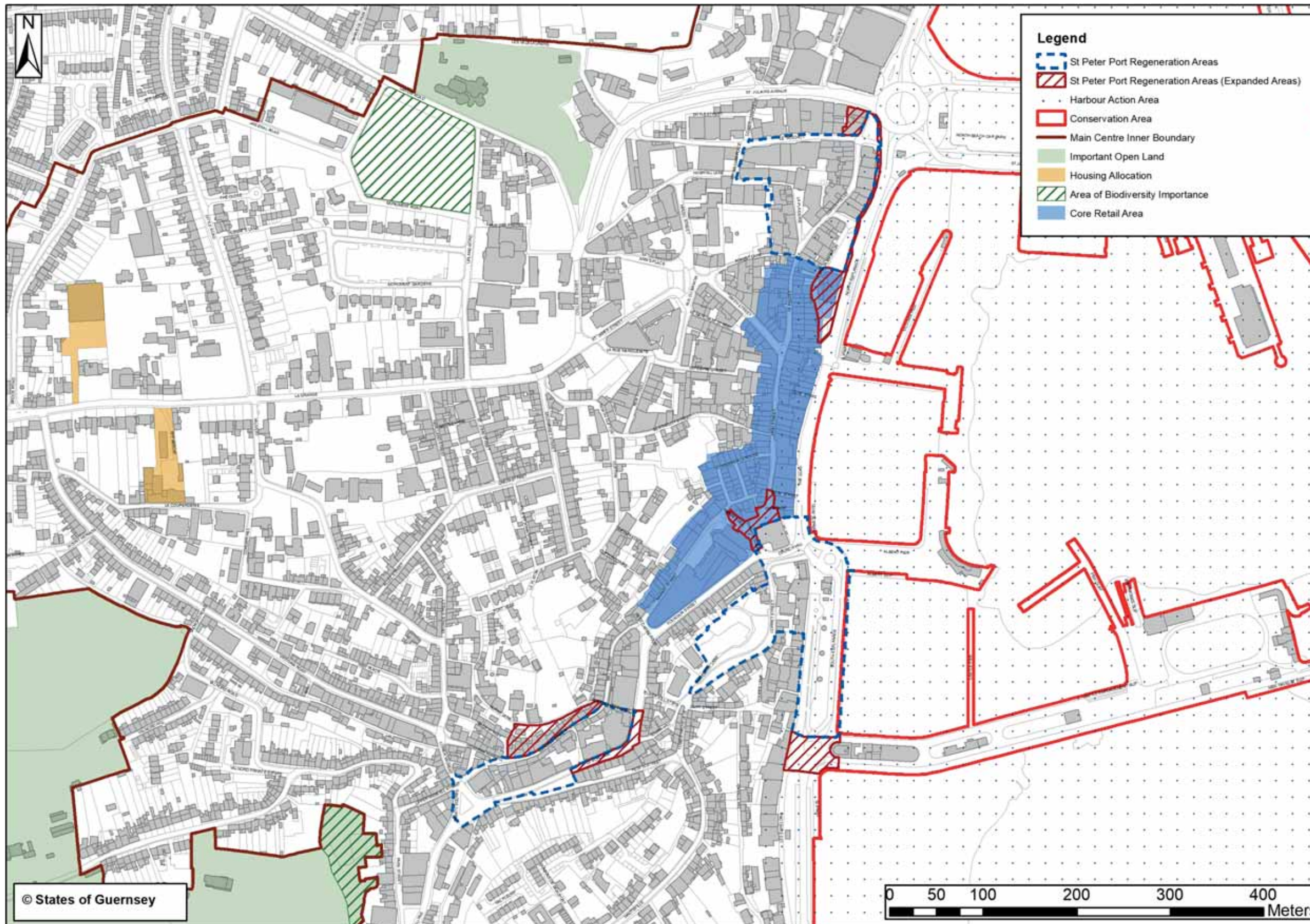


Image A.2: IDP Proposals Map (2016) extract with the St Peter Port Regeneration Areas indicated in dashed blue outline with expanded areas in dark red hatch

A.2. Planning policy

A.2.1. Planning policy context

In accordance with the Land Planning and Development (Guernsey) Law, 2005 the following planning policy documents are a material to the consideration of development of the Lower Pollet, South Esplanade & Mignot Plateau and Mansell Street/Le Bordage Regeneration Areas in St Peter Port:

- Strategic Land Use Plan (November 2011), including the Core Objectives and all relevant policies (November 2011)
- Island Development Plan and Annexes (November 2016)

Individual policies of the IDP should not be read in isolation or out of context, but the policies that are particularly relevant are listed and summarised in Appendix 1. The specific policy wording in the IDP, including the preceding explanations and Annexes, should be referred to when drawing up detailed development proposals.

In addition, the following documents, including strategy and supplementary planning guidance should also inform development of the St Peter Port Regeneration Areas:

- Government Work Plan (2021) - which places focus on the Regeneration Areas as a priority
- Climate Change Action Plan (June 2020)
- On-Island Integrated Transport Strategy (2014)
- Affordable Housing SPG (December 2016)
- Guernsey Character Study (June 2013)
- Parking Standards and Traffic Impact Assessment SPG (December 2016)
- 2020 Strategy for Nature
- Building (Guernsey) Regulations 2012
- Vision for St Peter Port, The Bridge & St Sampson's Harbour (a document created and published by the local community in 2013)

A.2.2. Relevant planning policy designations and site constraints

Lower Pollet, South Esplanade & Mignot Plateau and Mansell Street/Le Bordage are three of the four designated Regeneration Areas in the IDP (2016) Proposals Map. These and their 'expanded areas' are shown in dashed blue and red hatch in Images A.2, A.3, A.4 and A.5. The Regeneration Area boundaries were expanded following initial background research and consensus amongst the project team that the expanded areas would be beneficial to be included within the scope of this Development Framework.

The following designations apply to all three of the St Peter Port Regeneration Areas:

- Within the St Peter Port Main Centre Inner Boundary (solid brown line in Image A.2).
- Within the Conservation Area of St Peter Port (solid orange line in Image A.2).
- Within the 'East Coast' landscape character area (IDP, Annex V).
- Within the Area of Archaeological Importance 119 'St Peter Port' (IDP, Annex VIII).

Additional designations and/or items/characterisations identified within the IDP also apply to the St Peter Port Regeneration Areas:

Lower Pollet Regeneration Area

- The landscaped garden at North Plantation is identified as a Seafront Enhancement Area (SEA) site.
- Part of the site is covered by the Harbour Action Area (dotted in blue in Image A.3).
- Whilst not within the site boundary, the adjoining Core Retail Area designation (shaded in blue in Image A.3) should influence development
- There are six Protected Monuments including the cobbled courtyard at La Plaiderie (PM5); steps approaching the building on the northern edge of La Plaiderie (PM63); the parish pump, railings, and granite wall on the west side of Le

Pollet (PM4); the fountain on North Plantation (PM47); the bust of Thomas de la Rue set in the corner wall of the Thomas de la Rue pub (PM56); and a barrier stone on Le Pollet (PM51). (also refer Image C.2)

- There are a number of Protected Buildings fronting onto La Plaiderie, Le Pollet and Lower Pollet.
- There is a Protected Tree on North Plantation (PT34).

South Esplanade & Mignot Plateau Regeneration Area

- Part of the site is covered by the Harbour Action Area (dotted in blue in Image A.4).
- Part of the site at Market Hill and Cow Lane are within the Core Retail Area designation (shaded in blue in Image A.4).
- There are five Protected Monuments, including: parish pump in Church Square (PM19); granite balustrade, steps, railings, iron bollards, stone bollards and associated paved area situated at Church Hill (PM65); the Albert Statue at Albert Pier (PM48); The Town Barriere, steps, railings and associated paved area (PM62); fountain east of Town Church (PM52); and two additional Protected Monuments near the RA boundary: The Victoria Landing Memorial Stone (PM66) and the whole of the granite paved lane to the north of Town Church (PM72).
- There are a number of Protected Buildings fronting South Esplanade and Cornet Street (refer Image D.2).
- There is a Protected Tree on Terrace Tea Garden (PT4).

Mansell Street/Le Bordage Regeneration Area

- There are two Protected Monuments, including the whole of the structure known as Le Pissoir on the southern side of Le Bordage (PM50) and the parish pump and the stone trough at the

south west of Trinity Square (PM34). (also refer Image E.2)

- There are a number of Protected Buildings fronting Mansell Street and Le Bordage.

A.2.3. Relevant on-site planning history / background

A search of the online planning application register shows there are no relevant strategic planning applications in any of the St Peter Port Regeneration Areas. There are various advertising, building refurbishment/alteration, change of use and public realm planning applications as expected with town centre uses in the Regeneration Areas.

A.2.4. Emerging policy context and wider States' strategies

Given the nature of this Development Framework as supplementary planning guidance, it alone cannot bring about change. Collaboration with other workstreams and Committees will be critical to making change happen in the Regeneration Areas. Support for this collaboration was expressed by Committees in their responses to the formal consultation on this document. There was a clear desire to bring about positive change, with the Policy & Resources Committee affirming the benefit of achieving common objectives by working together, referencing the importance of the regeneration workstream to the success of the Government Work Plan (GWP). The Unlock Enterprise workstream, focussing on encouraging enterprise and entrepreneurialism, and the establishment of the Seafront Regeneration Advisory Board to develop the seafront masterplan (both Priority 3 in the GWP) are examples of workstreams that will impact the Regeneration Areas and may overlap with them in some cases.

Other workstreams and strategies are referred to throughout this document e.g. the St Peter Port Harbour Action Area local planning brief and the States' Integrated Transport Strategy. They must be given careful consideration in any relevant proposals that come forward within the RAs.

A.2.5. Planning issues for the three St Peter Port Regeneration Areas

The IDP contains a number of location-specific planning policies (e.g. Main Centres) as well as a range of general policies relevant to all locations. This review has focussed on the key planning issues and design considerations that will influence development of the three St Peter Port Regeneration Areas based on specific guidance in Annex IV. Other key planning issues have also been identified in the following sub-chapter, however this section as a whole does not provide a comprehensive overview of all policies.

A full list of all relevant planning policies is set out in Appendix A.

Lower Pollet Regeneration Area

- The area is to the north of the Core Retail Area and has a range of retail and food and drink uses along with hotel, office and residential use. Commercial uses dominate to the north and west.
- With fewer protected buildings than elsewhere within the retail areas of the town and availability of vacant space, there is considerable potential for enhancement and provision of additional mixed-use floorspace for retail, office, leisure and residential. There is potential for an anchor store at a prominent gateway site to the town centre (Note: redevelopment is currently underway on Weighbridge House, immediately south of the taxi rank area, which includes a mix of ground floor retail and food & beverage, commercial and residential uses. The ground floor retail components are proposed as a supermarket to the south and a pub to the north.)
- The taxi rank at the bottom of St Julian's Avenue and Lower Pollet should be a key gateway into St Peter Port's retail area, using both the height and presence of buildings and public realm features to anchor and mark the important location.

- Pedestrian connections with the harbour need to be improved, with a better link between Liberation Monument and Lower Pollet. There is an opportunity for improvement of the public realm and retail offer (e.g. al fresco dining) focussing on addressing the vehicular dominance of Lower Pollet and making the pedestrian experience more attractive and less dangerous.
- There is potential to improve the open area at La Plaiderie, to provide a better environment for the offices, retail uses and the Moores Hotel. This could also have the benefit of enhancing the setting of the Protected Monuments.
- There is potential to improve the vitality of the area and viability of commercial premises through enhancements to the North Plantation. This would improve the arrival experience of ferry and cruise visitor's from the harbour.
- The Development Framework should consider appropriate uses for the area should any existing office space become available, with the aim of introducing a more diverse mix of uses and contributing to the day and night economy.
- The Development Framework should consider how to improve the pedestrian experience, enhance connectivity and create a vibrant mixed-use area with opportunities for larger floorplate retail units, utilising upper floors, and introducing other uses to sustain the Core Retail Area. Exemplar contextual and sustainable design of buildings and streetscape will be required.

South Esplanade and Mignot Plateau Regeneration Area

- The area has considerable potential for enhancement and provision of additional residential and mixed-use commercial floorspace for retail, office and leisure, giving an appropriate use of mixes for this area of central Town.

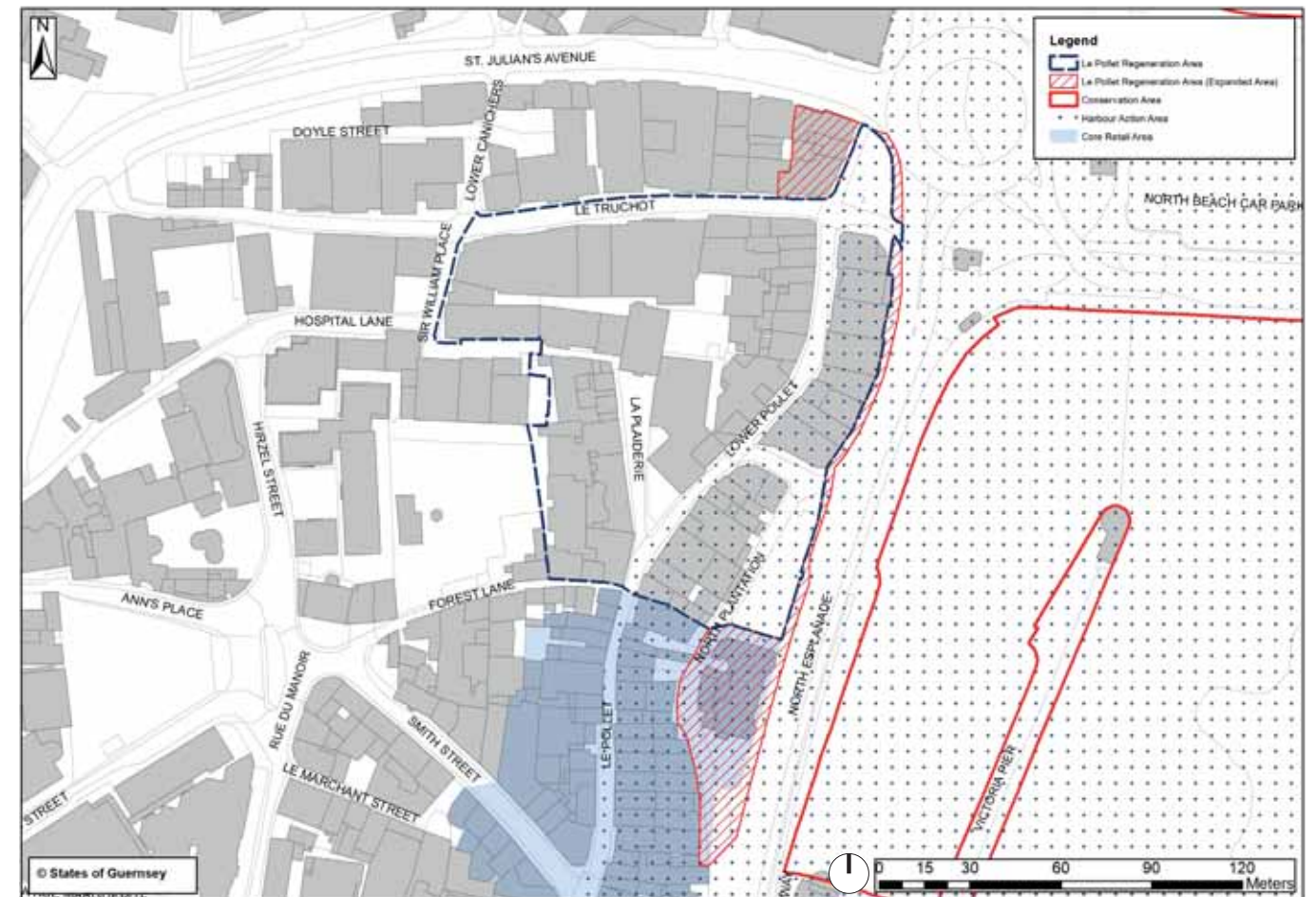


Image A.3: IDP context - Lower Pollet Regeneration Area and expanded area

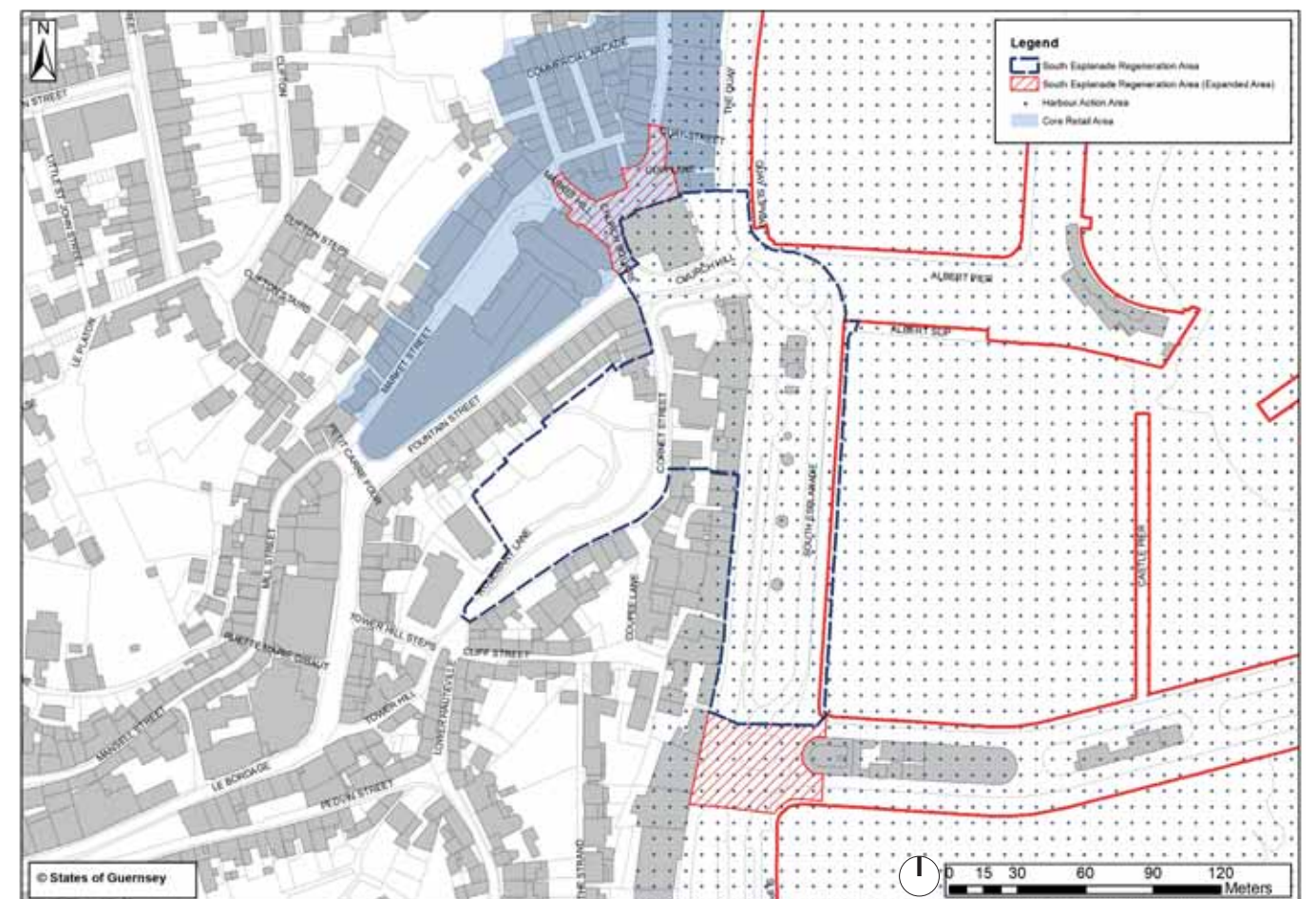


Image A.4: IDP context - South Esplanade and Mignot Plateau Regeneration Area and expanded area

- There is potential for redevelopment along South Esplanade and Cornet Street and the currently open bus terminus to improve townscape quality. The Albany building, which detracts from the townscape, has particular potential for redevelopment, possibly in conjunction with the former Tax Office and Kinross House.
- The bus terminus and adjacent paving is a rare large area of underutilised land and the opportunity should be maximised. There is potential for the creation of a public open space destination within St Peter Port or innovative development which could incorporate a bus interchange facility if pedestrian connectivity and access could also be improved with a re-designed road layout to allow a new wide pedestrian promenade along the waterfront, complemented by improved public open space amenities and new development. The Development Framework should consider how to reduce the visual dominance of the car and explore the potential to relocate parking to underground facilities in conjunction with redevelopment of the harbour.
- Mignot Plateau is a site with outstanding views in close proximity to the Core Retail Area, requiring sensitive and careful planning of its development potential. The public realm around the Town Church could be improved, with the potential to remove traffic and creating a better 'spill-out' area and attractive civic space.
- South Esplanade and Mignot Plateau are disconnected from the main part of town as a result of the traffic on Fountain Street. Improvements are needed to the pedestrian environment to address accessibility, traffic, pedestrian safety, air quality, connections with the harbour, narrow pavements and inadequate crossings. The Development Framework must coordinate with the Harbour Action Area local planning brief and the States' Integrated Transport Strategy and Action Plan.

- The Development Framework should consider how to utilise key development opportunity sites within the RA utilising upper floors and introducing other uses to complement and sustain the vitality and viability of the Core Retail Area. The creation of high quality shared space to improve the pedestrian experience and enhance connectivity with the wider area and harbour is essential. Exemplar contextual and sustainable design of buildings and streetscape will be required.

Mansell Street/Le Bordage Regeneration Area

- There are numerous vacant retail and office premises on Le Bordage, Mansell Street and La Charroterie that give the area a feeling of being slightly run-down, unattractive and dissuading investment. Mill Street, which has few vacancies, contrasts with Mansell Street. There is an opportunity to condense small business uses to Mansell Street and Trinity Square, exploring alternative uses on Le Bordage.
- There are a small number of comparison goods shops and no major 'anchor' store or visitor destination to draw people through from the Core Retail Area, despite Trinity Square being a rare area of public open space within St Peter Port, increasing the risk of establishing a new business in the area; Trinity Square would need upgrading to become a destination
- The vacancies and lack of footfall reduce the vitality of the area, and the critical mass needed for a viable retail quarter is marginal. The Development Framework should consider the potential to increase footfall and/or consider re-shaping the character and function of the area.
- The IDP policies generally allow a change of use away from retail under certain circumstances. New development should seek to introduce a mix of uses to give vibrancy during the day and evening, maintaining the vitality of the area.

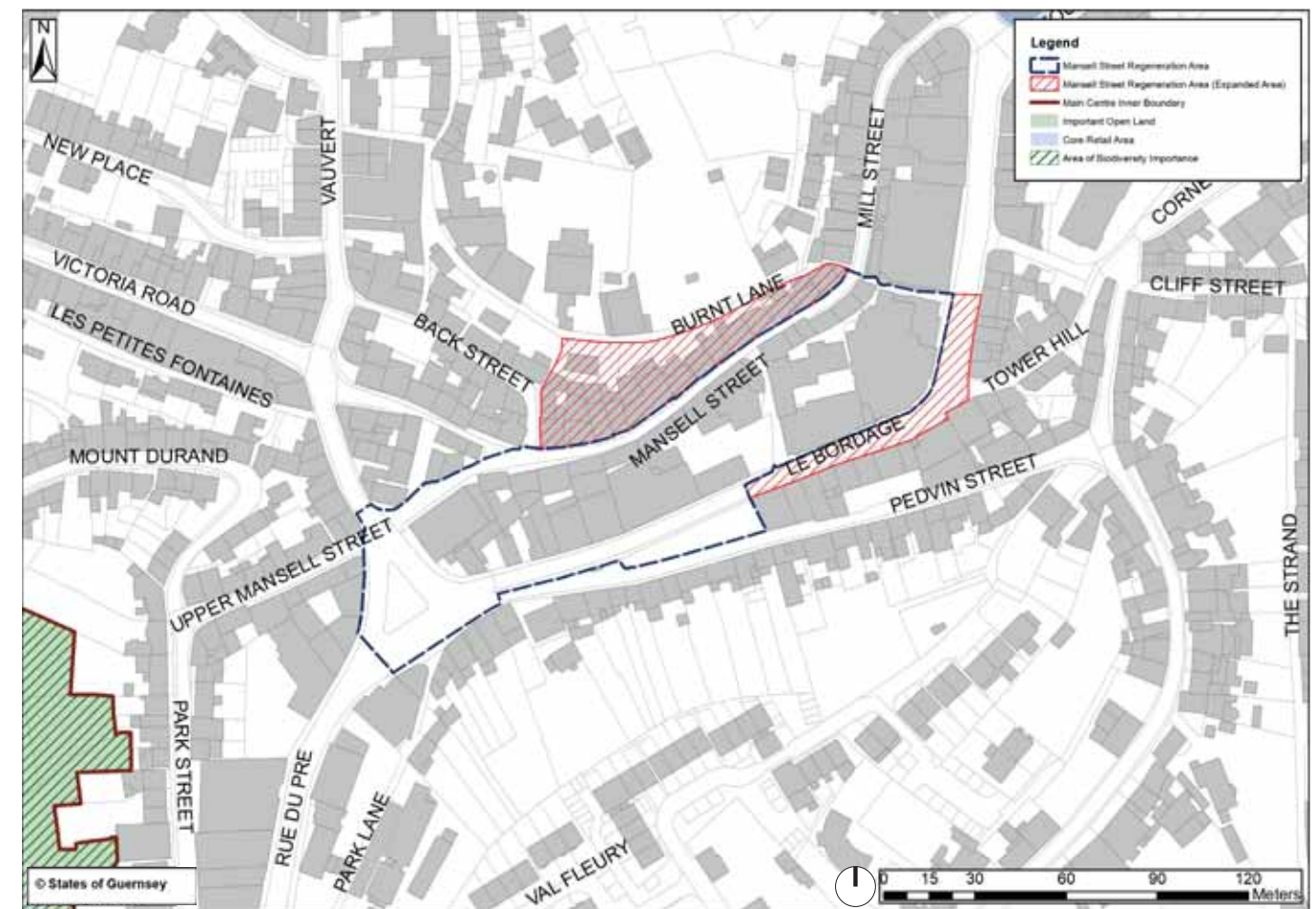


Image A.5: IDP context - Mansell Street / Le Bordage Regeneration Area and expanded area

- There are a number of buildings in the area that have redevelopment potential, including the Ideal Furnishings site and the parking area on the south of Le Bordage.
- Further residential development is encouraged to enhance the customer base and footfall, including conversion of upper floors above retail units to residential or offices/workspace.
- Design will need to be of the highest quality, sensitive to its setting and respect the different scale and character of Le Bordage and Mansell Street. Where appropriate, opportunities to increase the permeability of the area should be explored.
- Public realm enhancements with improved way-finding, street furniture, surfacing, lighting and crossings should be explored to improve the pedestrian experience, encourage walking into the town and increase on-street activity.
- Whilst relatively successful with a range of businesses in operation and lower vacancies, there is a need to tackle the dominance of the car in Trinity Square through traffic calming/surface changes or re-routing. This could provide the opportunity for an attractive civic space and 'spill out' space for Holy Trinity Church and Trinity Centre.
- The Development Framework should consider how to create a vibrant mixed-use area that positively supports the Core Retail Area and overall vitality of the Main Centre. It should also consider the relationship with South Esplanade/Mignot Plateau RA and the Harbour Action Area to create a revitalised urban corridor.

A.2.6. Other key planning issues

Non-residential provision

It is noted in Annex III that the Development Framework should set out the preferred mix and balance of uses for each RA. Some potential uses are noted above under 4.2 on Regeneration. There is a clear policy direction in the IDP for each of the St Peter Port RAs to diversify the town centre uses and utilise under-used space, whilst ensuring to support the Core Retail Area. This should be accompanied by public realm improvements and reducing the dominance of the car to enhance the pedestrian experience.

Policy MC3 protects existing social and community uses and Policy MC4 protects existing office uses. Replacement and new uses need to be justified in line with policy MC3.

The site is outside of a 'Key Industry Area' – if proposing new industrial, storage or distribution uses then Policy MC5(B) provides detailed criteria to meet.

Policy MC6 generally supports new retail provision in Main Centres and the development of these sites will need to support the Core Retail Areas. As set out under 4.2, each of the RAs has potential for new retail and particularly the establishment of gateways in Lower Pollet and Mansell Street/Le Bordage.

Policy MC8 generally supports the provision of new visitor accommodation in Main Centres.

Policy MC9(A) generally supports the provision of new leisure and recreation uses in Main Centres. Proposals to remove or replace existing leisure and recreation use will need to be justified in line with Policy MC9(B).

Regarding the potential need for additional home-based working highlighted by the Covid-19

pandemic, Policy GP14 supports use of part of a dwelling or conversion or erection of a building within curtilage for purpose of a business carried out by the occupier. The principal use of the site must remain residential use by the occupier and it must not lead to unacceptable detrimental impacts on the amenity of the area or the amenity of nearby residents.

Housing provision

Based on the above considerations under 4.2 on Regeneration, each of the areas are encouraged to include an element of residential development but this must be considered as part of a suitable mix alongside retail, office and leisure/recreation uses.

The supporting text to Policy GP8 on Design notes that in Main Centres proposals should make efficient use of land and requires high density development, including housing. The IDP does not specifically note how many houses might be expected in the RAs and there are no site capacity assessments in the latest Strategic Housing Land Availability Assessment of 2014 with the exception of the Albany site in the South Esplanade RA. The Albany site is considered to have a capacity of 5-14 homes.

It is noted in Annex III that the Development Framework should set out the preferred mix of uses and density requirements. Paragraph 2.2.24 notes that where proposals can accommodate a variety of dwellings, it will normally be expected that the mix is reflective of the demographic profile of households requiring houses at that time. Proposals will need to provide an appropriate mix and type of dwellings in line with Policy MC2.

Policy GP12 provides protection for existing housing and proposals to re-develop existing homes will need to meet policy criteria set out.

Proposals of this scale will need to provide a proportion of the developable area of the site for affordable housing. In line with Policy GP11 for a proposal above 30 homes, the expectation will be for 30% of the developable part of the site to be for affordable housing, subject to feasibility and viability. The Affordable Housing SPG (2016) sets out the following requirements:

- The affordable housing would be provided either as 'social' or 'intermediate' housing. Eligibility criteria for each tenure is set out in the Land Planning and Development (Planning Covenants) Ordinance 2011.
- The detailed affordable housing mix would be informed by the most recent Housing Needs Study, housing waiting lists and other research and data available to the State of Guernsey.
- The starting position would be for the land to be transferred at nil cost to the State of Guernsey or a registered housing association, who would then be responsible for delivering the affordable housing. Where transfer of land is not feasible, the applicant/developer can provide units, which would then be purchased at cost. Off-site provision is accepted only in exceptional cases and it is not possible to offer a financial contribution in lieu of direct provision of land or completed units.

An ongoing review of the exemptions ordinance (with potential to be in place from spring 2022) would make change of upper floor retail or office to a residential flat within the Main Centre and Main Centre Outer Area an exemption providing that no physical works are required and that the residential unit would accord with the DCLG standard. It will also be a requirement to notify the Planning Service within one month of the date of change. This change will allow flexibility without the need for formal planning permission in appropriate circumstances if approved by the States.

Landscape and environment

Policy GP1 and Policy GP8 requires proposals to respect the relevant landscape character type along with protecting against loss of distinctive features and requiring improved access to open and undeveloped land. St Peter Port is within the 'East Coast' landscape character area. Paragraph V.18 provides guidance that should influence development proposals to ensure they are appropriate to the local character: "the Harbours, with their quays and breakwaters, cranes and dockside buildings are an important feature of Guernsey. Traditional paving, railings and bollards (cast iron in St Peter Port) and substantial masonry structures are significant elements of the harbour scene, contributing to local distinctiveness of the island. The scale and continuity of harbour-front buildings, contrasting with the openness of the harbours themselves, is also an important characteristic".

There is a Protected Tree in North Plantation within the Lower Pollet Regeneration Area and a Protected Tree in the Terrace Tea Garden within the South Esplanade Regeneration Area.

There are also a number of other trees within the Regeneration Areas and whilst they do not have statutory protection, they nevertheless contribute to the Conservation Area and to general public amenity. In particular, mature and established trees along South Esplanade by the bus terminus and within Trinity Square are both rare instances of established greenery within St Peter Port.

It is set out in Annex III that the Development Framework should address the risk of flooding and the implications for the Regeneration Area. Policy GP9 also generally requires that design development proposals must demonstrate an account for resilience to climate change and flooding, and this can be done so by all development proposals addressing their on-site surface water flooding mitigation e.g. through

Sustainable Urban Drainage Systems (SUDS). The project Stage 1 report goes into further detail to explain the flooding issues that affect the Regeneration Areas.

Policy GP18 has a requirement to provide or contribute to public realm improvements where applicants, particularly of large developments, will be encouraged or potentially required, through planning covenants, to contribute to the enhancement of surrounding areas. Public realm improvements will be expected to enhance the character and functionality of an area including ensuring access and inviting engagement from users of all ages and abilities. GP18 particularly encourages the integration of public art in public open space and new development.

Transport and parking

Improving the pedestrian experience and reducing the dominance of the car is a key priority for each of the Regeneration Areas and an issue highlighted by the 2013 Vision document.

Policy IP6 generally supports proposals that encourage a range of travel options and that integrate with the transport network. Parking provision is to be as per the maximum requirements in the Parking Standards and Traffic Impact Assessment SPG. Variations may be allowed depending on the individual characteristics of each site (see the SPG section 2.1 for detailed assessment criteria).

Policy IP8 supports the relocation of existing public car parking where it would decrease the negative impact of the motor car. The IDP specifically notes that the Development Framework should explore the opportunity of relocating the car parking in the South Esplanade RA and on Le Bordage. It is not clear from policy what standards would be applied to re-provision and if this would need to be replaced like-for-like or if it car parking provision can be reduced.

Any 'major' planning applications for the Regeneration Areas will need to be accompanied by a Traffic Impact Assessment. Section 10 of the Parking Standards and Traffic Impact Assessment SPG provides guidance on what this should include. It is recommended that transport policy aspects of developments should be discussed with the Committee for the Environment & Infrastructure early on in the development process.

Energy

Policy GP9 requires proposals to demonstrate that they have been designed to take into account the use of energy and resources and any adverse impact on the environment through paying particular regard to the location, orientation and appearance of the building, the form of construction and materials used. There are no specific carbon emissions targets or building standards to comply with.

Policy IP1 supports provision of renewable energy and provides policy criteria for its design. There are no specific requirements for renewable energy production or carbon emissions savings to be achieved.

Resident amenity, including sunlight/daylight

Expectations for amenity – internal space standards, privacy, aspect/outlook, open space and daylight/sunlight – are set out in Annex 1. The IDP does not set rigid standards or figures but this will need to be considered in relation to the specific context and nature of development proposed.

Heritage and conservation

Whilst there are a number of heritage and conservation-related policies which apply to the St Peter Port Regeneration Areas, the priority of the Development Framework is to promote

high-quality development and upgrades which will create a raft of positive economic, social and environmental benefits for the Regeneration Areas as well as St Peter Port as a whole. The approach to heritage and conservation in this Development Framework is therefore one of flexibility, where positive outcomes will be measured against any typically conceived detrimental effects to heritage as appropriate and on a case-by-case basis.

Policy GP4 provides protection and where possible, requires enhancement of character, architectural or historic interest of Conservation Areas. Each of the Regeneration Areas is within the Conservation Area of St Peter Port. Annex VII provides the following guidance for the Conservation Area of St Peter Port:

- Respond to high quality historic narrow streets and buildings that are of high architectural and historic interest to Guernsey. Many of the buildings in the historic core of the Town are tall, narrow, natural stone or rendered, under slated and tiled roofs.
- Respond to the character created by the landform of terraces and altered stream valleys, connected by pedestrian steps, which offer unique views from the Harbour.
- Protect the few open amenity space areas for public use and private gardens which contribute significantly to the character and mitigate the impact of high density development
- Respond to the use of stone for paving streets, kerbs and in walls and buildings.

There are numerous Protected Buildings in each of the Regeneration Areas and the special interest of each building and its setting will need to be carefully considered prior to any alteration/demolition/partial demolition if

changes can justify economic, social or other benefits as set out in Policy GP5. The purpose of the Regeneration Areas Development Framework however is to facilitate these benefits, ensuring that any development within the RAs contributes to enhancing the vitality of St Peter Port and therefore proposals which adhere to this Development Framework would justifiably be subject to the flexibility of the Protected Buildings IDP policy.

All proposals would be assessed on a case-by-case basis. The property owner will be expected to demonstrate a proportionate understanding of the special interest of their protected building from the outset including how it contributes (or not) to the wider area. This is an important first step, for example, it may be the case that the interior of the building is not good enough to be protected, or it would have very low special interest which will allow greater flexibility for change.

There are six protected monuments in the Lower Pollet Regeneration Area, five protected monuments in the South Esplanade & Mignot Plateau Regeneration Area (with two nearby) and two protected monuments in the Mansell Street/Le Bordage Regeneration Area. These will need to be protected, including their setting, in any development proposal against the requirements of Policy GP6.

Each of the Regeneration Areas are within the St Peter Port Area of Archaeological Importance (refer 119). Development proposals will need to evaluate, protect and mitigate against impact on archaeological remains in line with Policy GP7.

A.3. Initial consultation summary

A.3.1. Summary of initial consultation undertaken

During the preparation of this Development Framework a wide range of stakeholders were involved in early stage discussions and workshops in order to ensure that a broad understanding of the issues facing the Regeneration Areas was included. This work included virtual face-to-face meetings and workshops with:

- States Service Areas (e.g. Traffic and Highway Services and Property Services), utilities providers, and the Seafront Enhancement Area group;
- three property/land owner workshops based on each Regeneration Area; and
- stakeholder groups (e.g. the Chamber of Commerce and their Retail Group, Guernsey Arts, disability representatives from the Guernsey Disability Alliance, the Health Improvement Commission, and Youth Forum members as part of the Youth Commission).

Local residents and community members were also consulted via:

- Two public drop-in sessions (attended by around 150 people in total) on Wednesday 18th November and Saturday 5th December, held at the George Crossan Gallery in the Market Buildings and facilitated by Planning Service staff; and,
- An online consultation website (stpeterportregenerationareas.com) which included a short survey to complete, as well as an interactive map feature (refer Image A.7) which allowed people to highlight areas within the Regeneration Areas and provide comments which reflected what they liked or disliked. These functions were live between Tuesday 17th November - midnight Sunday 6th December and the website received 206 unique views, 72 survey responses, 13 comments on the interactive

map, and 8 separate e-mails/letters to the hello@stpeterportregenerationareas.com e-mail address, via an alternative States of Guernsey e-mail address, or via local mail/in-person.

The online survey was replicated on physical exhibition boards displayed at the drop-in sessions where attendees were invited to use stickers and post-it notes to provide their answers.

The purpose of early stage consultation was to understand how the Regeneration Areas work (or don't work), aspirations of stakeholders and the community, and to gain general feedback on the issues affecting the different areas and St Peter Port as a whole. Common themes that arose included:

- The need for more green space and a variety of areas to sit out;
- Need to improve pedestrian and cycle infrastructure across the Regeneration Areas to help with access, safety and connectivity;
- Mansell Street (and Mill Street, as part of the 'Old Quarter') needing to be regenerated as an area which focuses on creative uses and independent businesses;
- The need for more town centre living to help increase footfall and general activity within the central Town area, particularly during evenings and weekends;
- Mignot Plateau and its unique vantage point is underutilised as a carpark;
- Parking - conflicting opinions where some expressed the need for more to help increase footfall, whilst others emphasised the need to move away from providing parking to encourage the use of active and sustainable travel modes; and,
- Policy regarding Protected Buildings is widely viewed as a hindrance to refurbishment or conversion of uses.



Image A.6: Screenshot of the online consultation website landing page

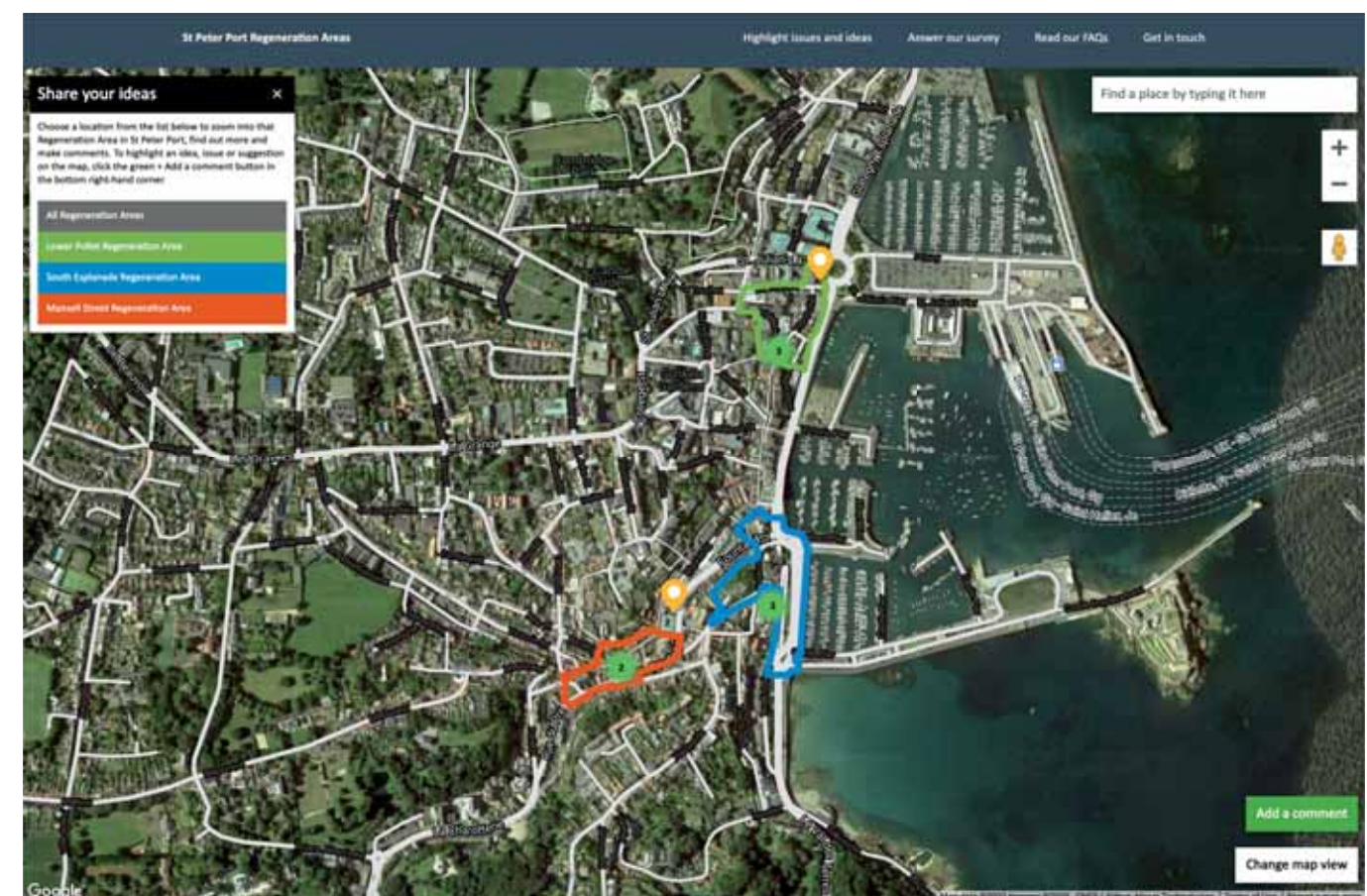


Image A.7: Screenshot of the interactive map feature on the consultation website

A detailed summary of this early stage consultation is included in the background Stage 1 report, however as Youth Forum members were engaged following this report, a brief summary is included below. The next section summarises how initial consultation has helped to inform the direction of this combined Development Framework.

Youth Forum workshop

A virtual workshop was carried out with Youth Forum members as part of the Youth Commission of Guernsey and Alderney on the 3rd February. Discussion was accompanied by an online whiteboard tool, which was used to display a map of St Peter Port with the Regeneration Areas highlighted so members could draw and add virtual sticky notes to indicate areas of St Peter Port that they liked or disliked, or where they had ideas about how Town could be improved for young people.

Positive qualities for St Peter Port included:

- The pedestrianised Market Street area
- The High Street is convenient with all the shops in one area (however this has a downside, in making Town feel small with not much to do elsewhere)
- Candie Gardens - one of few green open spaces within walking distance of the central Town area
- La Vallette is nice in summer with lots of space to sit out
- Seasonal events, for example Seafront Sundays and pop-up cinemas
- Having a view of the harbour from South Esplanade

Negative qualities included:

- South Esplanade, around the Bus Terminus, and North Plantation feel intimidating to pass through for young people
- There is nothing for young people in the Lower Pollet Regeneration Area
- There are few areas of open space where young people feel comfortable to spend time in - there is also a general lack of shelter e.g. during poor weather
- Bad traffic at certain times of day make walking feel dangerous in some areas such as Trinity Square and along the harbour
- Mill Street / Mansell Street feels derelict and Trinity Square is uninviting
- Not many affordable eateries for young people to visit - most cafés/restaurants seem to be targeted towards office workers and tourists

Suggestions for improvements:

- More green and open space generally for people to sit out and spend time comfortably, e.g. with shelter - including where outdoor events such as live music could be held
- More independent and sustainable shops alternatives, like The Guernsey Weigh
- More leisure activities for young people and families, e.g. trampolining, skate parks, play areas, a basketball court, etc
- Heritage or public art trails would help to provide something to do that is also free (the Guernsey Mind murals in Mansell Street were good examples of public art)
- Extending the harbourside cycle path to reach La Vallette, e.g. from the Bridge Main Centre



Image A.8: Screenshot of virtual whiteboard used during the online workshop with Youth Forum members



Image A.9: Photo of the public drop-in session in progress on November 18th 2020 at the George Crossan Gallery in the Market Buildings

- A shared cycle (or e-cycle) hire system would make it more convenient to get around - plus added sustainability benefits of helping traffic congestion and air pollution
- Only one or two participants knew about Mignot Plateau - changing it from a car park, e.g. to a cafe/restaurant or a place to sit out, would be more appealing
- More street food/markets at times when young people can enjoy them, e.g. weekends - also an indoor food market could provide more choices and a sheltered place for people to sit and socialise
- Vacant shops on Mansell St should be used for workshops, art space, local business opportunities
- Incorporating more planting, and bug hotels/bee hives into open spaces in Town would help with increasing biodiversity



Image A.10: A street food stall in Market Street during a weekday lunchtime provides a welcome attraction however young people miss out

A.3.2. How early consultation has informed the Development Framework

Careful review of the feedback from stakeholders and the public helped shape the draft Development Framework. While it is not possible to address all feedback individually it was central in shaping the vision and objectives for each of the Regeneration Areas. Outlined below are ways in which feedback is reflected within this document.

St Peter Port Regeneration Areas

Comments that came up regularly across different stakeholder groups and members of the public have been key to shaping the St Peter Port Regeneration Areas vision and objectives (Section B.2). For example:

- many people mentioned the important role that the three Regeneration Areas have as arrival points or gateways into Town's central area (addressed in Objective 1)
- support for encouraging 'active travel' and improving pedestrian and cycle infrastructure was common, including people suggesting that there should not be more car parks (addressed in Objective 2)
- the need to increase non-retail uses, activities and destinations - particularly for young people and families - was integral for Town to continue to thrive (addressed in Objective 2 and 3)

Lower Pollet Regeneration Area

Much of the feedback from the public and stakeholders for Lower Pollet Regeneration Area focused on:

- pedestrianisation of Lower Pollet - however some did not support this idea (including property owners) as they felt that this would impact on footfall (this is addressed in C.3.4)

- need to upgrade North Plantation due to minimal seating available (addressed in Objective 1 and in Section C.2)
- the shared view that the taxi rank could be better designed, particularly so that it provided shelter for people waiting (addressed in indicative options included in Section C.3)

Property / land owners also supported the idea of more town centre living in this Regeneration Area, however perceived difficulties in converting Protected Buildings to different uses was shared and therefore this has been addressed in the Development Guidelines and is reflected in Objective 3.

South Esplanade and Mignot Plateau Regeneration Area

Much of the feedback from the public and stakeholders for South Esplanade and Mignot Plateau Regeneration Area focused on:

- the excellent views from Mignot Plateau and the site's general underutilisation as a car park - when asked about Mignot Plateau, only 1 of 7 participants of the Youth Forum workshop were familiar with Mignot Plateau. Objective 1 for this Regeneration Area (Section D.2) reflects the potential for Mignot Plateau as a development opportunity
- the shared view that the South Esplanade bus terminus area was not very attractive, felt dominated by traffic, and often felt unsafe due to people loitering - this was a view shared by young people, and therefore Objective 2 and Section D.2 reflects the potential for improvements to this area
- pedestrian accessibility, particularly with the harbour due to multiple lanes of busy traffic, large roundabouts and a lack of designated crossings (addressed in Objective 4).

Mansell Street / Le Bordage Regeneration Area

Much of the feedback from the public and stakeholders for Mansell Street / Le Bordage Regeneration Area focused on:

- the area feeling run-down with a number of vacant units - many felt small creative businesses and start-ups should be encouraged here to create a distinctive character for the area (addressed in Objective 2)
- Trinity Square having the potential to become a key destination, helping to draw people up from the main shopping area through Mansell Street (addressed in Objective 1)
- the benefit of more town centre living in the area - however, similar to Lower Pollet RA, many property owners felt there were difficulties associated with Protected Building policy (addressed in Objective 3)



Image A.11: One of the exhibition boards (Lower Pollet Regeneration Area) used at the public drop-in sessions to invite feedback

A.4. Formal consultation summary

A.4.1. Summary of consultation undertaken

The six week formal consultation on the draft Development Framework took place between 5th May 2021 and 15th June, during which time a number of events with members of the public and stakeholders were run and responses from a wide range of stakeholders, States' Committees and members of the public were received. Full details of the formal consultation can be found in the Consultation Report but a summary of the events and feedback received is included here.

During the consultation period the draft Development Framework was available to view and downloaded from the States of Guernsey website and the same dedicated consultation website used for the initial survey: stpeterportregenerationareas.com.

Exhibition boards that summarised the content of the draft Development Framework were exhibited in two locations (explained below) for members of the public to view.

Three public drop-in sessions were held in the same locations as the exhibition board displays:

- firstly in the Chamber of Commerce building, where two drop-ins were held on Friday 7th May and Saturday 8th May. Representatives from the Planning Service were present to answer questions and discuss the project. These sessions were attended by approximately 40 members of the public; and
- secondly the exhibition moved to the Douzaine's office where a further public drop-in session was held later on in the consultation period on Saturday 12th June. This session was attended by about 25 people, and representatives from the Planning Service were again present.

Due to the ongoing COVID-19 pandemic some events were carried out as hybrid online/in-

person sessions for key stakeholder groups. These included:

- The Chamber of Commerce
- The Douzaine of St Peter Port
- Guernsey Arts

Other meetings were held with individual landowners where a meeting was requested.

The following responses were received over the six week consultation period:

- 29 responses from members of the public, including 19 responses (from 16 individuals) via the consultation website;
- 6 responses from States Committees (Policy & Resources, Health & Social Care, Environment & Infrastructure, Economic Development, Education and Sport & Culture and Home Affairs) and one from a Deputy;
- 6 responses from key stakeholders and organisations (Guernsey Arts, Health Improvement Commission, National Trust Guernsey, Guernsey Bicycle Group, Constables of St Peter Port and Guernsey Taxi Federation);
- A petition from Church Square traders; and
- 3 responses from individual property owners.

Feedback

Members of the public

Generally there was a high level of support for the draft Development Framework, especially in areas such as increasing town centre living and improving the quality of the public realm. There are many enthusiastic ideas about how to revitalise the area and people are proud of St Peter Port while recognising areas that could be improved.

However there are number of people concerned about aspects of the guidance, most notably surrounding the provision of parking and vehicular access. Public opinion on these issues

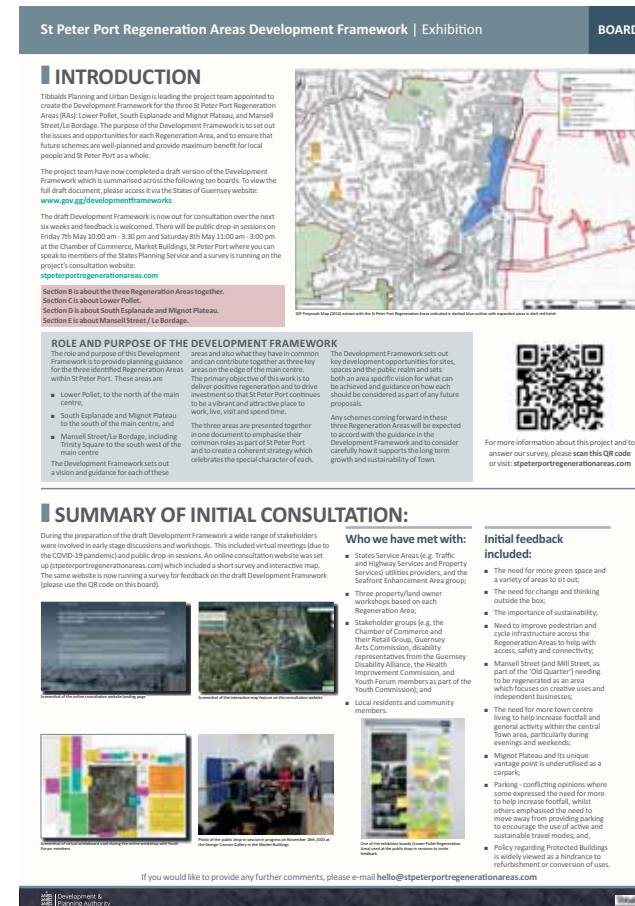


Image A.12: One of the exhibition boards providing information about the project and process of the Development Framework production

is very divided, with many people thoroughly in support of interventions to make roads safer for pedestrians and cyclists, and others not in favour of change. The Development Framework already contains a balance and sets out need to justify changes to, for example, parking.

There is generally a mix of people in favour of more radical approaches and those not keen to see change in the Regeneration Areas. While there is broad support for more town centre living there were a couple of responses that raised concerns about the suitability of town centre living for everyone, due to noise concerns at all hours. This was reflected in concerns about the impact of the night-time economy.

There were responses that wanted to embrace a forward-looking approach that prioritised issues

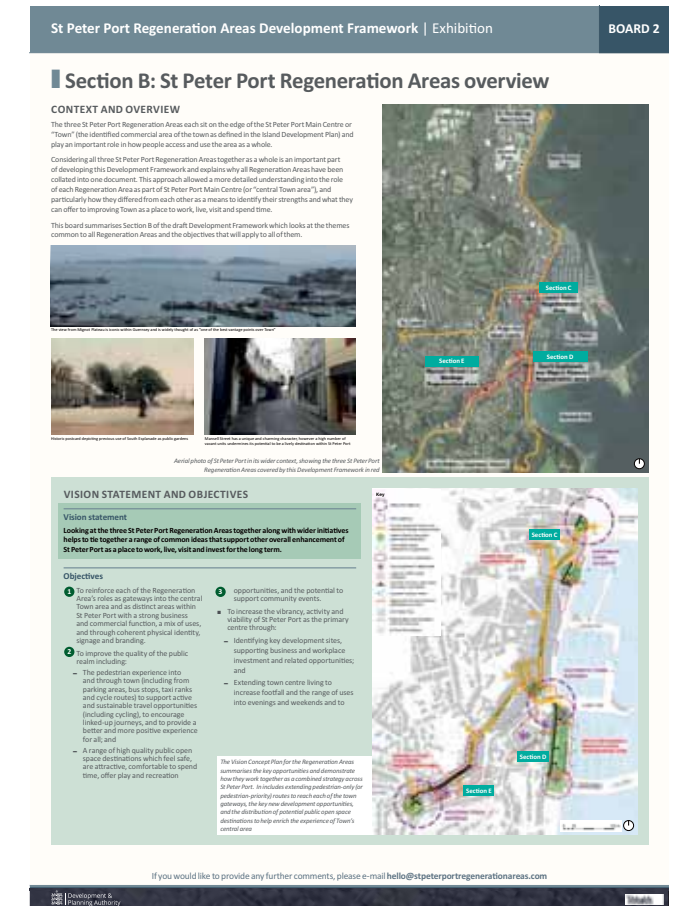


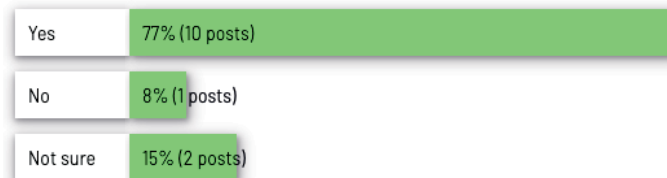
Image A.13: One of the exhibition boards providing a summary of the content of the draft Development Framework (Section B: St Peter Port Regeneration Areas overview)

such as climate change and a better future for younger people. Other responses were concerned about changes (especially development) that would have a negative impact on the heritage of St Peter Port.

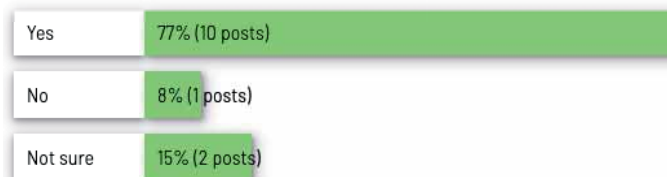


Image A.14: Photo from the public drop-in session in the Douzaine's office on 12th June.

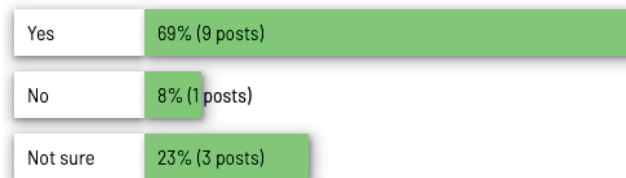
B4. Do you think the draft Development Framework will support the positive regeneration of St Peter Port Regeneration Areas?



C3. Overall do you think the proposed development guidelines will support the positive regeneration of Lower Pollet Regeneration Area?



D3. Overall do you think the proposed development guidelines will support the positive regeneration of South Esplanade and Mignot Plateau Regeneration Area?



E3. Overall do you think the proposed development guidelines will support the positive regeneration of Mansell Street / Le Bordage Regeneration Area?



Image A.15: Excerpts from the results of the online survey asking for feedback on the draft Development Framework. Questions on the different sections of the document invited feedback on the Vision, Objectives and Development Guidelines for each RA and invited comments for improvement. The full results can be viewed in the Consultation Report

The States' Committees and Deputies

Feedback from the States' Committees was generally positive and provided a number of constructive points for consideration. There was a desire across multiple Committees to emphasise the positive economic impacts of development and increasing the population of St Peter Port. The importance of health and activity in light of the COVID-19 pandemic and post-pandemic recovery was also raised.

Stakeholder groups

Feedback from stakeholders was generally positive but also mixed on the issue of parking. A petition from Church Square traders concerned about the potential loss of parking in the area highlights the divide on the issue of parking in the central Town area. Mostly the feedback reflected a high level of support for public realm improvements. In addition, the idea of alcohol-free zones was raised and could be considered by the Douzaine. Alcohol-free zones would not prohibit the sale of alcohol in the area but limit street drinking.

Land/property owners

A range of landowners throughout the Regeneration Area provided feedback which has been valuable in the process of making changes to the final document. For example there was concern about guidance on connections through sites, and support for a multi-storey car park within Mansell Street / Le Bordage Regeneration Area and for public realm improvements in South Esplanade open space.

Health Commission / Notre Dame pupils walk around the Regeneration Areas

During the formal consultation period, the Health Commission also engaged with children who go to school in St Peter Port, many of whom live in the parish. They conducted a walk around the Regeneration Areas during which the group of pupils from Notre Dame School had many ideas about the future of the RAs.

Areas that they identified as a priority (among a number of ideas that have been included in the Development Framework) were:

- making St Peter Port more accessible - this was seen as the top priority with the cobbles seen as problematic in causing access issues for those in a wheelchair and with unseen disabilities
- grassing open areas for play and for benefits to nature
- smoke-free areas
- interactive water features
- nature-focussed trails / bird boxes / pollinator patches

A.4.2. How the formal consultation informed the Development Framework

As with the initial consultation, feedback received during the formal consultation period has informed the final draft in a number of important ways. Whilst not all individual feedback can be reflected, partly as there is divided opinion on some issues, there have been a number of substantial changes to the document as well as many more suggestions and ideas that have been included in the final draft. Below are the key areas in which feedback from the formal consultation period has informed changes made to the final document.

Support for public realm improvements

Feedback has been very positive for public realm improvements across the Regeneration Areas and there have been a number of suggestions that the Development Framework has incorporated, such as the need for drinking fountains, as well as reaffirming support for the seeing more public open space, biodiversity and walking and cycling measures in the central Town area.

Rebalancing the focus on development opportunities

While public realm improvements are seen as very positive, feedback surrounding the consultation draft Development Framework suggested that development opportunities within the Regeneration Areas would benefit from greater focus and positivity. As a result the Vision and Objectives for each RA have been redrafted to reflect the important role of the Regeneration Areas in the continuing economic development of St Peter Port and reaffirms the positive attitude to development providing it is complimentary to each Regeneration Area's role within the town and character.

The role of health and well-being

Due to the COVID-19 pandemic and considerable response with regard to the importance of promoting good health and well-being in St Peter Port, a new Area of Focus has been included within section B.3, reflecting this priority and the role that the Regeneration Areas can play in improving the health outcomes of those who live, work and visit them.

Reflecting the divide on parking provision

Much of the feedback from the public and stakeholders continued to reflect a difference of opinion surrounding the future of vehicles in central Town area. The Development Framework reflects this difference of attitude, and while concept ideas that include some opportunity areas that are currently parking continue to be shown, relocation of spaces is a requirement and opportunities for this are explored. Support for decreasing the dominance of vehicles and traffic in the central Town area is also very high and therefore the document seeks to reflect these attitudes and strike a balance for the future of the Regeneration Areas.

PART B

St Peter Port Regeneration Areas overview

B.1. St Peter Port Regeneration Areas overview

B.2. St Peter Port Regeneration Areas vision and objectives

B.3. Areas of focus across the Regeneration Areas



B.1. St Peter Port Regeneration Areas overview

This section of the Development Framework summarises the historic growth of St Peter Port and looks at the town it is today. It then considers the physical characteristics of the town and how this influences the use, activity and future potential of the St Peter Port Regeneration Areas.

B.1.1. St Peter Port then and now

General history

St Peter Port is a historic settlement and was an important trading settlement for many hundreds of years. The medieval settlement of the town still shapes the built form in areas of the town centre today, as does significant Georgian and Regency expansion in the eighteenth and nineteenth centuries.

Lower Pollet Regeneration Area is the northern entrance to the medieval part of St Peter Port. The medieval and eighteenth-century built form characterises this Regeneration Area with tightly packed buildings and enclosed streets.

The Town Church in South Esplanade and Mignot Plateau Regeneration Area marks the southern end of the oldest part of the town. Town Church is the oldest building in the Regeneration Area, completed in the fifteenth century when it was previously tightly enclosed by buildings until the nineteenth century.

Until the mid-late twentieth century the linear park along South Esplanade (image B.3), which was the Victorian vision for the harbourside, extended further south than the area currently does today.

Mignot Plateau was fortified in the fourteenth century, the remains of which are no longer visible. By the mid-twentieth century buildings on the Mignot Plateau side of Cornet Street were removed and the area returned to green space (refer Image B.8).



Image B.1: Lower Pollet Regeneration Area identified in blue on the 1787 Duke of Richmond map of Guernsey.

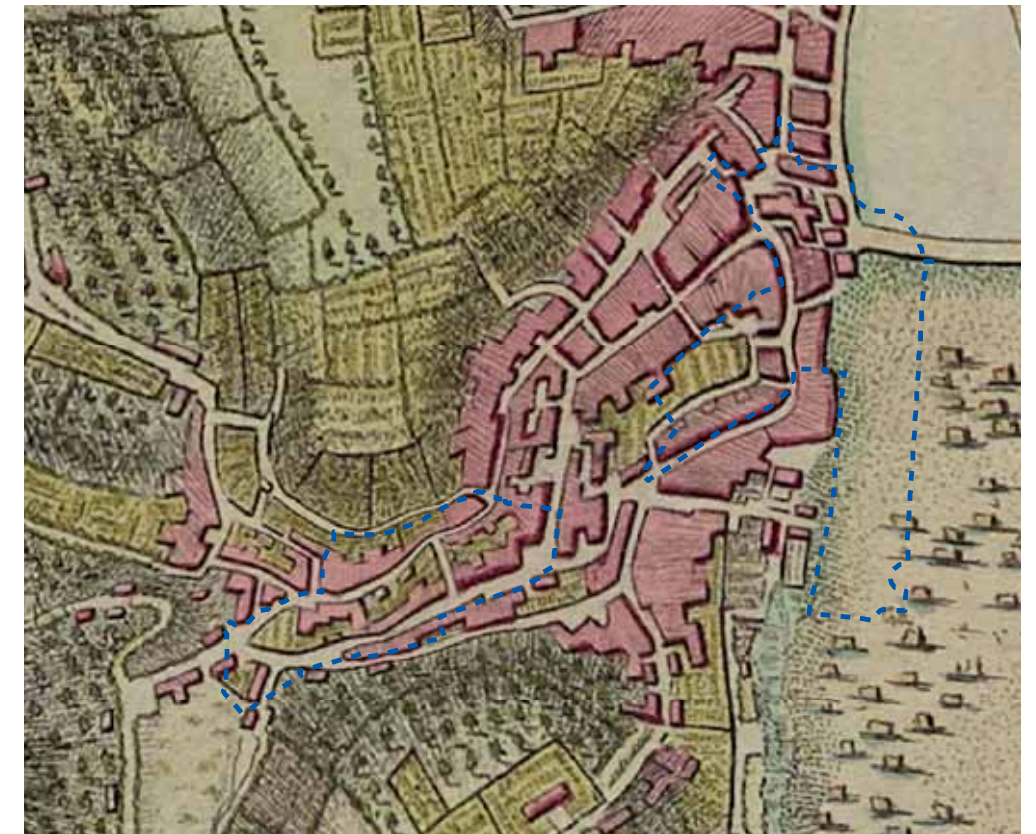


Image B.2: The South Esplanade and Mansell Street Regeneration areas are identified in blue dotted lines on the 1787 Duke of Richmond map of Guernsey. Much of the current street pattern of the town is visible including Mansell Street and Cornet Street. The South Esplanade has not yet been created at this point and is later reclaimed from the harbour.



Image B.3: Historic postcard depicting South Esplanade

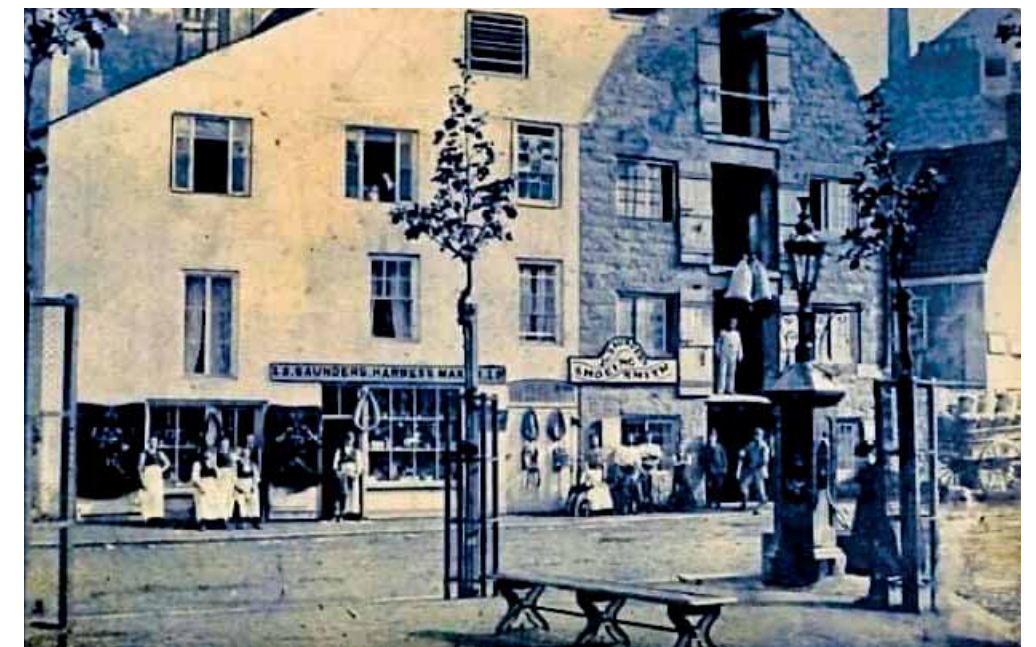


Image B.4: Historic photo of Trinity Square

St Peter Port Regeneration Areas Development Framework

Mansell Street / Le Bordage Regeneration Area was a densely built area of St Peter Port by the end of the nineteenth century. Early development, including a variety of industries, in this area was dependent on the stream running down the valley all the way to the sea. In the eighteenth century the current built form of the area was established with densely packed buildings and enclosed streets and spaces. Trinity Square is the most significant of these spaces and was created in the mid-nineteenth century at the meeting of multiple routes.

St Peter Port now

St Peter Port today is a characterful town known as a hub for financial services and a tourist destination. It is also a good mixed use place in its own right and includes six schools, Guernsey's principal retail destination with high street brands and a mix of restaurants and cafés. It has good proximity to beaches, an attractive coastline with great views and pleasant areas of open space on its edges. The distinctive setting of the town centre and its heritage, with its characterful, densely packed streets, historic buildings and monuments and steeply rising topography make it a popular visitor destination, including a large number of cruise ship arrivals in normal years.

Retail is centred around the pedestrianised High Street in the Core Retail Area which provides a ranges of services and shops that support St Peter Port and the wider island of Guernsey and neighbouring islands. The pedestrianisation of the Market Street area has recently expanded this area of central focus and activity.

Within the inner Main Centre there are limited areas of open space or green space. The sunken gardens on St James Street and Candie Gardens to the north west of St Julian's Avenue are the most notable and remain popular destinations for residents and visitors.

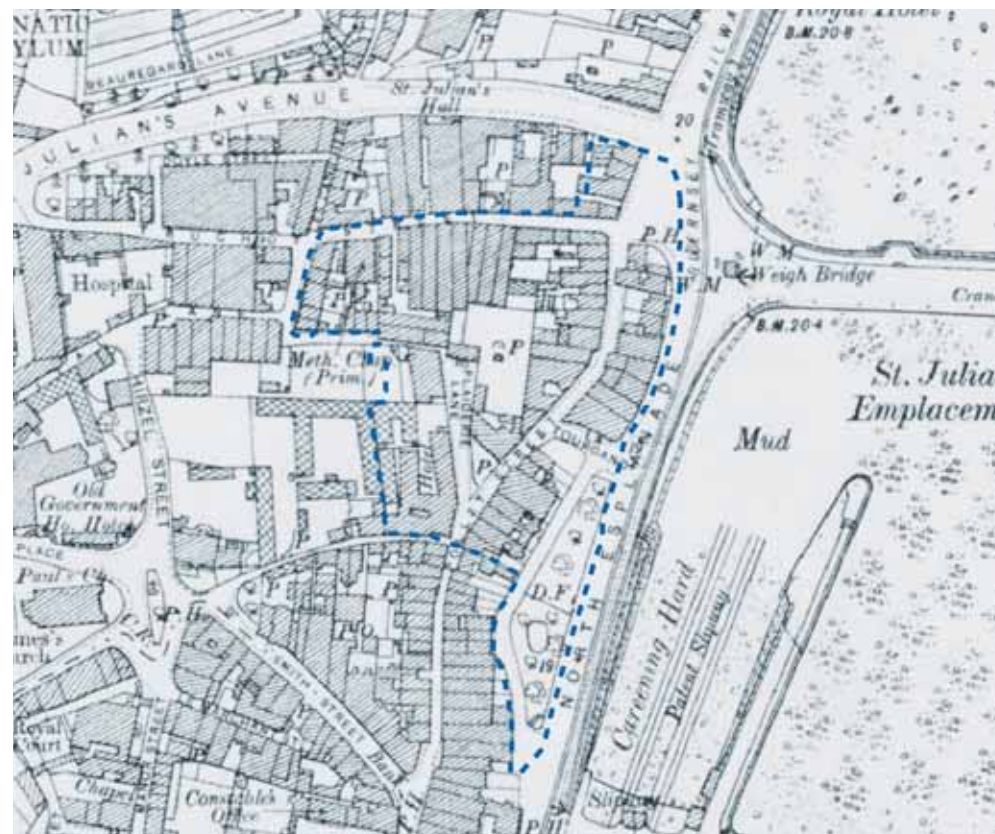


Image B.5: The Lower Pollet Regeneration Area outlined in blue dotted line on the 1898 Ordnance Survey Map. The street pattern is now well established (including the addition of St Julian's Avenue) and the esplanade is in place.

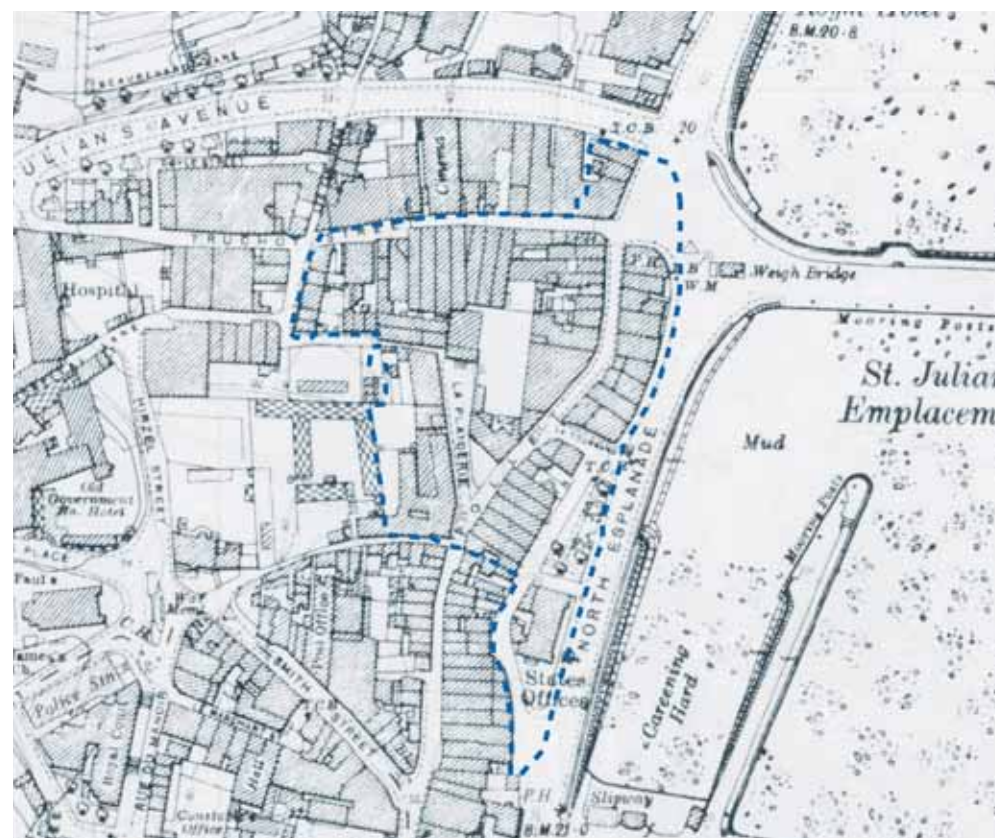


Image B.7: The Lower Pollet Regeneration Area outlined in blue dotted line on the 1963 Ordnance Survey Map shows very little change from 65 years earlier. The Tourist Information Centre (shown as Station offices) is the main new addition within the RA.



Image B.6: The South Esplanade and Mansell Street Regeneration Areas are outlined in a dotted blue line on this 1898 Ordnance survey map. Most noticeable are the buildings around the northern edge of Cornet Street



Image B.8: The South Esplanade and Mansell Street Regeneration Areas are outlined in a dotted blue line on this 1963 Ordnance survey map. There is little noticeable change except for the removal of buildings on and around Mignon Plateau and the completion of the South Esplanade

B.1.2. The Regeneration Areas and context within St Peter Port

As highlighted within the introduction section of this document, considering the three St Peter Port Regeneration Areas together as a whole was an important part of preparing this Development Framework. Understanding each of their strengths and differences has helped develop a clear picture of the three RAs' identities and how they contribute to the ongoing and long term vitality and viability of St Peter Port.

Location and setting

The Lower Pollet and South Esplanade and Mignot Plateau Regeneration Areas sit immediately to the north and south of the Core Retail Area and along the harbourfront, respectively, whilst Mansell Street/Le Bordage Regeneration Area lies inland to the west, not far from Mignot Plateau and the southern end of Market/Fountain Street (the edge of the Core Retail Area).

Due to their locations, Lower Pollet and South Esplanade and Mignot Plateau Regeneration Areas are highly visible in the Hillside Town and play a significant role as the northern and southern gateways of Town. Due to the current location of the Town bus terminus and Albert Pier, where cruise ship passengers arrive into Guernsey, the South Esplanade and Mignot Plateau Regeneration Area is indeed an important arrival and activity area.

Mignot Plateau itself is a rare location where one feels an openness within St Peter Port, despite its current function as a carpark. It also offers a generous vantage point of the surrounding area, including towards the sea, Castle Cornet, the other islands of the Bailiwick, Jersey, and on a clear day the coast of France can also be seen.

Lower Pollet RA overlaps with the prominent commercial office hub of St Peter Port which is noticeable along Le Truchot, to the west, and further north past St Julian's Avenue. This

relationship with the commercial area is one of Lower Pollet RA's key characteristics as a mixed-use transition zone between a high density cluster of office uses and the Core Retail Area.

Mansell Street/Le Bordage Regeneration Area, on the other hand, is quietly tucked away with Mansell Street being known as being part of the 'Old Quarter' - an area which seems to consist of Mansell and Mill Street and was formerly associated with the creative arts and antique shops. It has a unique character due to its narrow and enclosed pedestrianised nature and the typically small shopfronts now consist mostly of small businesses, retail unit or cafés/restaurants, with some noticeable vacancies.

Trinity Square sits at the western end of the area and despite being located alongside Holy Trinity Church and the Trinity Centre, is rarely used as a space to sit out and linger under the mature trees that it features. Despite this, many people view Trinity Square as an area with significant potential to help draw people through from the central Town area and west through Mill Street and Mansell Street.

Uses

Prior to the Covid-19 pandemic, St Peter Port Town Centre has generally been considered a successful retail centre which has not needed to rely on the spike of incoming tourists from cruise passenger traffic. However, in recent years the shift towards online shopping - common with many other locations worldwide - has started to change the nature of demand. The Covid-19 pandemic has further exacerbated some of these difficulties, particularly for high street brands, and more vacancies in the Core Retail Area have been noted recently. Independent businesses are noted as not being vulnerable in quite the same way, but do rely heavily on Town remaining a key destination for the Island as a whole.

Guernsey's commercial office market is centred within St Peter Port, predominantly within and north of Lower Pollet RA, to the south of South



Image B.9: Lower Pollet Regeneration Area marks the transition between primarily office uses to the north, and the Core Retail Area and the High Street to the south



Image B.10: Mansell Street has a unique and charming character, however a high number of vacant units undermines its potential to be a lively destination within St Peter Port

Esplanade and Mignot Plateau RA, and within Admiral Park, the edge-of-town business park which continues to be developed. The Covid-19 pandemic has brought the potential for changing working patterns to offices and businesses worldwide and questions surrounding increased working-from-home potential is a significant question for these large and dedicated single-use areas of St Peter Port.

Residential uses in Guernsey consistently attract high values and the demand for more town centre living has been clear throughout early consultation. The potential to increase town centre living within the St Peter Port RAs, however, is likely to be limited to apartments and the experience of many people working from home during the Covid-19 pandemic has generally seen demand for increased amenity, particularly for private outdoor space and flexible internal layouts, e.g. to allow for a dedicated and/or separate workspace. These reflections will make it important that town centre living in the RAs are developed to offer a high quality of life that should become associated with living in close proximity to the richness of town centre activity, rather than high density low quality living.

In terms of cultural and leisure uses, these feature little within St Peter Port, let alone the Regeneration Areas themselves for all age groups, particularly young people and families. Most restaurants and nightlife are seen to target tourists or those with good incomes with few more affordable options. St Peter Port has a vibrant mix of uses and to maintain vibrancy and viability it is important to ensure that there is a high quality experience for visitors.

Property and land ownership

As mentioned briefly within the Introduction section, property and land ownership across the St Peter Port RAs is generally fragmented and complex, with the exception of South Esplanade and Mignot Plateau RA. For both Lower Pollet and Mansell Street / Le Bordage RAs, multiple

property/land ownerships will mean that wholesale change within these areas will be less likely to occur quickly, and may need the inspiration of neighbouring property owners (as well as potential upgrades to the public realm) to provide a catalyst. Despite being a key challenge, multiple ownerships help to protect the integrity of an area so this is not necessarily seen as a negative.

States' ownership

Within the St Peter Port Regeneration Areas, the States own a number of different buildings and open space areas which provide some key opportunities for change within the RAs. These include:

- Edward T. Weadon House (Lower Pollet RA);
- Taxi rank site (Lower Pollet RA);
- North Plantation public open space (Lower Pollet RA);
- Old States' building (currently houses the Tourist Information Office and other uses) (Lower Pollet RA);
- Mignot Plateau carpark and surrounding vegetation (South Esplanade and Mignot Plateau RA);
- South Esplanade build-out area including the Town bus terminus, public amenities building, and parking area (South Esplanade and Mignot Plateau RA);
- Former tax office building, Cornet Street (South Esplanade and Mignot Plateau RA) and,
- Trinity Square (Mansell Street / Le Bordage RA).

The States' role in enabling regeneration

The States of Guernsey has an important role to play as an enabler of regeneration and there are a number of ways to make this possible, such as the establishment of enterprise zones, the facilitation of working groups, and bringing forward key sites owned by the States within the Regeneration Areas, including the redevelopment of office and other sites that are no longer needed to support its activities directly. The States also has a key role in



Image B.11: Le Truchot (looking east towards the harbour) is predominantly made up of commercial office uses



Image B.12: Cour du Moulin Apartments in the Mansell Street / Le Bordage Regeneration Area



Image B.13: Edward T. Weadon House undergoing improvements surrounding its entrance

looking after the streets and public realm and in making reasonable improvements that support the main function of St Peter Port.

Key views

The draft Conservation Area Appraisal identifies a number of key medium range views (refer Image B.15) including the view from Mignot Plateau, and various views back towards the harbour frontage and along the harbourfront. The view from Mignot Plateau is frequently used in Guernsey marketing, particularly where the Town Church spire is included.

The importance of this view means any proposed redevelopment on Mignot Plateau will need to be carefully considered as to how it can provide a wide and accessible public benefit for both locals and visitors.

Other views identified in Image B.15 indicate that any built redevelopment within St Peter Port, and that which would impact on the existing skyline, would also need to be carefully

considered within the context of these views. For example, height, bulk and elevational proportions would need to be designed and/or considered carefully to integrate positively within the surrounding context. These same considerations should be applied to the development opportunities identified as potential iconic gateway or landmark buildings, however there would be greater potential to create a more contemporary response or a building which is taller than its surroundings, for example.

Initial studies of the hillside town have also identified a number of view corridors that help to visually connect Town with the harbours, the Little Russel (or Little Roussel channel between Herm and Guernsey) and the other Channel Islands (refer Image B.16). The view corridors for St Julian's Avenue, Le Truchot, and Cliff Street (refer Image B.16) will need to be considered if there are future proposals for built development in these areas.

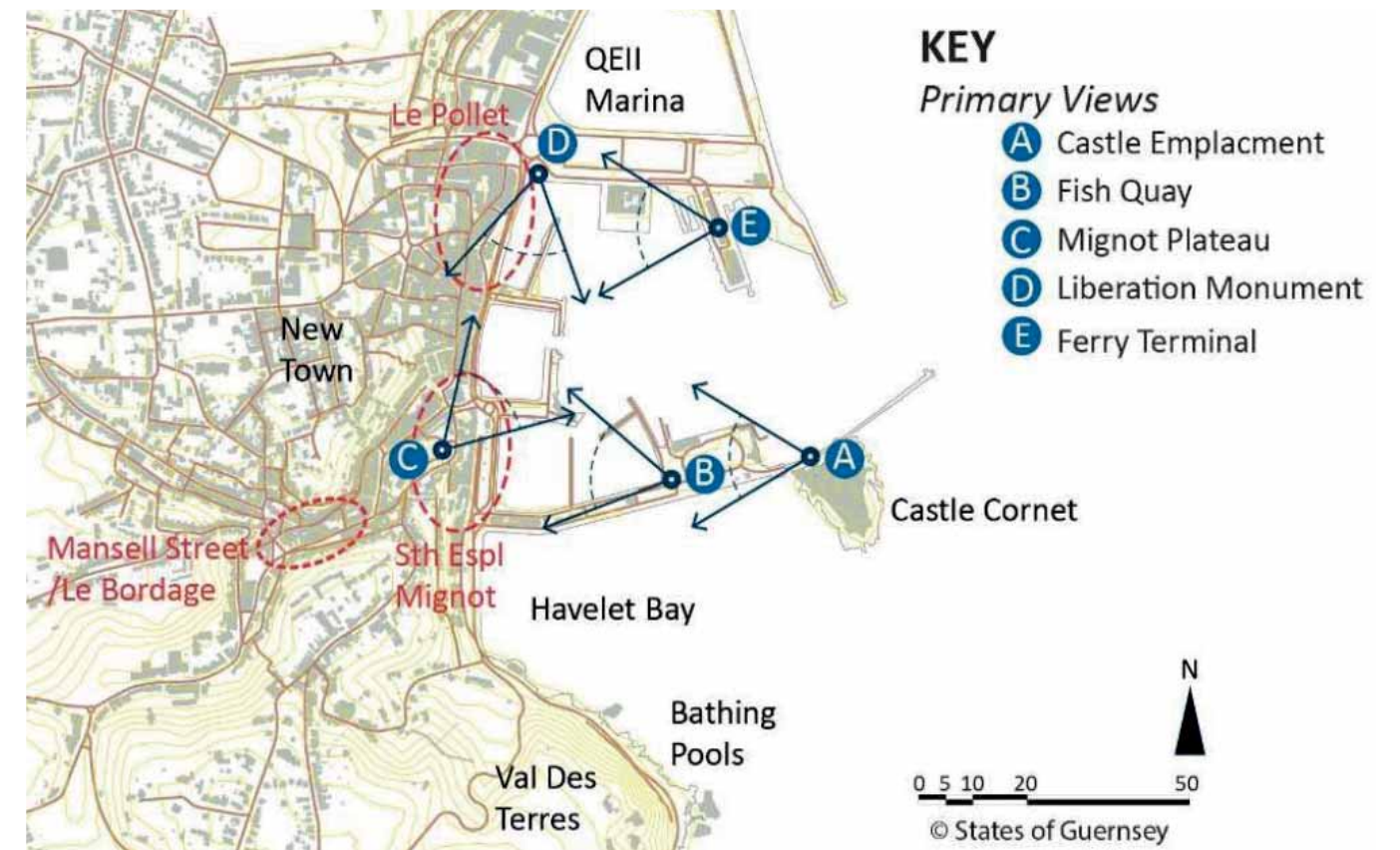


Image B.15: Map of key medium-range views within and around the Regeneration Areas based on initial research undertaken for the draft Conservation Area Appraisal for St Peter Port (not yet published)



Image B.14: The view from Mignot Plateau is iconic within Guernsey and is widely thought of as "one of the best vantage points over Town"

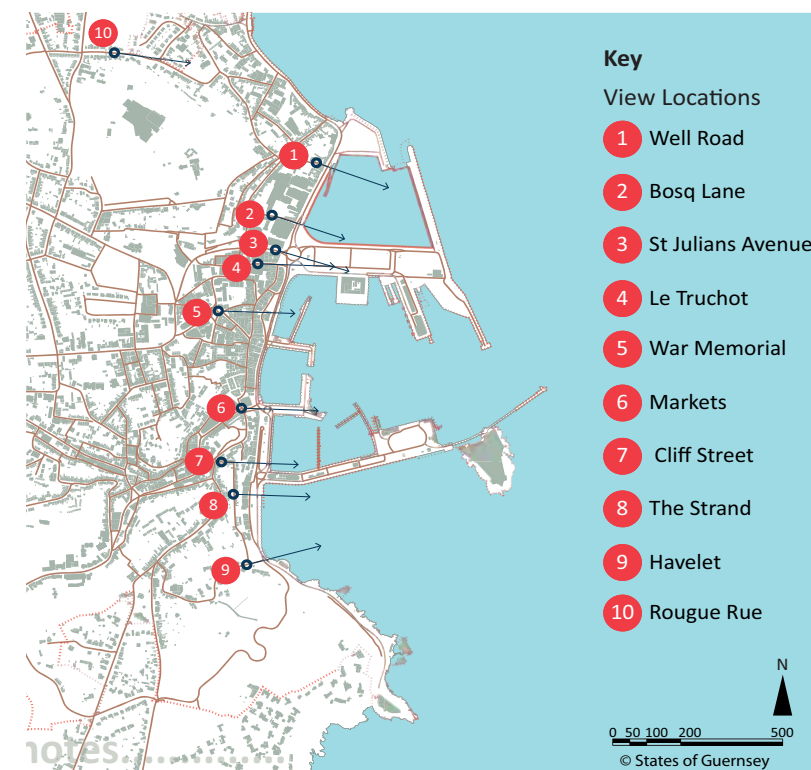


Image B.16: Map of key view corridors based on initial research undertaken for the draft Conservation Area Appraisal for St Peter Port (not yet published)

Parking and the wider movement network

A summary diagram (refer Image B.17) collates the central St Peter Port movement issues, opportunities and constraints including the bus route network; the location of public car parks; pedestrian-only routes (including those with fixed hours); and where routes currently feel dominated by traffic leading to a poor pedestrian environment. The large roundabout junctions along the harbourfront which are particularly difficult to cross are also highlighted.

Whilst general accessibility for non-vehicle users has said to have been improved in recent years, following pedestrian initiatives, vehicle traffic still tends to dominate on any roads or routes suitable for cars or other motor vehicles. The mixed response on car parking during both stages of consultation on this Development Framework demonstrates a clear difference in view between those who wish to see more car parking as a way of encouraging more visitors to the town and those who emphasised the need to encourage other ways of accessing Town, including a focus on pedestrian and cycle infrastructure instead of more car parking. Introducing a paid system for car parking in and around the town was also mentioned as a way of spreading when car parking is used across the day/week.

Whilst it is understood that there is no 'quick fix' or single solution to parking issues, this Development Framework seeks to address both the current desire/need for parking as well as potential changes to demand and/or location in the future and the subsequent opportunities that could arise from this. A number of alternative parking sites outside of the RAs are expected to come forward over the next few years, alongside a Town-wide parking strategy. In anticipation this document explores the opportunities this could create to reimagine how some of the spaces within the RAs could be significantly improved as a resource for the town, and as places to spend time, as well as freeing up space for other town centre uses.

Key

- ① Liberation Monument
- ② Old States' building
- ③ Town Church
- ④ Market Buildings
- ⑤ Mignot Plateau
- ⑥ Town bus terminus
- ⑦ Trinity Square
- ↔ Pedestrian desire line (incl. between town and harbour)
- Narrow pavements
- W Heavy traffic route (poor pedestrian environment)
- Poor pedestrian connectivity
- - - Pedestrian-only route
- - - Pedestrian-only (limited hours)
- ||||| Pedestrian crossing
- ||||| Controlled pedestrian crossing
- One-way traffic (not all shown outside Regeneration Areas)
- Bus stop
- Bus route
- Potential core pedestrian route
- Off-street public car park (not all parking shown)
- Private car park
- Cruise ship passenger arrival point
- Core Retail Area
- - - Regeneration Area boundary and expanded areas
- St Peter Port harbour

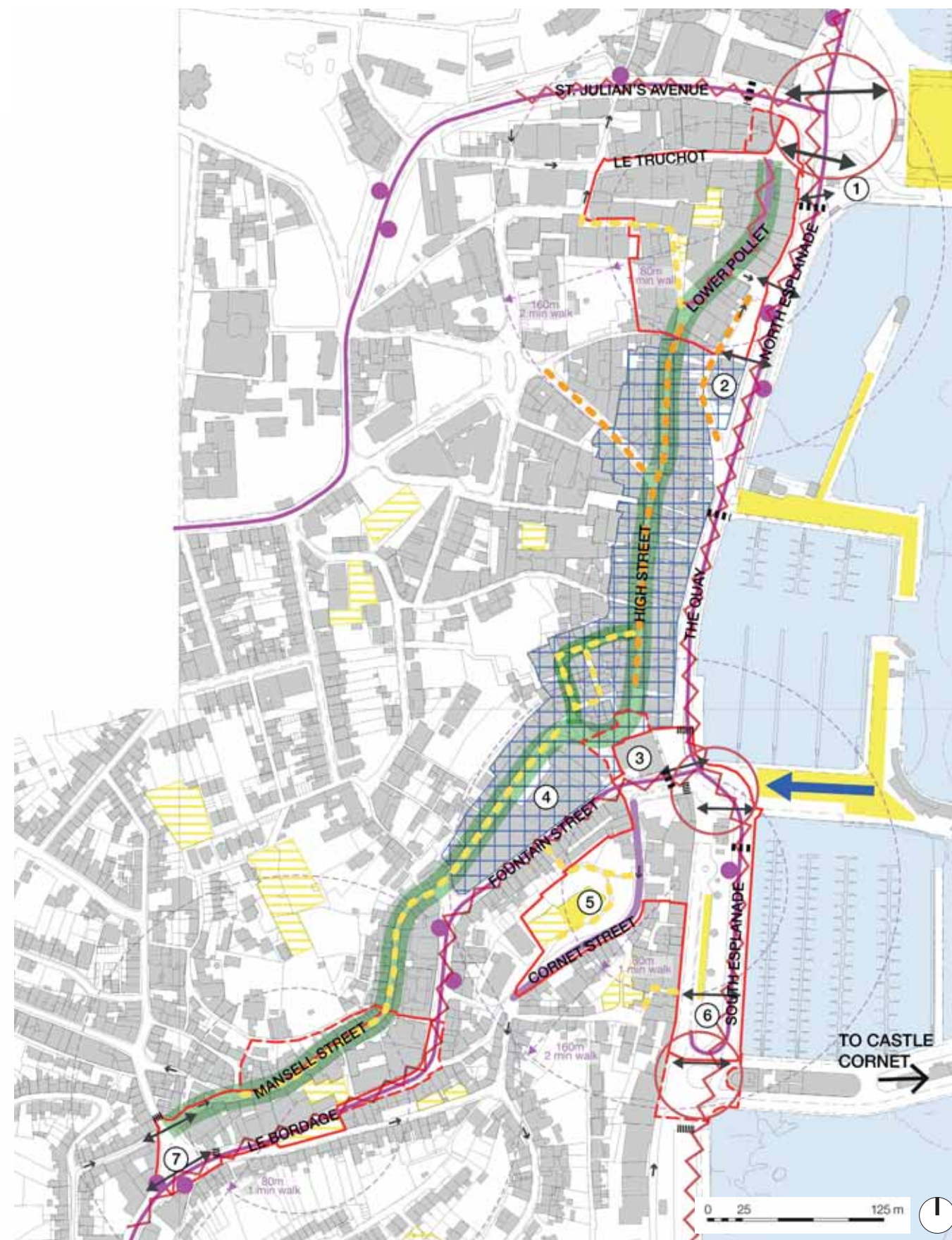


Image B.17: St Peter Port Regeneration Areas movement network opportunities and constraints

B.2. St Peter Port Regeneration Areas vision and objectives

The below vision statement and objectives, and the following guidance on areas of focus applies to relevant development within all of the Regeneration Areas in addition to the development and other proposals set out in Sections C, D and E of this Development Framework.

B.2.1. Overarching vision statement and objectives

Vision statement

To enhance the St Peter Port Regeneration Areas to diversify and enrich the experience and long term attractiveness of Town as a place to work, live, spend time, meet people and explore, and to ensure that it continues to be a successful primary centre.

Objectives

- 1** To reinforce each of the Regeneration Area's roles as gateways into the central Town area and as distinct areas within St Peter Port with a strong business and commercial function, a mix of uses, and through coherent physical identity, signage and branding.
- 2** To improve the quality of the public realm including:
 - the pedestrian experience into and through town (including from parking areas, bus stops, taxi ranks and cycle routes) to support active and sustainable travel opportunities (including cycling), to encourage linked-up journeys, and to provide a better and more positive experience for all; and
 - a range of high quality public open space destinations which feel safe, are attractive, comfortable to spend time, offer play and recreation opportunities, and can support community events.
- 3** To promote the redevelopment and reuse of key sites and buildings where they improve the experience and increase the vibrancy, activity, viability and success of St Peter Port as the primary centre, through:
 - Supporting investment in retail, business, workplace, community, health and other related opportunities that support the town as a whole; and
 - Extending above ground activities and uses, such as town centre living to increase footfall and the range of activities further into evenings and weekends and to maximise the potential for positive change.

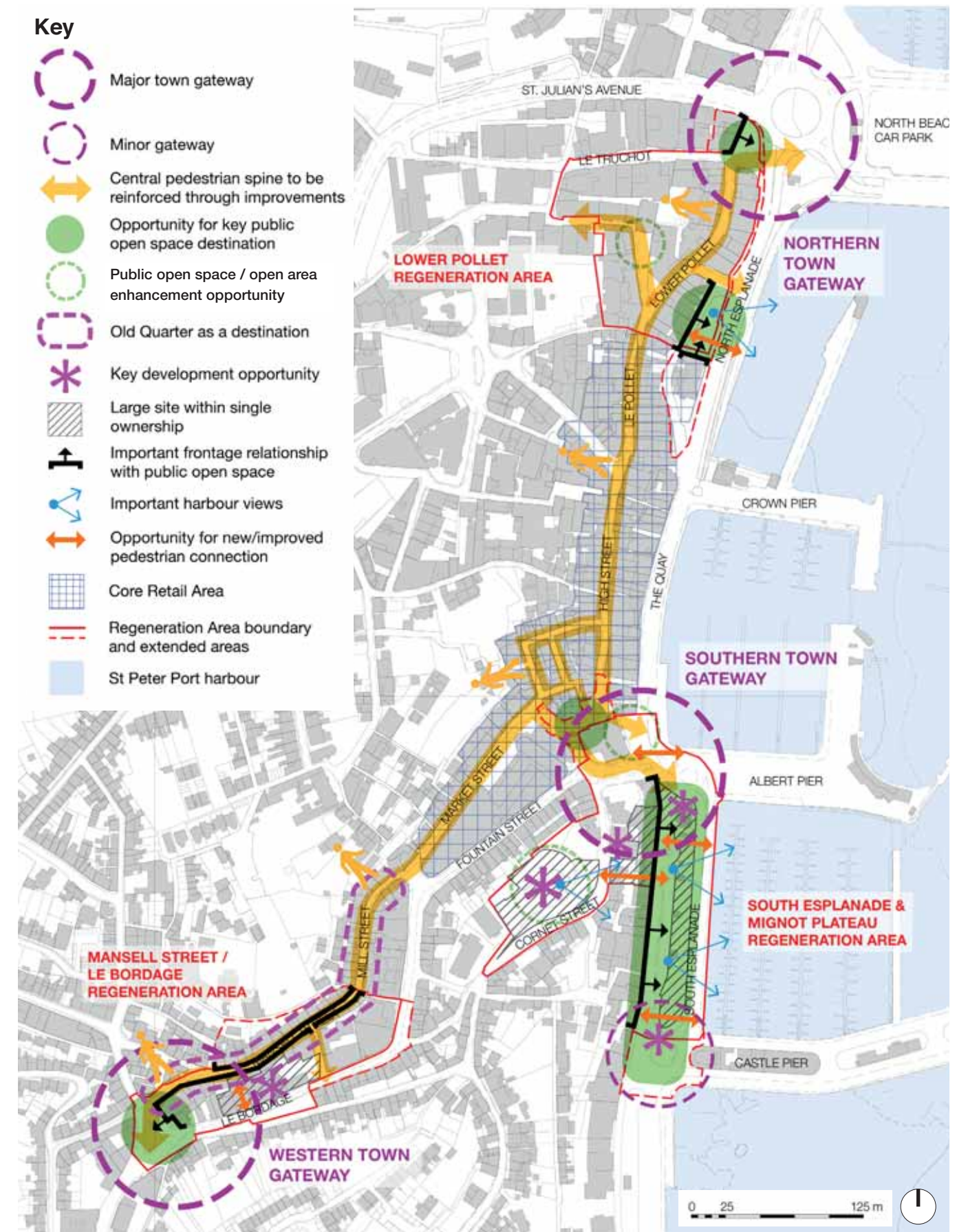


Image B.18: The Vision Concept Plan for the Regeneration Areas summarises the key opportunities and demonstrate how they work together as a combined strategy across St Peter Port. It includes extending pedestrian-only (or pedestrian-priority) routes to reach each of the town gateways, the key new development opportunities, and the distribution of potential public open space destinations to help enrich the experience of Town's central area

B.3. Areas of focus across the Regeneration Areas

Considering the three St Peter Port RAs together in terms of common issues and initiatives helps to tie together ideas that support the overall enhancement of St Peter Port as a place to work, live, visit and invest in for the long term. All good quality, well considered development and change within the Regeneration Areas that improves buildings and public realm as well as introduces activity and mixed uses can contribute to the overall improvement of Town, no matter how small, and is welcomed as part of this over-arching part of the Development Framework. A number of these opportunities focus on public realm improvements as a way of increasing activity, and viability for local and surrounding business and is supported by a range of case studies (refer to C3.2 Case Studies). Specific guidance on the recommended uses within each RA is included in sections C3, D3, and E3 of this document.

B.3.1. Gateways – creating identity

Each Regeneration Area represents a key gateway into Town's central area:

- Lower Pollet Regeneration Area – Northern Town Gateway



Image B.19: A painted mural distinguishes the corner building as a gateway feature into Cork city. (credit: Johnny Bugler Singer's Corner)

- South Esplanade and Mignot Plateau Regeneration Area – Southern Town Gateway
- Mansell Street / Le Bordage Regeneration Area – Western Town Gateway

Identifying these gateways helps identify opportunities in these areas, defines the edge of Town, and reinforces the importance of each area in its own right. Each gateway should create a strong and uplifting sense of arrival celebrated with:

- Signage;
- Sculpture / public art;
- Change of surface materials;
- Supergraphics and building murals; and/or
- Active uses particularly at ground floor level.

Existing roundabout features could be used as a starting point.

A gateway strategy could be explored in collaboration with Guernsey Arts as part of their Public Arts Strategy to ensure a creative and co-ordinated approach that is unique to St Peter Port. This could include an arts / heritage trail, with the potential to link the three Regeneration Areas together and should include children-focussed features.



Image B.20: Uplit signage creates a sense of arrival (credit: M-Tec)



Image B.21: Sculpture can provide a distinctive gateway feature within public open space (credit: Brooks + Scarpa)

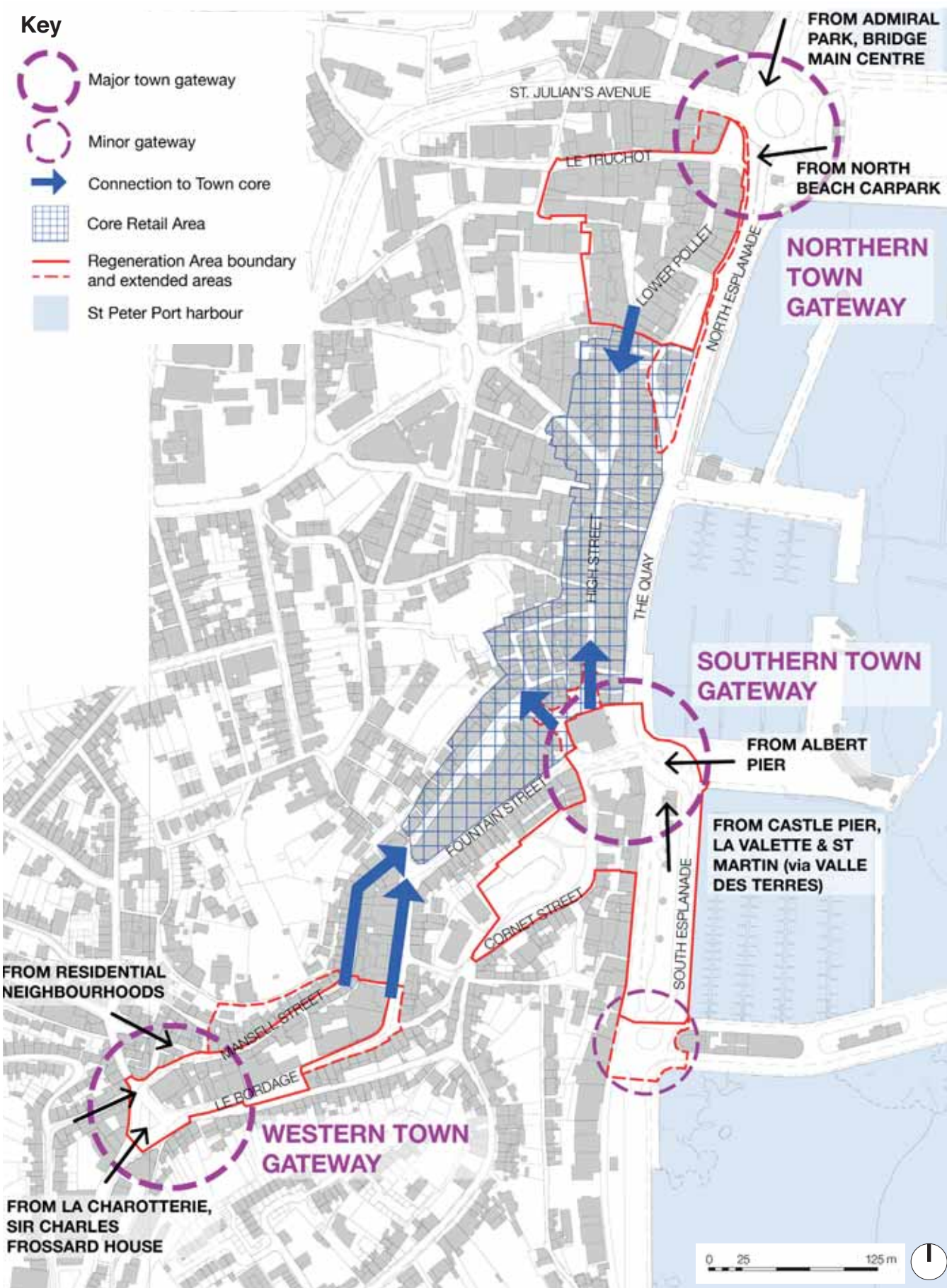


Image B.22: Each Regeneration Area is a key gateway into the central Town area and should create a strong sense of arrival

B.3.2. Improving public realm

Pedestrian and cycle infrastructure

Vehicular traffic tends to dominate the public realm environment within St Peter Port, however areas such as Market Street, Mill Street/Mansell Street, and streets which have recently been converted to pedestrian-only areas for certain hours, e.g. North Plantation, Le Pollet, High Street and Smith Street, provide pedestrian refuges where people can move around more confidently on foot. These routes create a 750m long central pedestrian-priority spine across St Peter Port, starting from the Mansell Street gateway in the west, to the southern end of Lower Pollet which has been well-received by the public. There has been huge growth in the popularity of cycling in recent years and, despite some improvements, the current infrastructure in the Town does not sufficiently consider the safety of walkers and cyclists.

Enhancing pedestrian and cycle infrastructure across the St Peter Port Regeneration Areas would:

- improve access and safety for those on foot, bike or with physical disabilities,
- encourage prolonged multi-purpose visits to the central Town area,
- make the overall environment more attractive and people-friendly through improvements in air quality, reduction in noise and a sense of safety,
- provide health and wellbeing benefits to locals, and
- potentially provide positive knock-on effects for local businesses, e.g. increases in footfall, and retail sales (up to 30%), as well as decrease vacancy rates.

A number of studies including 'Placemaking and Value' by the Royal Institute of Chartered Surveyors (2016), 'The Pedestrian Pound' by Living Streets (2018), and 'Walking and Cycling: the economic benefits' by Transport for London, suggest well-planned improvements to public spaces (including streets) can achieve these positive effects.

Pedestrian and cycle infrastructure enhancements should include:

- Extending the pedestrian-priority zone along Lower Pollet to extend the pedestrian-priority spine to approx. 900m in length and to reach from Mansell Street western Town gateway to the Lower Pollet northern Town gateway (refer C3.4)
- Enhancing existing signalised pedestrian crossings with the relatively affordable application of supergraphics aligned with the wider gateway and public art strategy (refer B3.1) to increase the visibility of pedestrian infrastructure
- Providing additional informal pedestrian crossings (e.g. with supergraphics, as above) along key desire lines
- Providing regular seating areas to offer places of rest and where appropriate opportunities for on-street 'spilling out' for businesses
- Where pedestrian-only links already exist across St Peter Port, provide clear signposting and consider highlighting entry points to routes, as well as routes themselves, e.g. with paving inserts, supergraphics, etc.
- Considering the provision of public toilets and drinking fountains in key locations
- Providing non-standard cycle stands in and/or near key areas of activity in highly visible locations to raise the profile of cycling as an attractive mode of transport – public cycle repair facilities (e.g. tyre pump, tools) should also be made available
- Ensuring all cycle stands are well-maintained and located in well-overlooked locations with lighting, and where locations are likely to be used for long-term parking (e.g. for several hours or more) provide covered shelter
- Considering the location of drop kerbs and discreet handrails to aid access for those with physical disabilities, particularly in areas with a noticeable incline
- Maintaining surface materials regularly so they are non-slip in damp conditions



Image B.23: Bright wayfinding elements within the public realm introduce colour and interest (credit: Thomas Matthews)



Image B.24: Multi-functional signage and bespoke cycle parking infrastructure (credit: Google)



Image B.25: Supergraphics are a cost-effective way to bring colour and identity to areas - in this case, applied to a pedestrian crossing point



Image B.26: Cycle repair facilities integrated as part of public open space



Image B.27: Simple supergraphics applied to traffic intersections help to indicate a pedestrian priority zone as well as providing colour and interest to roads

St Peter Port Regeneration Areas Development Framework

- Considering an integrated wayfinding signage and lighting strategy which identifies the direction of key destinations, public amenities, pedestrian-only routes, and travel times and distances – this could potentially be aligned with the wider public art strategy
- As well as part of aiding wayfinding and safety, lighting can be used to help animate the public realm in the evening and emphasise features within the built environment, e.g. Protected Buildings, Monuments and Trees, public art, and/or seating areas
- Considering the establishment of urban walking trails – these could be associated with heritage features or public art – that are clearly signposted to enable a self-directed activities for residents and visitors alike and could have an interactive map / dedicated app that details points of note (Refer Case Study F)
- A transport hub for the central Town area that could act as a place where people switch travel modes e.g. from bus to foot, or bike to foot would help promote active travel and could also improve accessibility.

Temporary measures or incremental changes can help to test the positive effects of public realm improvements over time prior to developing or installing permanent schemes.

Accessibility is an issue across areas of the central Town area and innovative solutions to address the challenges of steep topography and historic surfaces are encouraged. Accessibility must always be considered for all users, and emergency vehicular access must be planned into any future pedestrianisation / restricted access in the RAs.

As part of any wider cycle transport improvements, the following should be considered:

- Extending the harbourfront cycle lane, which currently connects North Beach to the Bridge Main Centre, to reach La Vallette and therefore provide access generally to Town
- Providing segregated cycle lanes within the harbourfront carriageway (and elsewhere where feasible)



Image B.28: Lighting can provide an enhancing element in addition to aiding safety and wayfinding (credit: P&P Studio Elettrotecnico)



Image B.29: Patterns integrated into pedestrian routes creates interest and informal play elements alongside a more traditional playground



Image B.30: Raised planters with seating along its edges creates inviting and attractive multi-functional public realm elements (credit External Works)

- Implementing a shared e-cycle scheme with docking stations in key locations, e.g. Admiral Park. This would help make cycling accessible to a wider range of ages and abilities
- Implementing delivery alternatives such as a cargo bike scheme or delivery lockers to cut the number of delivery vehicles in the central Town area.

Input of the Committee for Environment & Infrastructure would be needed to enable improvements to take place.

Public open space and open areas

Successful towns and cities provide a range of public open spaces which can be accessed easily and enjoyed by residents, workers, visitors as well as young people, families, and older people. They can provide places to meet up with others, opportunities for formal and/or informal play, places to sit and rest, and potential to support or host community events such as local markets or performances.

Currently the existing public open spaces within St Peter Port are limited and, similar to streets and footpaths, tend to feel dominated by traffic or are currently used as carparks. Within the Regeneration Areas themselves, North Plantation is one of the only areas of public open space where people can sit out comfortably amongst greenery, however seating is limited. The South Esplanade bus terminus area feels more functional as a bus waiting area, rather than a place to come and relax. Feedback received during early stage consultation also described the area as feeling unsafe due to a feeling of people loitering.

Outside of the Regeneration Areas, the Sunken Gardens, Candie Gardens, the North Beach petanque courts, and the area around the La Vallette bathing pools were all seen to be popular open space destinations across Town, despite being a little further and/or uphill from the central Town area.

Opportunities to improve existing areas of public open space and open areas across the St Peter

Port Regeneration Areas have been identified throughout the following Sections C, D and E, and proposals to enhance public realm generally is supported by IDP policy which can secure contribution funding from large nearby developments. It includes potential to upgrade areas which are predominantly used by traffic or parking currently as either a 'high intervention' or long-term option which could deliver significant positive change in creating more public spaces and open areas dedicated to the enjoyment and leisure of people, rather than vehicles. It includes:

- The taxi rank located off Le Truchot;
- North Plantation;
- La Plaiderie;
- Church Square;
- South Esplanade bus terminus area;
- Mignot Plateau; and,
- Trinity Square.

Any upgrades to public open spaces or open areas should consider how they can become multi-functional destinations which are integrated with greenery, provide areas of flexible open space, are accessible to all ages and abilities of users, and provide places to sit and relax as a solo person or with others. Provision of public wifi in public open space could also encourage people to spend more time in the central town area.



Image B.31: Seating, planting, a water feature, and flexible market stalls are integrated as part of a public open space in La Paz, Mexico (credit: Google)

CASE STUDY A: Market Street, St Peter Port

Upgrading Market Street to enhance the pedestrian experience

Improvements to the Market building and the area around Market Street were completed in 2019. The aim of the improvements were to help protect pedestrians and provide improved accessible spaces for persons with disabilities, as well as to extend the unloading area on Le Bordage to assist businesses. Ensuring the ongoing vibrancy of the area through enhancing the safety for pedestrians from vehicles misusing the area or blocking pavements, was seen as a key priority.

Improvements, including resurfacing the road, have been well-received by members of the public with many people describing the area as one of the most positive areas in Town.



Before (left) and after (right) of Market Street improvements

CASE STUDY B: Kidderminster Town Centre public realm improvements

Public realm improvements provide proven increase in footfall and retail sales, and decrease in vacancy rates

It has been recognised that investment in economic infrastructure such as higher quality public realm, for instance squares and pedestrianised areas, can impact on the performance of place. The impacts stem from a number of interrelated factors such as the removal of traffic, noise, and pollution (negative externalities).

Equally the creation of an attractive and usable environment can generate positive impacts of higher footfall and increased dwelling time which then result in improved business performance, which will ultimately be manifest in property values. These impacts can be particularly enhanced with 'active management' of the public realm through the holding of events which can be diverse – examples include fun runs, street markets, light nights, heritage walks/trails, literature/food festivals, live music and other performances.

Examples include the initiatives which have been implemented by the local authorities for the High Street in Camberley and High Street & Vicar Street in Kidderminster. Here, key routes have been the subject of significant investment in order to enhance the environment and the performance of the town centre. The impacts from this investment were considered to be in the order of 10-15% uplift in property values (pre-Covid-19).

Studies undertaken in the UK have shown that the benefits of investment in the public realm can be in the order of 10-45% improvements in footfall and between 15-20% impact upon property values (based on studies undertaken by RDAs in the UK).



Completed public realm improvements in Kidderminster Town Centre
(credit Aspinall Verdi)

B.3.3. Increasing town centre living

Increasing the local town centre population will be a key component of encouraging the ongoing and long-term vitality of Town, as well as helping to bring disused upper floors back into use. Within the Regeneration Areas currently, there are pockets of residential uses at upper levels within Lower Pollet and Mansell Street/Le Bordage RAs however all opportunities should be taken to increase this in all RAs to:

- intensify the number of people moving around in the area in evenings and weekends, and therefore improving safety and a sense of passive surveillance,
- reduce the number of people who need to travel to Town via private vehicles,
- increase footfall and viability of St Peter Port businesses, and
- minimise underutilised property.

Many opportunities to increase residential uses, e.g. at upper levels, include Protected Buildings which do require a considered approach when proposing upgrades or alterations. The heritage provided and protected by the Protected Buildings designation is one of the key assets of St Peter Port and its strong sense of character in some areas however, as acknowledged by the IDP (Policy GP5), development may be necessary to sustain its special interest and that without investment and adaptation, protected buildings may no longer hold their merit.

Therefore, where the development or refurbishment of Protected Buildings is to provide residential uses at upper levels, and does not have an adverse effect on the special interest of the wider historical setting, this will be deemed as providing potential economic, social and environmental benefits to St Peter Port Main Centre and will be assessed with such potential. The following will need to be considered:

- understanding the special interest of the building and its contribution to the wider area - if it is found that the building or its interior has no special interest then the building or its interior can be removed from the Protected Buildings list - buildings with low overall special interest will have a greater scope for alterations than building with higher special interest
- protecting and enhancing the frontage quality of the building, and limiting alterations to openings
- protecting and enhancing any building elements which are described to have particular high value
- providing separate, well-located and highly visible access to upper floors
- the fire strategy, with the input of a specialist consultant, early in the planning application process so that the effect on the overall special interest can be estimated from the outset prior to the Building Control stage (or later) to help prevent delays or escalating and unknown costs
- ensuring high quality amenity that demonstrate consideration for quality of life (e.g. in accordance with IDP Annex 1 Amenities, Guernsey Technical Standards G7, and the UK Technical housing standards - nationally described space standard, as appropriate) including well-considered flexible layouts, storage, access to daylighting and usable external open space (both private and communal); and
- need for affordable housing (where applicable, States' Housing should be consulted via email at housing@gov.gg or by telephoning on 01481 732500).

All development and refurbishment will have to meet current Building Regulations. Refer to A.2.5 for details of the exemptions ordinance review looking at upper floor change of uses to residential.

CASE STUDY C: Gabriels Stores, Fountain Street & 23 Commercial Arcade

Local examples demonstrating the ability to convert upper floors of Protected Buildings into residential uses

The former Gabriels Stores on Fountain Street (opposite the Markets) were recently redeveloped with a number of units having upper floors converted into residential uses. This varied from creating three to four flats above retained commercial uses at ground level to one example which upgraded upper floors into one combined multi-storey residential unit (5 above ground level).

Due to the Protected Building status of these buildings, there were a number of planning and design issues to overcome - namely, the fire escape strategy and sound insulation, however the lessons learnt from these conversions have been included in the guidance of this Development Framework (refer B.3.3).



The Gabriel's Stores frontage before (left) and after (middle). Above ground level, 30 Fountain Street (right) has been converted into a single five-storey townhouse with five bedrooms, five bathrooms and south-facing private outdoor terraces.

At 23 Commercial Arcade, three flats were created at upper floors following conversion of use from retail to residential. An independent access to upper floors is provided directly from the street and conditions for planning approval due to Protected Building features included: retaining existing fireplaces in situ; providing detailed door design information; the painting of fire protection walls; and details of chimney capping.



23 Commercial Arcade converted upper floor uses to residential resulting in three units above ground level

B.3.4. Development opportunities and promoting a successful town centre

As outlined in B.3.4, increasing the town centre population and critical mass of activity in the central town area are critical to St Peter Port's future economic success. Development opportunities are central to increasing the population of the town and enhancing it as a place to live, work and spend time.

Therefore, the approach of the Development Framework is one of general positivity to development opportunities in all of the Regeneration Areas provided they are complimentary to the character and existing uses of the RAs, their function within the edge of the central town area and contribute to bringing people to the central area of St Peter Port.

Uses that might not all be traditional town centre uses and functions but that can bring people together, improve the experience and therefore support the future success of St Peter Port could include the following:

- Uses that support health, both broadly in terms of active travel and healthy movement choices but also preventative health and as a location for outdoor exercise and promoting healthy eating choices;
- Uses and activities that celebrate the heritage of St Peter Port, e.g. a heritage trail and historic buildings as the setting for key spaces and places to gather, e.g. town church;
- Uses and activities as part of an Arts strategy (refer to Guernsey Arts Plan), as a way of tying together creative functions within the town such as an arts trail, street art, and affordable studios/workplaces as a focus that could help to enliven the edge of centre locations within the Regeneration Areas;

- Uses and activities that support and provide for the needs of young people, both in terms of independent mobility of teenagers and meeting the needs of younger children of pre-school and primary age within the central Town area e.g. through uses like a children's centre or nursery etc.; and
- Grouping activities in the central Town area as a form of co-location encouraging multi activity trips and journeys

B.3.5. Climate resilience and environmental sustainability

The States of Guernsey have made a commitment to address climate change (refer A2.1) and therefore this Development Framework and all future development within the three St Peter Port Regeneration Areas must be in accordance with actions identified within the Climate Change Action Plan and environmental sustainability development aspirations, which must be considered at all stages of development.

Extreme sea levels in St Peter Port, as a combination of rising sea levels or more intense storm surges are predicted to increase by approximately 1m in the next 100 years. Some of the areas along the sea front will be vulnerable to coastal flooding. The sea wall to the South of South Esplanade and along Castle Pier is currently subject to occasional wave overtopping, and the existing parapet wall along The Quays is also reported to be overtopped at high spring tide. Coastal flooding will become more frequent and more severe as a consequence of climate change.

Additionally, rainfall intensities are also predicted to increase which will exacerbate on-going surface water flooding issues associated with overloading of the drainage system and locking of the drainage outfalls into the harbour at high tide.

The States of Guernsey and Guernsey Water are undertaking strategic studies to support the future upgrade of the coastal flood defences and drainage system to address on-going flooding issues and improve resilience to climate change. These strategic works are outside of the scope of the Development Framework, but the following set outs a number of measures to be implemented on the three development areas, to mitigate the effect of climate change and safeguard for longer term strategic interventions.

The guidance proposed within this Development Framework supports several of the actions identified, including:

- promoting active travel and upgrades to improve walking and cycling infrastructure to reduce transport emissions;
- safeguarding for long term upgrade of the coastal flood defences
- promoting the use of Sustainable Urban Drainage Systems (SUDS) as a nature-based solution to reduce loads on the existing drainage system and mitigating surface water flooding; and
- promoting planting for maximum biodiversity opportunity

Other key actions for within all Regeneration Areas (and St Peter Port generally) include:

- ensuring efficient energy performance in all new built development and refurbishments, as well as good levels of natural light and thermal comfort;
- minimising the embodied impact of construction; and
- reducing and managing waste following circular economy principles



Image B.32: SUDS and nature-based drainage solutions provide attractive and multi-functional public realm features



Image B.33: Low-maintenance rain garden planting can also be beneficial in encouraging biodiversity and should be encouraged where possible in both existing and new planted areas

Reducing transport emissions

A key theme throughout this Development Framework is the urgent need to improve pedestrian and cycle infrastructure to make both sustainable modes of travel more safe, convenient and attractive. Improving pedestrian infrastructure also makes it easier for people to access public transport by making walking to bus stops a pleasant experience.

This Development Framework also promotes increasing town centre living in a parallel effort to reduce the need for people to travel to work or for their daily activities.

Safeguarding for future upgrade of coastal flood defences

The flood defences along the sea front will require to be locally raised in the future to deal with rising sea levels and more intense storm surges. This will be particularly important in areas where the ‘still sea level’ (rather than waves) overtop the coastal defences, such as along The Quays, as flood volumes will be very significant. Provision will need to be made in any development proposals to:

- Not compromise the ability to raise the coastal defences in the future, in a cost-effective way. This will require allowing continuous and unobstructed access for the necessary construction plants along the sea front.
- Not compromise access for inspection and maintenance to the flood defences
- Implement appropriate mitigation measures, to ensure existing and proposed buildings are protected from coastal flooding, until the flood defences are raised and mitigate against any residual risk associated with a breach or overtopping of the flood defences. This includes stop logs within doorways, suitable building uses on ground floor, protection to basements and flood resilient building design.

Sustainable Urban Drainage Systems (SUDS)

At strategic level, the approach for dealing with the on-going sewer flooding and addressing the consequence of climate change will require significant engineering solutions such as pumping to sea at high tide and holding storage. Any pumping arrangement should be designed so that surface water discharges by gravity most of the time and discharge is pumped only at high tide when gravity discharge is not possible. Guernsey Water have advised that such solutions are being developed in other parts of the island.

These strategic measures will be implemented by Guernsey Water. Provision will need to be made in any development proposals to not compromise the ability to upgrade the outfalls to the harbour and install pumped outfalls or holding tanks.

In addition, the following measures will be implemented to reduce loads on the drainage system and surface water flooding:

- Limiting surface water runoff at source and peak discharge in the sewer system, with a requirement for new developments to limit their peak discharge to greenfield runoff rate where possible. This will need to be implemented through the planning process for new development.
- Gradually introducing SUDS features, where possible in the public realm, to slow down the flow to the drainage system. This long-term and gradual approach will increase resilience, contribute to control diffuse pollution from roads and car parking, enhance biodiversity and green infrastructure throughout Town. Specific opportunities for the use of SUDS and nature-based drainage solutions are discussed in the following sections for each of the Regeneration Areas. This includes for example rain gardens, urban rills, permeable pavements and swales where appropriate.

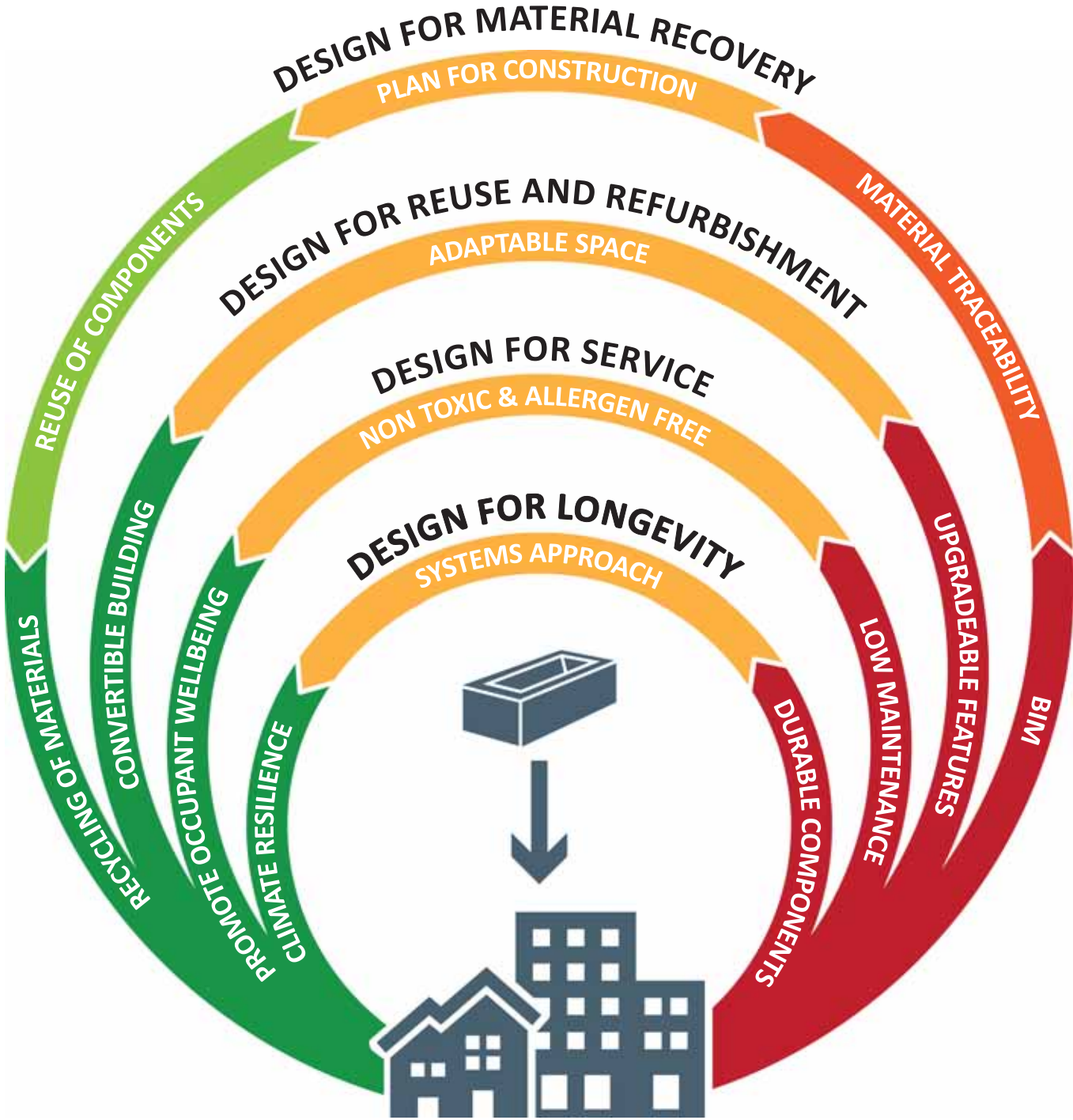


Image B.34: Diagram demonstrating a circular economy for the built environment

Planting for biodiversity

Where there are opportunities to introduce new planting or enhance existing areas of landscaping, native low-maintenance plant species which support the 2020 Strategy for Nature’s goal for maximising biodiversity on the Island must be selected. Low-maintenance planting will also reduce management and maintenance requirements and costs. Public realm interventions such as green roofs for cycle shelters, living walls, pollinator patches, bird boxes and opportunities for planted areas within the public realm could promote biodiversity in the central Town area, as could planted SUDS features discussed above.

Energy efficiency and well-being

All new buildings and refurbishments will need to follow established best practice to support the drive towards low/zero carbon. This will follow a “lean, clean and green” approach for new buildings and refurbishments. This approach will aim at reducing energy demand (“lean”) through optimisation of the massing, orientation and envelope design of new developments, whilst achieving good levels of thermal comfort and natural light. This approach will also aim at implementing energy efficient and low carbon (“clean”) building systems such as heat pumps for example. Lastly, opportunities for renewable (“green”) energy generation will be maximised with photovoltaic and solar thermal panels.

Low-impact construction

Alongside minimising operational carbon emissions, new buildings will be designed to minimise their embodied carbon footprint and construction impact through the specification of low embodied impact and sustainably sourced materials and making the most of opportunities for off-site and modern methods of construction.

Buildings should be designed for their whole life cycle, so they are adaptable to changing needs. This means design for low maintenance, adaptability and disassembly.

Waste management

A detailed Site Waste Management Plan is required at planning application stage for all developments that meet the relevant criteria. The Site Waste Management Plans (SWMP) Planning Advice Note can be found here: www.gov.gg/planning_building_permissions.

SWMP encourages development proposals to consider how waste will be minimised with maximum impact being enabled through consideration at an early design stage. This can be achieved by considering opportunities to reuse materials, designing to standard material dimensions, or understanding how materials can and will be reused off-site. These considerations must be demonstrated as part of the SWMP, as well as how any residual waste will be disposed.

Development proposals will need to incorporate dedicated waste and recycling storage provision on the site suitable to the density of the development approved and in accordance with relevant best practice, policy and guidance.

B.3.6. Improving health outcomes

The built environment is an important determinant in health outcomes in a number of diverse ways, from the quality and affordability of accommodation to the ease of staying active and accessing open space.

In approving the Partnership of Purpose, the Assembly resolved that in all policy decisions the States should consider their impact on health and wellbeing. Particularly in light of the Covid-19 pandemic and its impact on health and the economy, health is an important factor in the post-pandemic recovery and therefore an important consideration in planning for the future of the Regeneration Areas and the whole of St Peter Port.

Policy GP8: Design provides a basis for considering the health and well-being of occupiers and neighbours of development in the provision of adequate daylight, sunlight and private / communal open space.

Considering ways in which the built environment can also have a negative impact on health (such as the provision of fast food takeaways) and mitigating against these outcomes would have a positive impact.

Thinking about health holistically is therefore of critical importance. Ways in which this document supports the aim of improving health and well-being outcomes include the following:

- promoting active travel measures that seek to build activity into everyday life, promoting mental and physical health, and also to improve road safety for vulnerable users;
- supporting the enhancement and increase of urban green spaces and planting, which is noted by many including especially young people as important to well-being and social cohesion and can promote other health benefits such as a reduction in air pollution and create food growing opportunities;
- promoting the mixed-use nature of the Regeneration Areas thereby ensuring residents and users have access to a good range of facilities close to work, school and / or home (Refer B.3.4); and
- requiring that development (or refurbishment) meets best practice standards (refer B.3.5) to ensure that residents and building users benefit from quality accommodation that provides thermal comfort and access to natural light. This also includes providing affordable housing in central Town areas.

Access to healthy eating options should also be encouraged where new cafés, restaurants and smaller scale kiosks provide convenience for people spending time in the central Town area.

THE TEN PRINCIPLES OF ACTIVE DESIGN (Sport England 2015)

1. Activity for all

2. Walkable communities

3. Connected walking and cycling routes

4. Co-location of community facilities

5. Network of multifunctional open spaces

6. High quality streets and spaces

7. Appropriate infrastructure

8. Active buildings

9. Management, maintenance, monitoring and evaluation

10. Activity promotion and local champions

B.3.7. Delivering public realm improvements and Regeneration Area wide strategies

Alongside encouraging high quality development and a greater mix of uses, improving the quality of streets and spaces is a strong focus of this Development Framework. The various public realm and overall strategy measures set out in this document would ideally be delivered between all of the future development proposals that may come forward within each of the Regeneration Areas, alongside contributions that may be able to be identified from public funds. Many of these improvements and strategies will be on States owned highway land and cannot simply be linked to single larger development opportunities as may be the case in other Regeneration Areas with simpler ownership arrangements.

IDP Policy GP18: Public Realm and Public Art provides a basis for development to contribute to public realm improvements and public art. It is proposed that for each Regeneration Area a public realm and public art strategy is agreed following adoption of the Development Framework (and based on proposals set out in sections C, D and E), and that this is broken down into a series of smaller costed projects that can be delivered in phases over time.

Any development that comes forward in the Regeneration Areas would be encouraged to contribute proportionately to these public realm improvements and public arts strategy either through:

- Making a proportionate financial contribution; and/or
- delivering relevant elements of the public realm or public art strategy that is closely related to those proposals.

Any received funds would be used to deliver parts of the public realm and public arts strategies and would monitor the delivery of the proposals as a whole.

Over time this will allow significant improvements to be delivered alongside development proposals and will not rely solely on waiting for full public funding to be delivered.

Guernsey Art's Public Arts Plan (currently in draft form, expected to published shortly) will set out a strategy for promoting public art in Guernsey in a number of ways, such as an art walk, the creation of art streets, and the promotion of artistic performances in high visibility areas. Guernsey Arts aims to work collaboratively in developing the Public Arts Plan and any proposals for public art installations would benefit from partnership with them to make the delivery of projects more effective.

CASE STUDY D: Derby High Street Regeneration

Upgrading town centre frontage to decrease vacancy rates and boost local employment

After years of decline, the historic quarter of Derby was designated a 'conservation area at risk' and the city topped a national table of towns and cities that were struggling with nearly a quarter of shops sitting empty.

A partnership scheme in Derby Conservation Areas gave grants for sympathetic renovation of historic shopfronts using local tradesmen over 8 years from 2008.

The partnership between Historic England, Derby City Council and private investors saw 97 properties repaired or restored, 2700+ square metres of commercial floorspace brought back into use, 42 new jobs created and a further 166 jobs safeguarded.

Vacancy rates in the Cathedral Quarter of the city reversed against the rising UK trend and decreased significantly across the area, with key streets reaching 100% occupancy (pre-Covid-19). Derby won the Great British High Street's 2016 'Best City Centre High Street' award.

This heritage-led regeneration project had conservation principles at its core and engaged the local community to situate them as caretakers of the historic environment. Local businesses were key to success of the partnership, as were who local tradesmen overtime became conservation specialists.



Before (left) and after (right) improvements to The Strand, Derby (credit: Historic England)

CASE STUDY E: The Hotwalls Studios, Portsmouth City Council

Regenerating historic assets to support creative industries and boost tourism

The arches that form the Hotwalls Studios on the Portsmouth harbourfront were empty, previously used as army barracks. After a £1.75 million renovation, they have been converted into 13 working studios for artists and designer-makers and a cafe, to support the creative industries in the city and promote tourism.

The Hotwalls Studios are part of a listing within Portsmouth's harbour fortifications and the structure is part Grade I listed and part scheduled monument. The arches have been given glass frontages and artists were given the opportunity to apply for licences on studios.

The scheme was funded by the UK government's Coastal Communities Fund with contributions from Portsmouth City Council and the Partnership for Urban South Hampshire.

The operating costs of the Studios are funded by income from the on-site cafe and from the studio rents.

Portsmouth has a thriving creative community and the Hotwalls Studios have both given a new lease of life to a valuable heritage asset and support to the city's creative industries, providing new jobs and business opportunities.



Completed conversions of the empty arches into artist studios and a cafe
(credit: Image: Historic England, Architect: ERM Ltd)

CASE STUDY F: Imp Trail Lincoln

A public art event to celebrate the city and its art, culture and heritage

Lincoln Imp Trail is a sculpture trail in the city of Lincoln that is running over the summer of 2021. 30 individually designed, hand painted sculptures will be displayed throughout the city, with further 'Imps' moving around local shops and businesses and one on display at the seaside in Skegness. Additional sculptures decorated by schools will also be on display, as part of the Lincoln Imp Education Trail which runs alongside the main Lincoln Imp Trail. Schools have also immersed themselves in learning alongside the creative work, using the Trail's education resource pack.

The aims of the Trail are to:

- Bring visitors to the city and promote it on social media;
- Encourage visitors to explore Lincoln's hidden secrets and generate an economic impact;
- Engage school children in a curriculum learning project; and
- Raise the profile of St Barnabus (their chosen charity partner) and increase funding donations to them.

Visitors can pick up maps from the Visitor Information Centre or download the app to participate.



The city's mascot 'imp' sculptures in situ on the Trail and a map guiding visitors around the city to discover their locations (credit: Lincoln Imp Trail, Lincoln BIG)

CASE STUDY G: Altrincham

The value of heritage assets in increasing town centre activity

Altrincham is a notable case study when considering the value of heritage assets for town centres and promoting their vitality and activity.

Heritage is key to people’s sense of place and can contribute in many ways to successful towns and cities, from attracting visitors and investors, to supporting civic pride through a shared history, contributing to education and learning, and providing a focus for leisure activities.

Altrincham once had one of the worst vacancy rates in the UK. The redevelopment of its Grade II listed Market House was the catalyst for regeneration in the town centre. This project brought people to the town centre, and a growth in the number of restaurants, bars and shops keen to benefit from the increased footfall followed. As a result vacancy rates in the town dropped from 30% in 2010 to 7.9% in 2018.

The Market House is now an award-winning market and a number of development opportunities have come forward since the its regeneration.

Heritage Counts, research on the value of heritage to the economy, society and the environment has been published by Historic England on behalf of the Historic Environment Forum and can be found at historicengland.org.uk/research/heritage-counts/.



Regeneration of the Market House in Altrincham catalysed change in the town centre centred around the historic asset (credit: [left] Photo: Today News Altrincham, [right] Visit Manchester, Architect: Lovelock Mitchell Architects)



PART C

Lower Pollet Regeneration Area

- C.1. Lower Pollet Regeneration Area site description and analysis
- C.2. Lower Pollet Regeneration Area vision and objectives
- C.3. Lower Pollet Regeneration Area development guidelines

C.1. Lower Pollet Regeneration Area site description and analysis

C.1.1. Land / property ownership

Lower Pollet Regeneration Area consists of 28 property / land owners in total (see image C1). The States own one property (Edward T. Wheadon House shown as owner E on image C.1) which is currently occupied by States services. Other property owners include residents as well as private and commercial landlords, and business and retail occupiers.

The implication of having so many property owners is that there is unlikely to be wholesale change and that localised and smaller change is more likely. Streets and public open space remain a key opportunity to make positive improvements within the area.

C.1.2. Uses and facilities

There are limited areas of vacancy or redevelopment. Currently a cluster of buildings is currently being developed just south of the taxi rank. The four storey plus basement development will include retail uses (a supermarket) and a pub on ground floor with commercial and residential uses above.

Generally uses do not tend to differ hugely on upper floors, but there are a few clusters where residential uses occur above (see image C.6 and C.7).

The areas immediately to the north and west are dominated by offices and commercial workspace buildings, whereas retail and food & beverage increase to the south, indicating the transition between the commercial office precinct and the Core Retail Area.

The taxi rank area is also a key function within the Regeneration Area and provides an important and well-used service in a convenient location to offices as well as bars and nightclubs.

C.1.3. Character, form and scale

The general character of the Regeneration Area is established by medieval densely packed buildings which make up much of the site boundary. The predominantly tall and narrow buildings enclose an intricate streetscape with stepped frontages much of which cater to ground floor retailing as well as restaurants and bars.

The urban structure is centred around the prominent connection between Lower Pollet and the High Street, whereas the firm edge to the waterfront is broken up by the North Plantation and freestanding Old States' building to the south of the Regeneration Area boundary.

Along the waterfront, North Plantation is a rare green open space within St Peter Port and is prized as a welcome relief from the continuous and enclosed sense of built development throughout Town, despite being limited in opportunities for rest and engagement (there are only three benches within the space).

Le Truchot is the other key street along the northern edge of the Regeneration Area and is characterised by similarly-coloured 4-5 storey large office building blocks with little ground floor activity, creating an unengaging streetscape.

La Plaiderie, on the other hand, is a pedestrianised lane which culminates in a cobbled triangle, adorned with decorative bunting. This space is dominated by parked cars which detracts from its potential as an open space and positive amenity space in the Regeneration Area.

The taxi rank is one of the least attractive areas of this RA with a large area given over to tarmac and tired building frontages that lack interest.

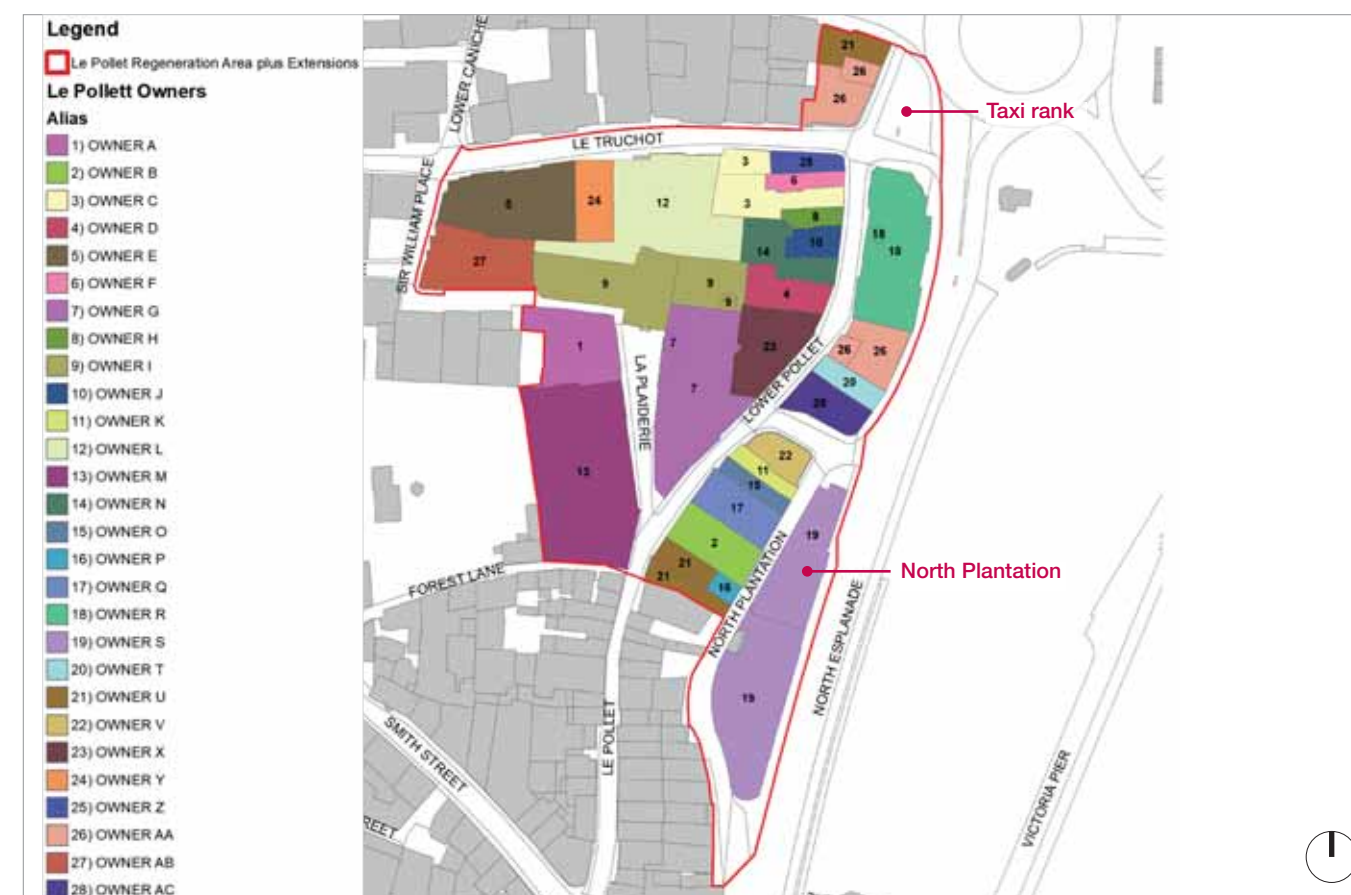


Image C.1: Lower Pollet Regeneration Area property ownership map (credit: States of Guernsey)

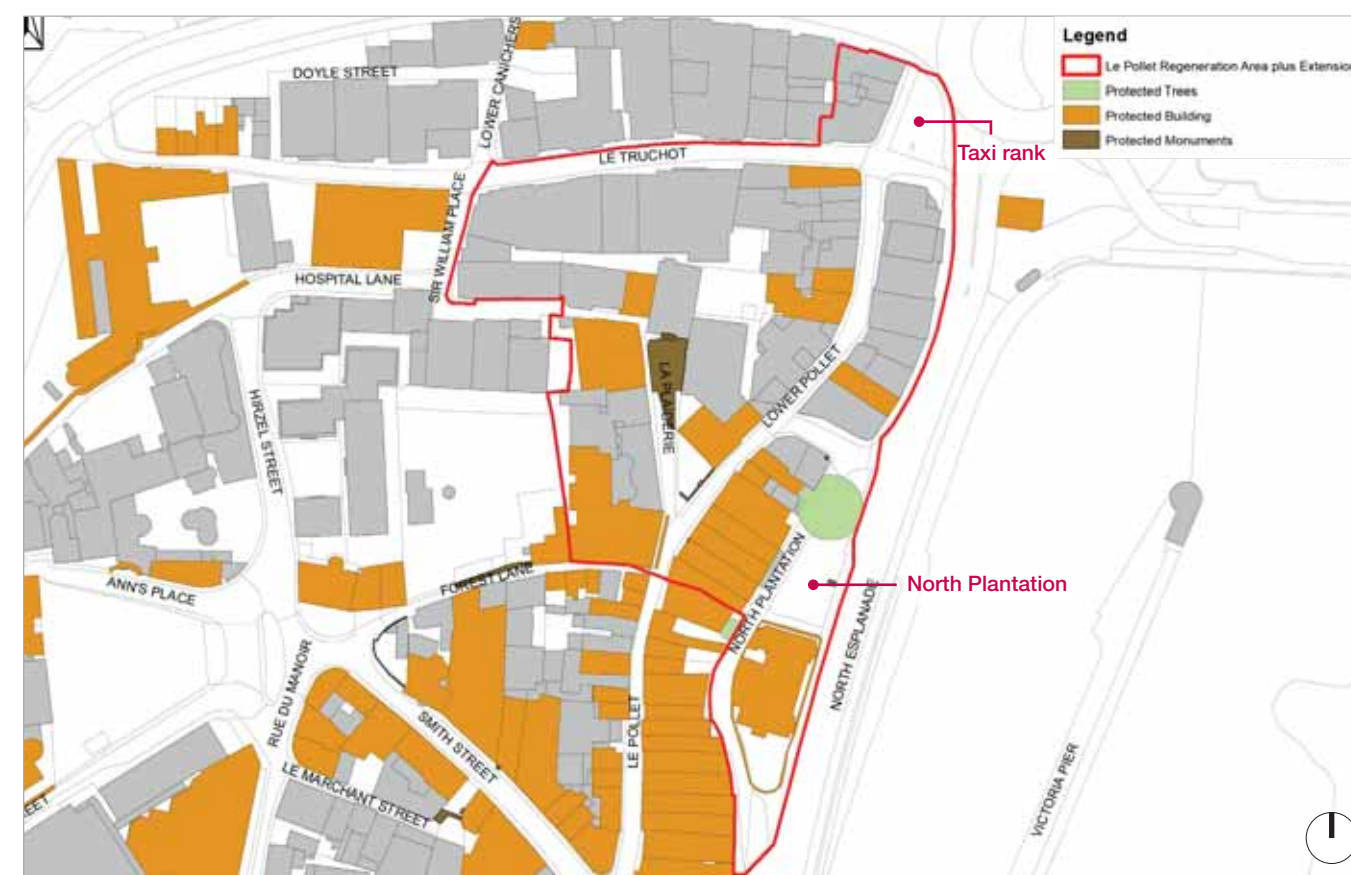


Image C.2: Lower Pollet Regeneration Area heritage features map (credit: States of Guernsey)

C.1.4. Protected buildings, trees and monuments

There are a reasonable proportion of protected buildings within the Regeneration Area concentrated to the southern end of it (e.g. behind North Plantation and Best Western Moores Hotel) (see image C.2). La Plaiderie is recognised as a Protected Monument and there is one Protected Tree within the North Plantation public open space area, as well as other non-Protected Trees within the Regeneration Area which contribute to character. Any redevelopment to North Plantation will need to consider how the Protected Tree could be integrated as part of a developed design.

C.1.5. Building height and land form

Building heights generally vary from 1-3 storeys, however the Best Western Moores Hotel and an element of the building fronting onto the taxi rank are taller at 5 storeys. Surrounding buildings are similar, with many at 4 storeys.

As topography starts rising quickly to the west, some of the building height differences are less noticeable. (Refer also to St Peter Port Regeneration Areas Development Framework Stage 1 Report p.18 Fig. 2.13 Topography of St Peter Port)

C.1.6. Pedestrian and cycle accessibility and movement

Busy traffic spanning four lanes creates a barrier between the town and harbourfront along North Esplanade, with an isolated crossing point found to the north of the site which is set back considerably from the intersection. There is a noticeable lack of accessibility to and from the harbour edge, creating a disconnect between key areas of public realm (e.g. Liberation Monument) as well as bus stops.

The speed and width of St Julian's Avenue is also a barrier to north-south pedestrian movement in and out of the Regeneration Area.



Image C.3: The old States' building is a Protected Building



Image C.4: The Thomas de la Rue pub on the corner of North Plantation and La Tourgand



Image C.5: Le Truchot is primarily lined with commercial office uses with poor ground floor activity and frontage



Image C.6: Lower Pollet Regeneration Area ground floor uses map

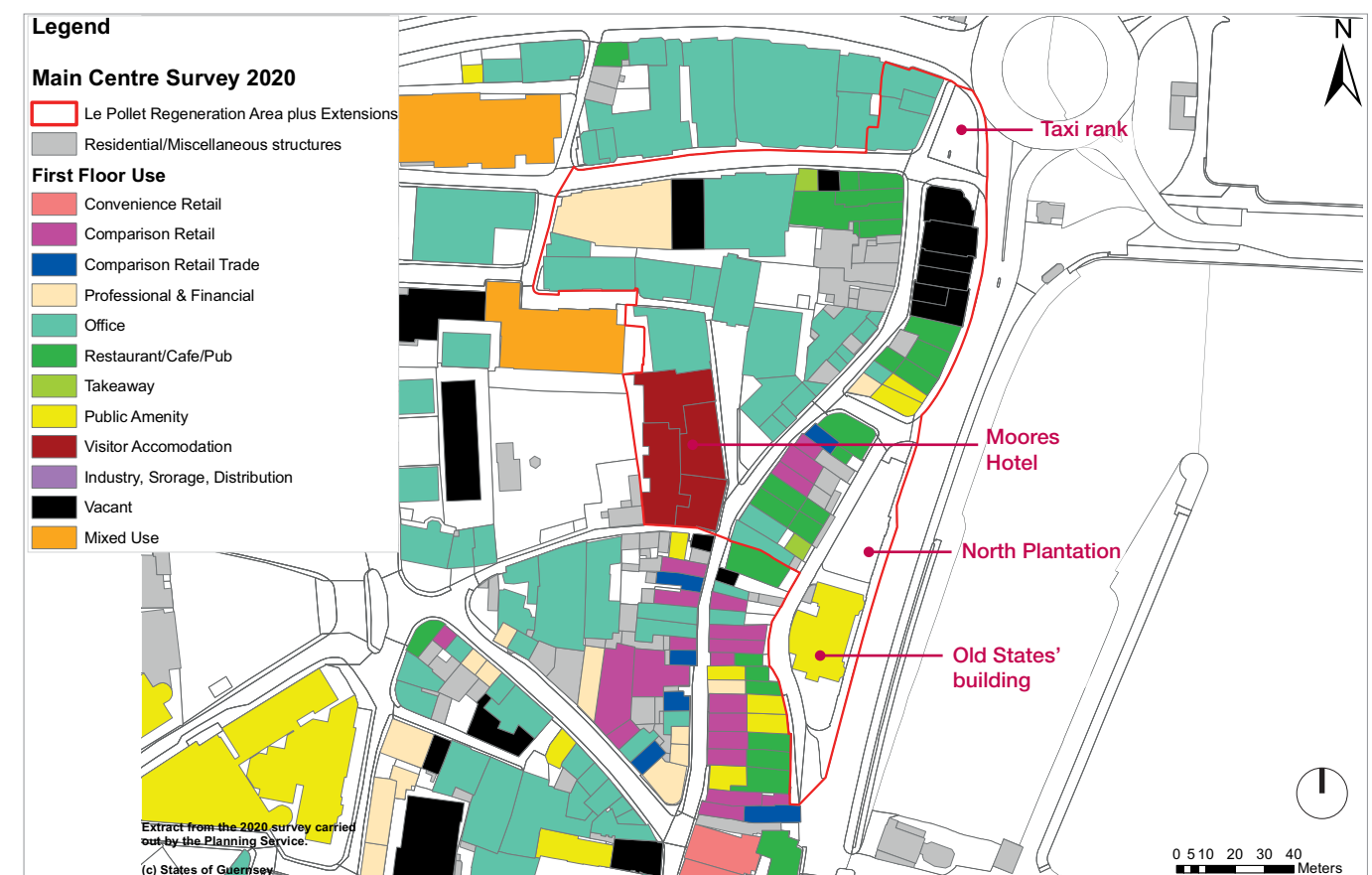


Image C.7: Lower Pollet Regeneration Area first floor uses

Car dominance is also apparent along the Lower Pollet, particularly with cars parking along and on the kerbside, providing an uninviting route for pedestrians coming to and from the taxi rank and North Beach carpark, with multiple narrow points forcing pedestrians unsafely into the road. It is notable that most visitors to the area at this point are pedestrians, having arrived from the taxi rank, car park or bus stops by North Plantation.

C.1.7. Vehicular accessibility and movement

Le Truchot is two-way for vehicles and can be accessed from northbound traffic on North Esplanade only. Lower Pollet is part one-way (from Thomas de la Rue Pub and the taxi rank) and two-way (to the La Plaiderie access), with restrictions to vehicles starting from Le Pollet travelling south of La Plaiderie. Le Pollet is pedestrianised from 10am to 6pm with permits issued for loading and vehicular access for essential works.

North Plantation is pedestrianised 10am to 5am the following morning with permits allowing unrestricted access to off-road parking. This is the result of pedestrianisation initiatives due to Covid-19.

On-street parking is located along Le Truchot; a small carpark is located in La Plaiderie, and the taxi rank provides parking for waiting taxis. There is some parking on-plot for properties along North Plantation.

With a number of pedestrianisation initiatives in the area, pedestrianising Lower Pollet would appear to be a consistent approach, particularly when considering the potential for a St Peter Port-wide pedestrian priority route from Trinity Square to the taxi rank (refer B.3.2).

Bus stops are located on North Esplanade near to La Plaiderie.



Image C.8: Alfresco dining along North Plantation lane has been enabled following pedestrianisation measures



Image C.9: The taxi rank is currently an expansive area of tarmac used for waiting taxis and could be better utilised



Image C.10: An incidental seating area is located where La Plaiderie meets Lower Pollet with high quality traditional shopfronts in the background complete with ornamental planting

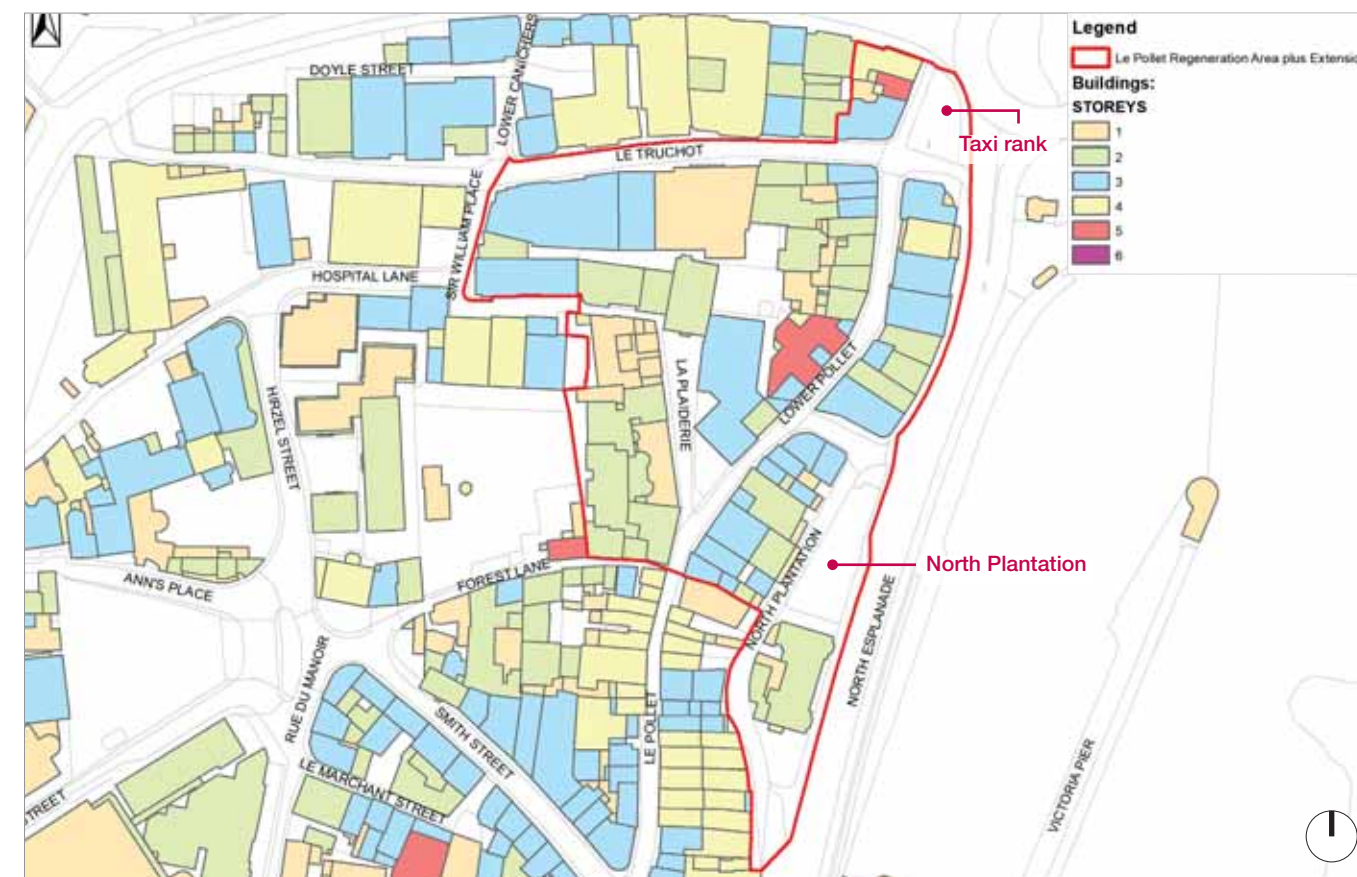


Image C.11: Lower Pollet Regeneration Area building heights map (credit: States of Guernsey)

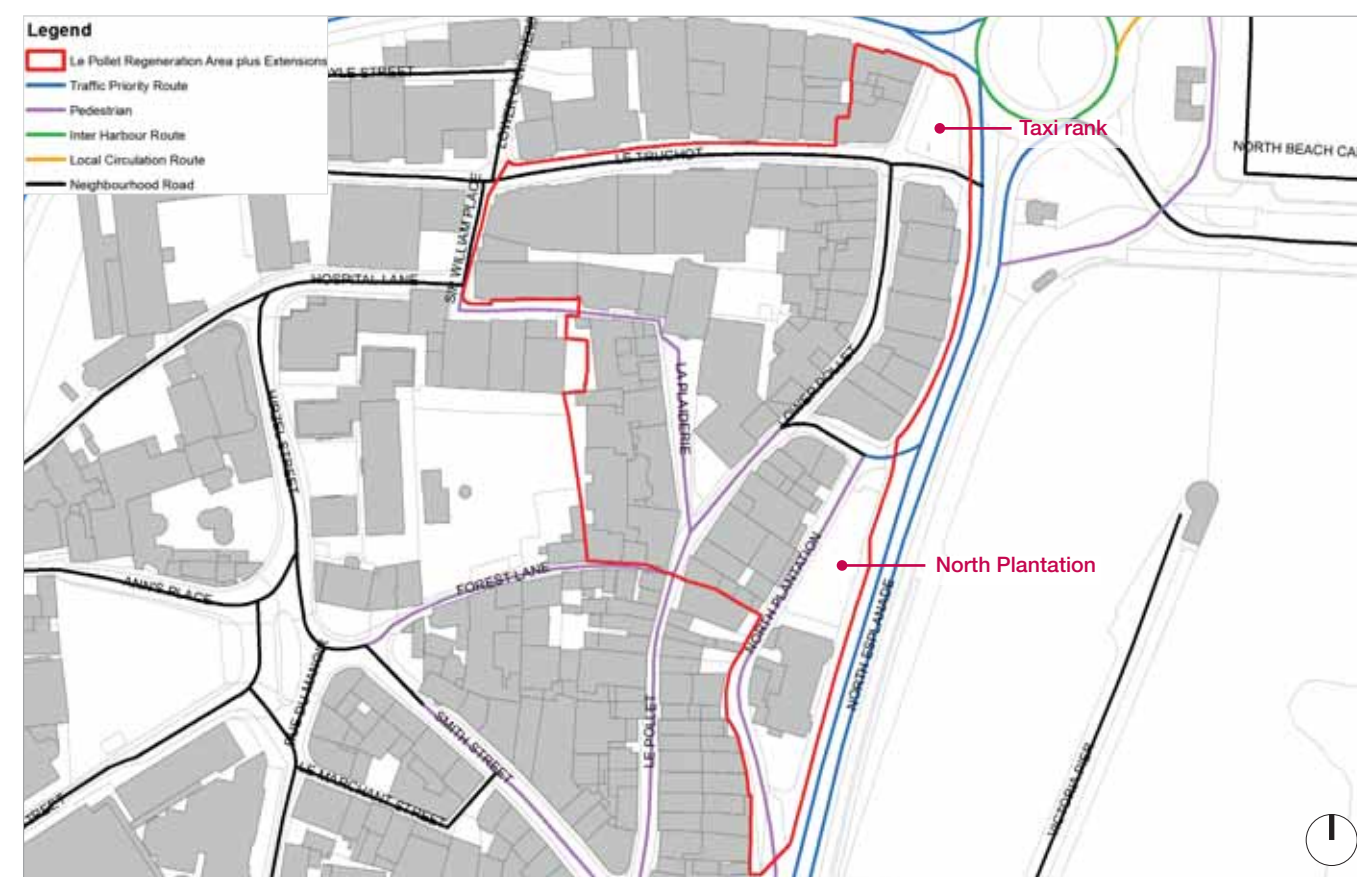


Image C.12: Lower Pollet Regeneration Area movement routes map (credit: States of Guernsey)

C.1.8. Public realm, landscape and biodiversity

North Plantation is a notable green open space within St Peter Port, where similar spaces are a rarity within the townscape. Positioned next to the old States' building, the protected fountain and mature planting make it a key historical feature, as well as link between the town and the harbour. Tall and dense planting with little biodiversity value along the western edge of the North Plantation creates a visual barrier limiting views to the seafront and harbour and also making the space feel narrow and overshadowed.

La Plaiderie is a small courtyard featuring Protected cobbling and steps and a number of attractive well-maintained buildings. It provides a pedestrian cut-through from Le Truchot via an enclosed passageway to connect with Le Pollet and the Core Retail Area. It currently functions as a car park which greatly detracts from its attractive qualities, encouraging pedestrians to pass through rather than linger. To the south of La Plaiderie, a small triangular open space found on the corner provides a small seating area sheltered by large mature trees, and characterful retaining walls.

The taxi rank to the north is an area of extensive asphalt bound by railing, separating it from the many lanes and roundabout traffic of North Esplanade and St Julians Avenue. As a function of a taxi rank, the area has limited seating and a lack of covered and shielded areas, creating an exposed and unpleasant area for waiting.

Materials

Paving typologies vary along the Lower Pollet and La Plaiderie, highlights being historical Victorian diamond patterned tiles and granite block paving original to Guernsey 'grano diorite'. Granite kerb and gutter detailing bring notable historic detailing to more asphalted areas of Lower Pollet. The historic paving and cobbles are generally in reasonable condition and add positively to the area's character.



Image C.13: Part of La Plaiderie is a well used pedestrian only route between Le Truchot and Lower Pollet



Image C.14: The cobbled surface where Lower Pollet meets High Street (south of the Regeneration Area boundary) demonstrates the intimate and enclosed character of the area with some frontages of notable heritage character



Image C.15: North Plantation existing public open space provides little biodiversity value



Image C.16: La Plaiderie has several functions and much of it is currently used as a parking area (in addition to the link from shown on C13). The car parking detracts from the attractive buildings and protected features including the cobble paving and steps (bottom left of image)

Key

- 1 Taxi rank area (potential for improvements incl. potential relocation)
- 2 Area currently undergoing redevelopment
- 3 SEA opportunity sites - North Plantation (process underway) and 'Old States' building
- 4 Predominantly commercial office area (activity limited to daytime)
- 5 Public seating area
- Gateway to retail area
- Important green space
- Controlled pedestrian crossing
- Pedestrian guard rail acts as barrier
- Opportunity to improve pedestrian connectivity
- Heavy traffic route (poor pedestrian environment)
- Bus stop
- Pedestrian only route
- Pedestrian only route (limited hours)
- One way traffic
- Important frontage
- States property/land owner
- Opportunity for public realm / open area improvement
- Off-street public car park
- Private car park
- Core Retail Area
- SEA opportunity site
- Wave overtopping location
- Regeneration Area boundary and expanded areas
- St Peter Port harbour

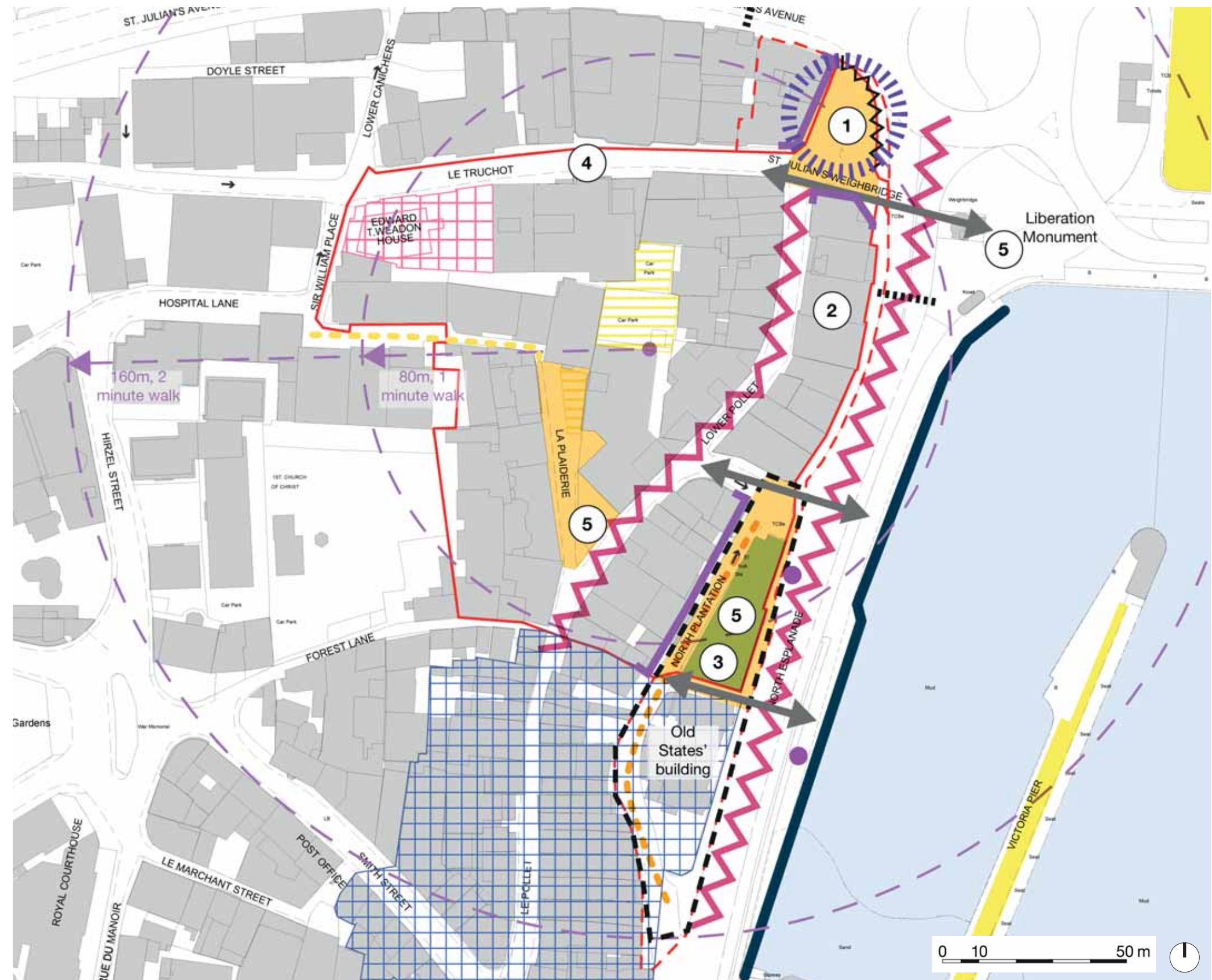


Image C.17: Lower Pollet Regeneration Area constraints and opportunities diagram

C.2. Lower Pollet Regeneration Area vision and objectives

C.2.1. Vision statement and objectives

Vision statement for Lower Pollet Regeneration Area

To enhance this important mixed use area to be even more vibrant and people friendly, and to develop its role as the key northern arrival point into the town centre and as an important location for town centre office and commercial uses that enhance the success of St Peter Port.

Objectives

- 1 Upgrade and develop the North Plantation and its surrounding frontage into a well-integrated public open space surrounded by restaurants and activity where people come to sit out and enjoy views towards the harbour.
- 2 Improve the public realm and open areas e.g. taxi rank and La Plaiderie, and pedestrian connections generally around the harbourfront and High Street to help people get around more easily, safely and comfortably on foot and to access other modes of transport nearby e.g. car parking on North Beach, bus stops on North Esplanade, office areas to the north, and shops and restaurants to the south.
- 3 Increase the opportunity for town centre living and other uses (e.g. cafés/restaurants, accommodation) to lift the overall vibrancy of the area and to make better use of under-used upper floors of mixed use and under-used buildings.
- 4 Promote and enhance this area as a vibrant office quarter which has a distinct and positive identity and maximises economic opportunity through a mix of successful town centre offices, commercial uses and active ground floor frontage activity.

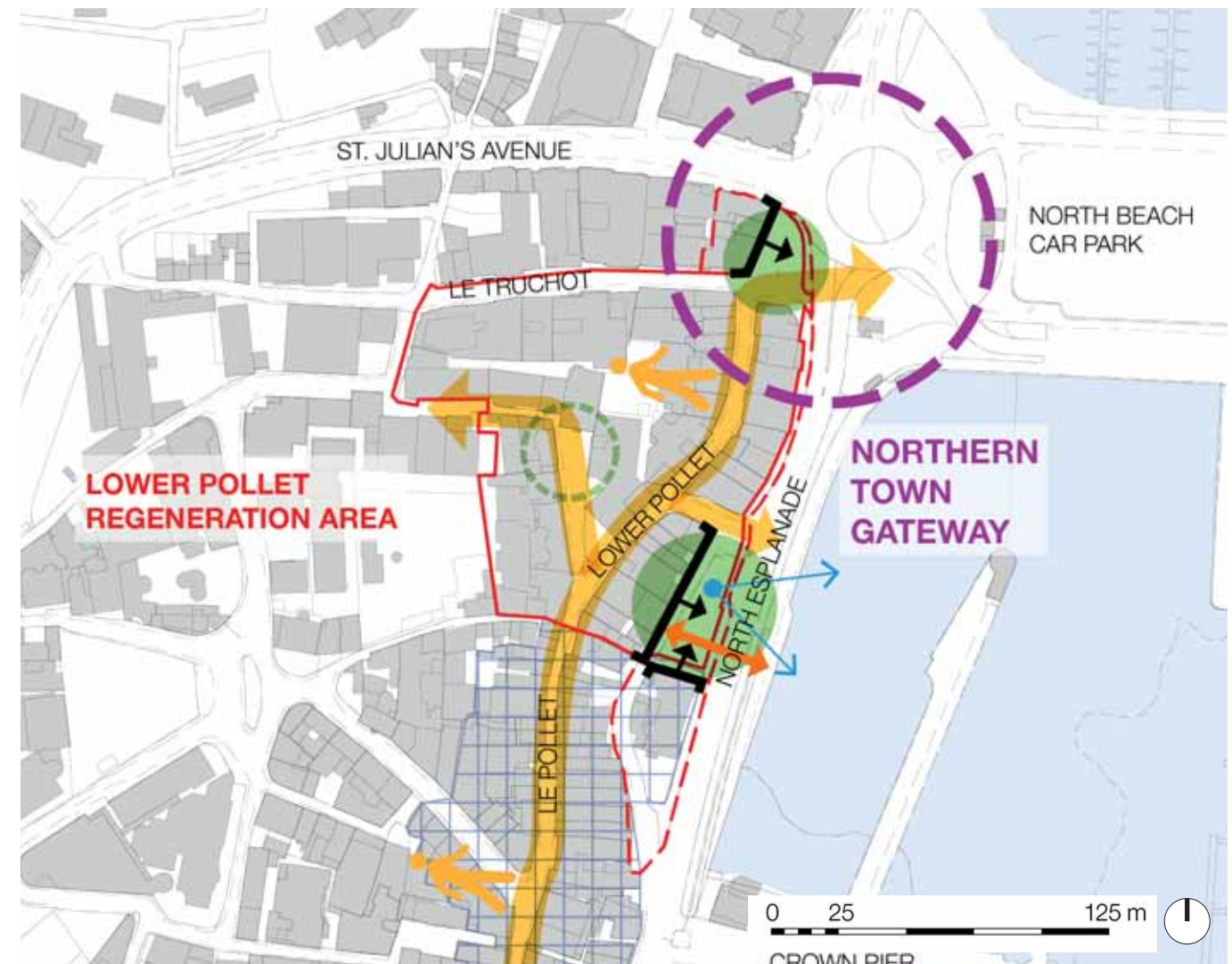


Image C.18: Lower Pollet Regeneration Area extract from the Overall Vision Concept Plan for the three RAs (image B.18). Priorities for Lower Pollet RA include: North Plantation and the surrounding built environment, upgrading the taxi rank as a public open space as well as part of the Northern Town Gateway, and improving the pedestrian experience of Lower Pollet as an extension of St Peter Port's central pedestrian spine

Key

- Major town gateway
- Central pedestrian spine to be reinforced through improvements
- Opportunity for key public open space destination
- Open area enhancement opportunity
- Important frontage relationship with public open space
- Important harbour views
- Opportunity for new/improved pedestrian connection
- Core Retail Area
- Regeneration Area boundary and extended areas
- St Peter Port harbour

C.3. Lower Pollet Regeneration Area development guidelines

C.3.1. Land use and activity principles - sustainable development opportunities and requirements

The mixed-use role of the Lower Pollet Regeneration Area – as a bridge between St Peter Port’s main commercial office area to the north and the Core Retail Area to the south – aims to be further enhanced through this Development Framework. With a hotel as an existing key asset, supporting business and leisure tourism, the uses in this area should continue evolving to complement the 9-5 retail/office sector with vibrant ground floor activities and a local resident population.

Whilst there are few obvious redevelopment sites that can be identified as definite opportunities for wholesale change in this RA the redevelopment or creative reuse of buildings within this area is encouraged as long as it supports the mix of uses in the area and that proposals are developed with a sensitivity to the heritage context, and key views of the RA, particularly from the harbour front.

Frontage and activity opportunities

Mixed uses should continue to be a key feature of the Lower Pollet Regeneration Area, particularly along Lower Pollet, North Plantation and North Esplanade where active ground floor uses (e.g. retail, cafés/restaurants, commercial) should be prioritised to underpin the gateway status.

There is potential for iconic gateway or landmark buildings along the harbour-side frontage of the Regeneration Area, particularly where buildings front on to the taxi rank or North Plantation. This would help to reinforce the gateway status of the area should redevelopment opportunities arise.

With primarily office and professional uses, Le Truchot suffers from low levels of activity along its frontage and should any opportunities arise to refurbish or redevelop, providing improved visibility and activity along the ground floor

should be proactively considered, including for the States’-owned Edward T. Weadon House. This could help to improve footfall and the general vibrancy of the area.

North Plantation and the old States’ building

With North Plantation lane largely closed to traffic, there is a key opportunity to create a lively and vibrant environment supported by an improved public open space. There are already a number of food and beverage businesses fronting onto North Plantation, however the area could be improved by:

- Businesses that provide active ground floor activity from morning into evening with clear entrances along North Plantation lane and public open space, with spill-out presence, e.g. chairs and tables, present throughout the day
- Installing integrated built-in storage for bins to reduce the cluttered ‘back lane’ appearance
- Considering awnings (where not present already) above ground floor level to improve shelter and enclosure

Potential redevelopment of the old States’ building should also consider how it’s frontage onto North Plantation public open space could provide a direct and active ground floor relationship.

Taxi rank frontage

Buildings surrounding the taxi rank should provide active and positive frontage onto the taxi rank as a key public open space. The current redevelopment at Weighbridge House proposes a pub on its northern frontage, where it will be important that ground floor activity is visible from the taxi rank.

Existing uses on the western edge of the taxi rank have entrances opening onto the space, however there is further potential to increase interaction and activity onto the taxi rank, including potential to paint murals on the blank upper floor external walls to contribute to the gateway presence of the taxi rank area.

Should any of these buildings be considered for redevelopment in the future all buildings overlooking and adjacent to the taxi rank should properly consider their role as part of the Northern Town Gateway. In this role they may be able to accommodate additional height and will need to be designed as landmark buildings.

Refurbishment / conversion of uses

Where the opportunity arises to refurbish or convert the uses of an existing building, active ground floor uses (e.g. retail, café/restaurants, commercial) should be prioritised, as above. Other scenarios include repurposing upper floors for residential and considering the impact of potential long-term changes in working habits, following changes instigated by the Covid-19 pandemic. Consideration needs to be given the potential conflicts between residents and ground floor / night-time uses and therefore aspects such as noise, ventilation and servicing need to be developed to provide a robust approach.

Residential at upper levels (refer also to B3.3)

There is precedent within the Lower Pollet RA for residential at upper levels so this should therefore be encouraged as an appropriate way to bring upper floors into use to help increase the local population in a desirable location within Town.

Changes in working habits

The Covid-19 pandemic has led to many professional workplaces to capably work from home which has led to many businesses around the world to reconsider their need for permanent office space in a central location. Whilst many businesses are likely to retain some physical office space, requirements may reduce and more shared workplace ‘hub’ environments may increase in demand. Residential accommodation is now more likely to include ‘workspace’ as part of the internal layout and design.



Image C.19: Awnings above ground floor spill-out activity offer shelter and provide interest to the overall frontage



Image C.20: Painted building murals are a relatively affordable way to regenerate an area, create identity and celebrate artists & creativity (credit: Google)

This would have impacts on vacancies and therefore some existing office accommodation may consider converting uses or needing upgrades to make them more attractive to office occupiers. In the Lower Pollet RA, converting existing office buildings to residential uses would support aims to increase the local resident population (as above), and help to increase activity in areas which are typically limited to working hours. For additional guidance, refer to B3.3.

C.3.2. Built form principles

Key views

Where refurbishment or redevelopment opportunities arise within Lower Pollet RA, the view from the harbour and piers are the main consideration in understanding how changes to heights and volume could affect the established appearance of the area (also refer B.1.2).

Urban design approach to character

With the exception of the area highlighted as the Northern Town Gateway area, proposed building heights, form and character should be sensitive to its immediate context. North Plantation frontage is another area with the potential for exception, however where properties along North Plantation front onto Lower Pollet, the proposed height, form and character along Lower Pollet should be the primary reference point.

Contemporary proposals should not be precluded, however they will need to demonstrate how design and built form elements such as proportion, rhythm of openings, and materials relate to their surrounding context. Pastiche should be avoided.



Image C.21: The existing mast feature in the Weighbridge roundabout could provide the inspiration to creating a strong identity for the Northern Town Gateway proposals



Image C.22: Low maintenance rain garden planting provides visual amenity as well as surface flood water mitigation

C.3.3. Public realm, open area, landscape and biodiversity opportunities and requirements

For all public realm opportunity areas, the approach of this Development Framework is to provide guidance for both a **low** and **high intervention** approach. The **low intervention** approach is related to improving public realm, landscape and biodiversity amenity whilst maintaining the existing basic transport and highways function/s, e.g. parking, access, etc.

The **high intervention** approach considers the future potential of existing transport and highways function/s to be relocated or unnecessary in the identified public realm location as a result of investigations by other States' workstreams, e.g. Integrated Transport Strategy, Harbour Action Area, Climate Change Action Plan, etc.

The **low** and **high intervention** approaches could also be viewed as short- and long-term phasing solutions as the minimum enhancement approach could nevertheless bring a variety of benefits to the area, including:

- improvements to the experience of the area for both locals and visitors as a place to sit, meet people and spend time
- increase in foot traffic for adjacent and nearby businesses
- increase in biodiversity potential
- improved surface water drainage mitigation
- potential to facilitate and support local community events

The design ideas on the following pages (C.1, C.2 and C.3) are intended to explore a range of opportunities and to encourage discussion about the future of these areas and how they might be used. They are not fixed or developed design proposals and would need to be robustly tested and developed before final approaches could be agreed or delivered.

Lower Pollet Northern Town Gateway area (refer B3.1)

In addition to upgrades to the taxi rank, the Northern Town Gateway could be articulated by:

- Mural/s applied on the two northern buildings facing onto the taxi rank (e.g. designed in collaboration with a local artist)
- Installing a new public art sculpture within the taxi rank
- Introducing bold signage to the Weighbridge roundabout landscape
- Supergraphics applied to North Esplanade to the south of the Weighbridge roundabout

Taxi rank

Any changes to the function of the taxi rank would be part of a wider transport strategy and the high intervention approach guidance here (Refer C1) explores options for if this change were to come about, and is not a proposal for its relocation.

Low intervention approach

- rationalise hard surfaces and through-route for taxis
- retain taxi rank function with some spaces for taxis to park during off-peak hours
- consider eastbound waiting spaces for additional taxis in peak hours on Le Truchot

Public realm enhancements should include:

- a sheltered seating area for people waiting
- new areas of trees/landscaping integrating rain gardens (e.g. to help capture diffuse pollutants) where possible and to soften the appearance of the existing railing
- planting of low-maintenance native species, particularly those that could provide biodiversity value
- new paved areas in pedestrian zones

e.g. around seating and landscaping, and minimising tarmac where possible to create a space which prioritises the movement of people rather than vehicles

- consideration of closing vehicular access from North Esplanade where this provides benefits to the wider vehicular network; or, alternatively creating a shared surface access to minimise unnecessary through traffic

High intervention approach

- if the taxi rank function was relocated, e.g. potentially as part of combined transport hub and/or wider transport strategy
- new public realm area as part of Lower Pollet gateway

Public realm enhancements should include:

- transforming the full extent of the existing taxi rank area to an area of newly paved public open space amenity including seating areas integrated with trees/landscaping

- new planted areas to be created as rain gardens to accommodate surface water drainage
- planting of low-maintenance native species, particularly those that could provide biodiversity value
- potential public art / gateway sculpture feature
- potential for informal play elements
- potential for an area of covered seating to accommodate for poor weather
- potential for small retail unit, e.g. coffee shop or healthy eating kiosk
- providing min. 2m clear footpath area in front of existing building frontage
- consideration of closing vehicular access from North Esplanade where this provides benefits to the wider vehicular network; or, alternatively creating a shared surface access to minimise unnecessary through traffic

INDICATIVE CONCEPT IDEAS C1: Taxi rank

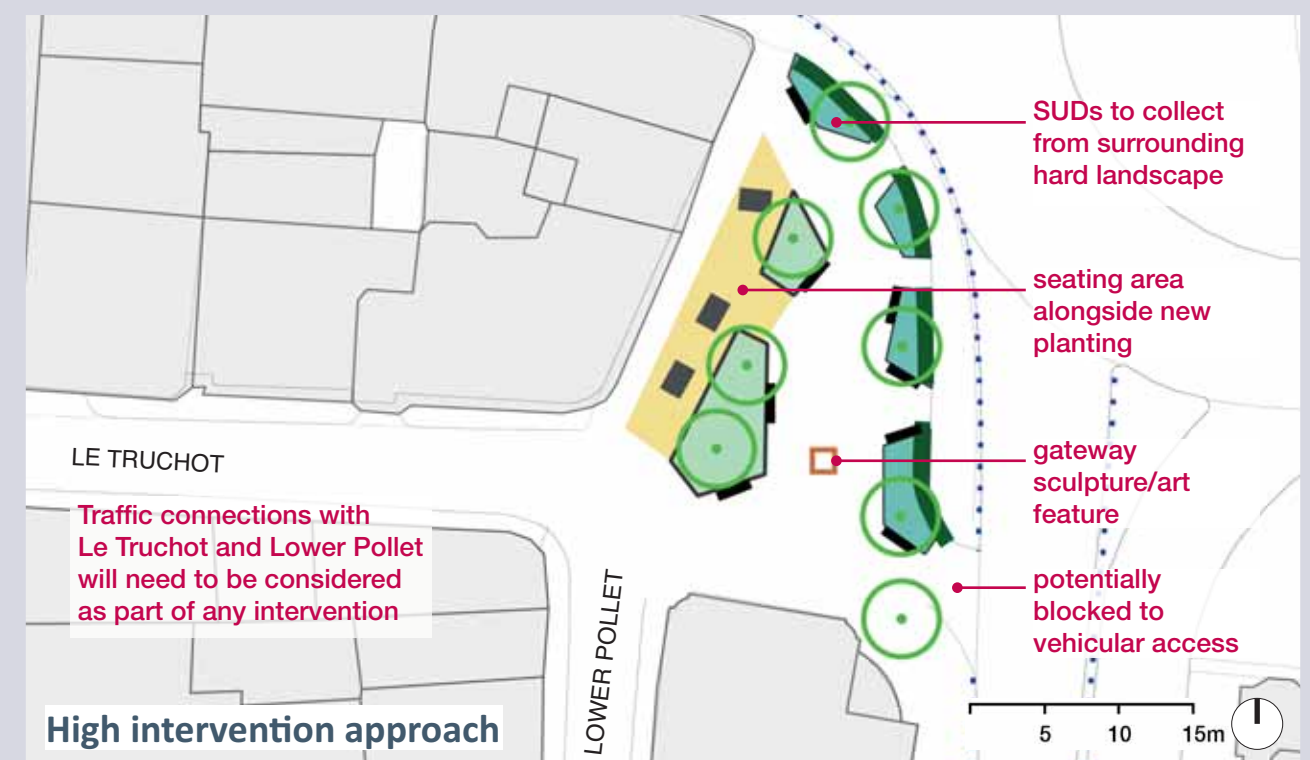
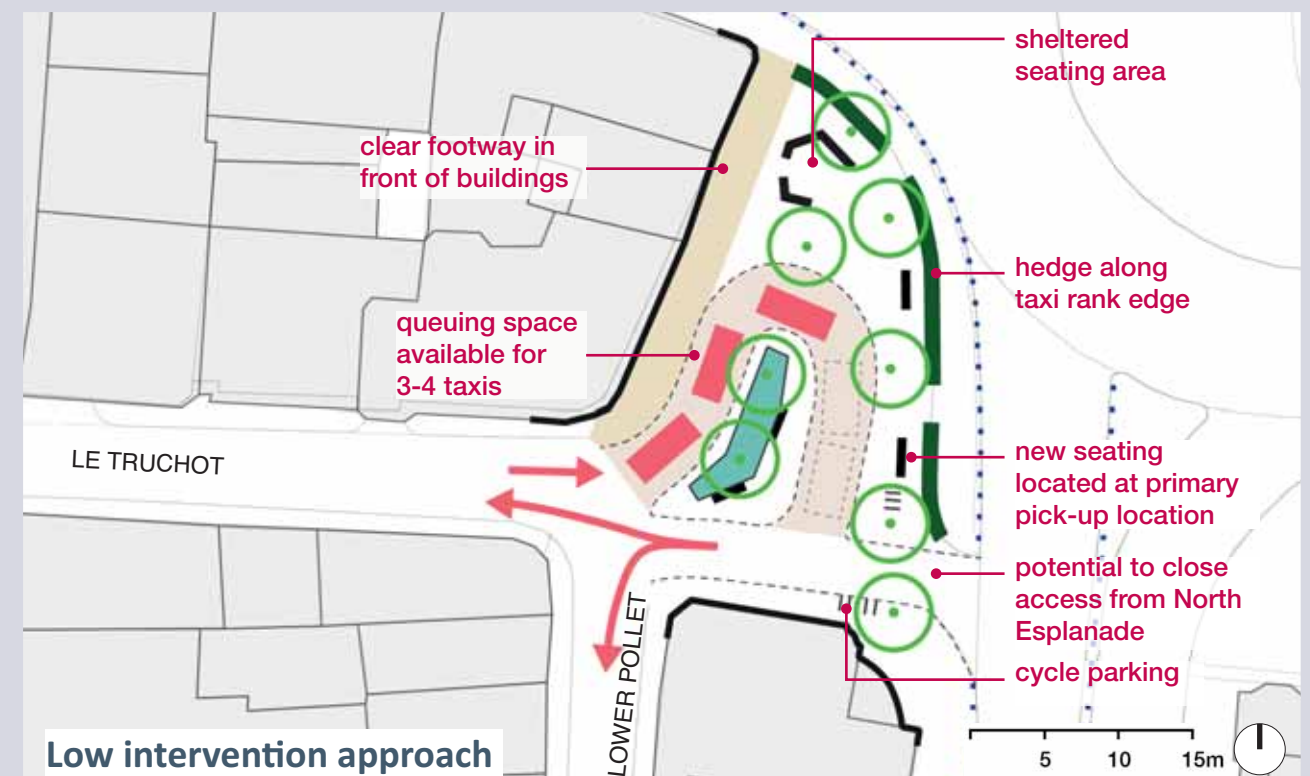


Image C.23: Illustrative view of the taxi rank (low intervention approach)

North Plantation

The North Plantation public open space has been identified as one of the Seafront Enhancement Area's (SEA) opportunity sites. To date, concept plans have been developed for the enhancement and redesign of the space and it will be important that the following is considered as part of an overall integrated design to ensure consideration of the relationship with surrounding building frontage (also refer to C.3.1) and its role within the Lower Pollet Regeneration Area:

- introducing areas of new low-maintenance native planting to encourage biodiversity, as well as considering the retention and integration of the Protected Tree (should retention of the tree demonstrate that it constrains public realm enhancements, its removal and replacement with another tree that will over time mature to provide equal public amenity may be acceptable)
- new formal and informal seating areas which consider views towards the harbourfront
- integrating SUDs features as a key element, including rain gardens and potentially other forms of SUDs, e.g. urban rills – as a SEA opportunity site, North Plantation could provide an exemplar for SUDs on the Island
- creating good permeability and connections between the North Plantation building frontage area and access/views to the harbourfront
- how additional spill-out activities from the North Plantation and old States' building frontage could be accommodated
- retaining and integrating the Protected Monument (former fountain)
- integrating the existing bus shelter (or new shelter in the same location)

- integrating attractive cycle parking infrastructure in a highly visible location to ensure safety and security – also consider including public cycle repair facilities
- providing a reasonable area of flexible open space which could support local festivals and Guernsey's events culture
- formal/informal play elements (which could include a water feature / play fountain)
- appropriate lighting for safety and wayfinding at night-time
- the integration of public art as part of a wider public art strategy
- installing water refill stations for refilling water bottles

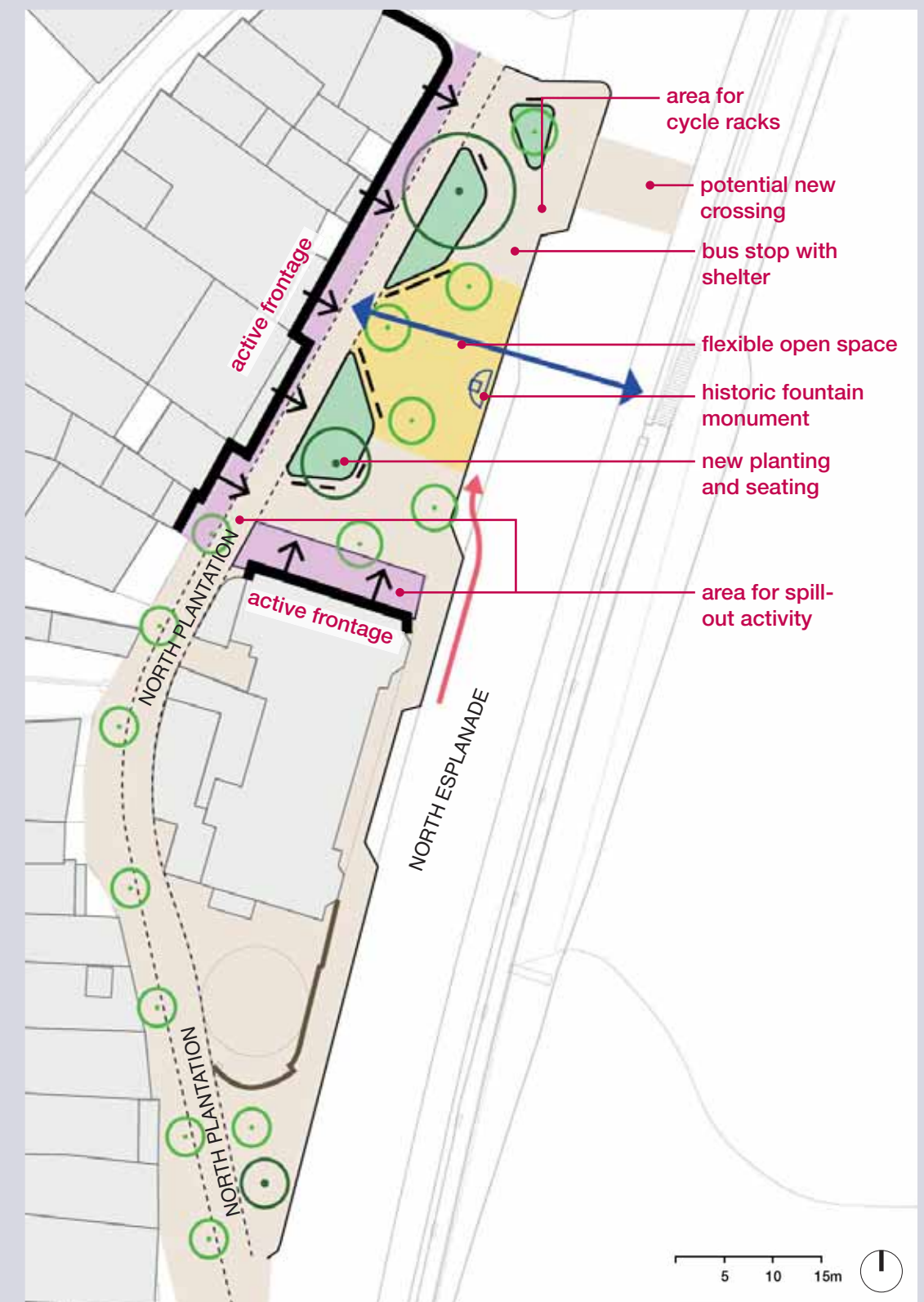


Image C.24: Opportunity for public art to be included within the reimagined North Plantation public open space (credit: Gillespies)



Image C.25: Seating alongside rain gardens creates a pleasant multi-functional environment

INDICATIVE CONCEPT IDEA C2: North Plantation



La Plaiderie open area

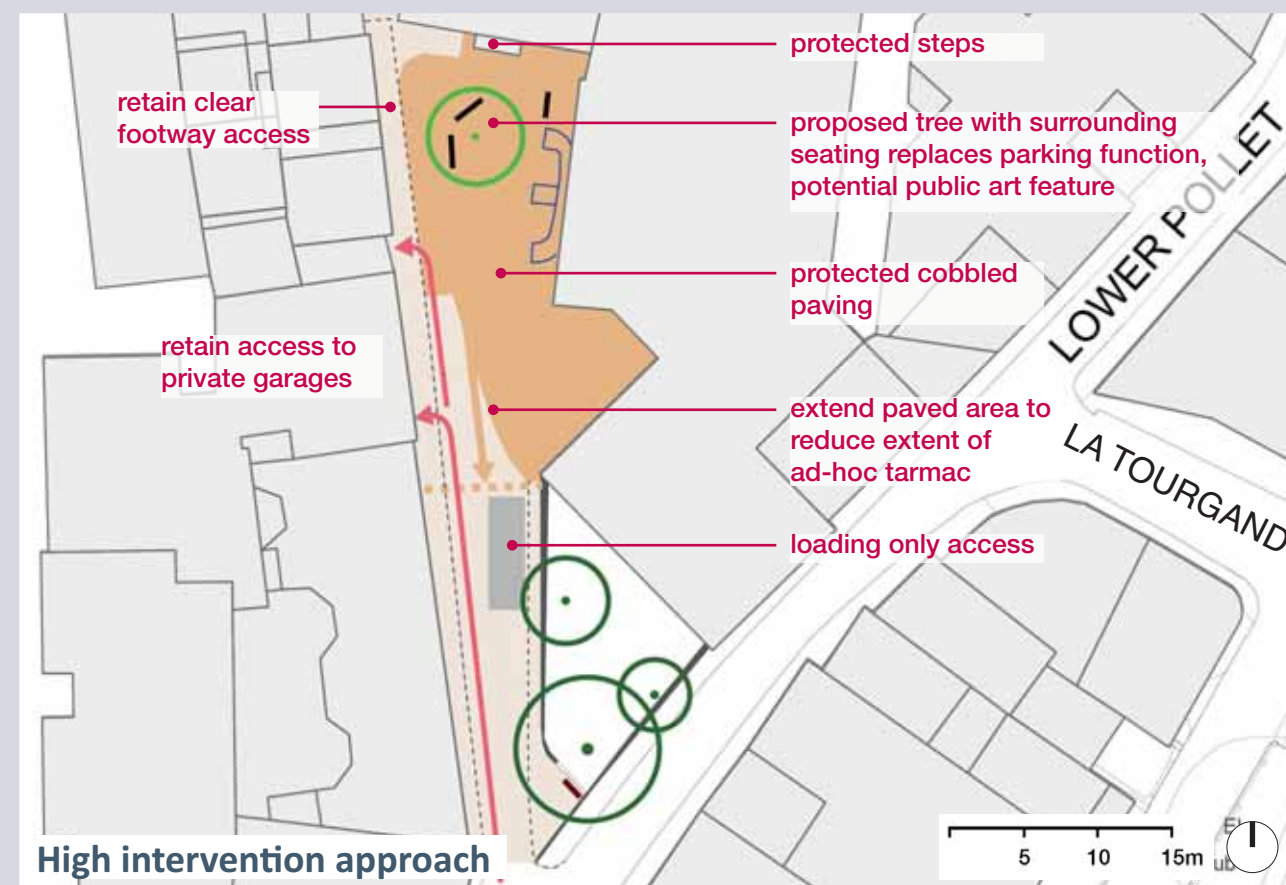
La Plaiderie is an open area and any improvements to the area would only happen by agreement with all land owners.

Low intervention approach

- Courtyard parking function remains
- Access to private garages/driveways remains
- Extension of protected historic cobbled paving with similar material to reduce tarmac and 'complete' the area of special paving and emphasise La Plaiderie's role as a key pedestrian link from Le Truchot
- Consider introducing seating (or other suitable street furniture) along outer edge of footpath to protect pedestrian route from manoeuvring cars

High intervention approach

- Parking relocated or reduced to create dedicated open area courtyard
- Access to private garages/driveways remains
- Extension of protected historic cobbled paving with similar material to reduce tarmac and 'complete' area of special paving
- Create a focal area within the centre of the courtyard e.g. a new tree (with biodiversity value) with seating, providing an attractive local amenity to the Regeneration Area and a potential public art feature
- New tree planting could incorporate a rain garden or permeable paving at its base to provide surface water flooding mitigation
- Loading access retained

INDICATIVE CONCEPT IDEA C3: La Plaiderie**C.3.4. Pedestrian and cycle accessibility and movement**

General enhancements to St Peter Port-wide pedestrian and cycle infrastructure are included within Section B3.2.

Pedestrian accessibility and movement**Lower Pollet**

By reimagining Lower Pollet as a pedestrian-priority environment, the central St Peter Port pedestrian-priority route could be extended to cover the full extent of Town's central area from the Mansell Street Western Town Gateway and Lower Pollet Northern Town Gateway (refer Image B.17) to provide an attractive and valuable amenity for residents, workers and visitors.

Transforming Lower Pollet into a pedestrian-priority environment should include:

- Limiting vehicular and service access to certain hours in the day, similar to Le Pollet and High Street (while maintaining emergency vehicle access)
- Assessing the general accessibility and how it could be improved including location and height of drop kerbs and ongoing maintenance of historic cobbles

La Tourgand

As a short lane and extension to North Plantation lane, La Tourgand should also consider being transformed into a pedestrian-priority environment where service access is retained.

This could include:

- Resurfacing from tarmac to paving, to reduce the traffic-oriented feel, or application of supergraphics along its length



Image C.26: Paving provide a pleasant backdrop to cafe spill-out areas and help to indicate a pedestrian priority environment



Image C.27: Supergraphics applied to existing tarmac areas can be a cost-effective way to create interest and emphasise pedestrian priority areas

This would also serve to improve the setting of The Thomas De La Rue pub which includes a bust of its namesake – a historic Guernsey figure – on the corner of building at North Plantation and La Tourgand.

North Esplanade and the harbour-side footway

The harbour-side footway is a reasonable width (approx. 3m) and offers reasonable protection from the vehicular carriageway by means of a raised kerb. Pedestrian crossings are currently limited to a signalised crossing to the south of the taxi rank / Weighbridge roundabout, with the next signalised crossing 220m south at Victoria Pier.

An additional informal crossing could be introduced to facilitate access from the south-bound bus stop to development and the North Plantation public open space. This would also help to emphasise the North Plantation public open space and frontage as a hub of people and activity.

Cycle accessibility and movement

Appropriate locations for non-standard cycle parking infrastructure include:

- The taxi rank upgraded public realm area
- North Plantation public open space



Image C.28: Bespoke high quality cycle parking infrastructure double as attractive sculptural elements within the public realm

C.3.5. Longer term opportunities for areas within the surrounding context

North Beach car park

The North Beach car park is one potential location for a St Peter Port consolidated transport hub including the Town bus terminus and other functions including cycle parking, car club parking, a shared cycle scheme dock, etc. The potential for a consolidated transport hub would require further detailed studies and testing as part of a wider long-term strategy which supports sustainable transport within St Peter Port.

Other improvements that could be considered for North Beach car park include enhancing the area with trees, planting and SUDS to create an attractive climate-resilient open space which maintains parking numbers as appropriate, but with potential to reduce these in future should demand decrease. Increasing the flexibility of the car park as a public open space in its own right could also facilitate other uses and activities to occur within the North Beach car park on a temporary or seasonal basis, e.g. for events.

Admiral Park

Less than 2km from Lower Pollet Regeneration Area, Admiral Park feels disconnected from the central Town area. Despite this, many people still move regularly between the two areas. To improve connectivity and convenient access, and therefore the joint vibrancy of both areas, providing a dedicated and frequent transport service, e.g. mini-bus, could help to minimise reported parking congestion that comes with Admiral Park workers coming into the central Town area during lunch hours.

Another option could be improving cycle infrastructure in both locations, e.g. conveniently located cycle parking under cover, or considering the potential for a St Peter Port or Island-wide cycle share/hire scheme.

The background image shows a coastal town built on a steep, rocky cliff. The town features numerous buildings with dark roofs, some with red-tiled roofs, and a prominent church spire. The town is situated on a plateau, with a steep drop-off to the sea. The sea is visible in the distance, with several boats and a harbor area. The entire image is overlaid with a semi-transparent red filter.

PART D

South Esplanade and Mignot Plateau Regeneration Area

- D.1. South Esplanade and Mignot Plateau Regeneration Area site description and analysis
- D.2. South Esplanade and Mignot Plateau Regeneration Area vision and objectives
- D.3. South Esplanade and Mignot Plateau Regeneration Area development guidelines

D.1. South Esplanade and Mignot Plateau Regeneration Area site description and analysis

D.1.1. Land / property ownership

There is a comparatively small number of property/land owners within the Regeneration Area as it focuses largely on the open spaces of South Esplanade and Mignot Plateau (both primarily owned by the States). The States also own the former Tax Office building on Cornet Street. The Douzaine is another key property owner in the area, and there they have two adjacent sites including one with prominent and substantial frontage along South Esplanade where the site also includes frontage onto Cornet Street.

D.1.2. Uses and facilities

There are relatively few uses in the small number of buildings within the Regeneration Area and these consist mainly of retail/food and beverage along the South Esplanade frontage, with offices at upper floors. The Town Church is a point of difference within the area as well as Ozanne Hall (currently occupied by the Border Agency) on Mignot Plateau, just outside the Regeneration Area boundary. The former Tax Office currently has short-term occupiers. (Uses are shown on images D.5 and D.6.)

Retail uses (and the Core Retail Area) dominate to the north and a mix of retail/offices/residential occupy other nearby buildings, with a number of offices further south along the waterfront which provide a number of office workers to the area.

Parking and the Town Bus Terminus is located along South Esplanade as additional key uses within the area. Whilst the passenger bus stop is located to the north of the area (near the pedestrian crossing), the terminus function means there are often a number of buses sitting idle between the buildings and the harbour. This effectively disrupts views and emphasises the disconnection between development and water.

Parking is also located on Mignot Plateau for both surrounding buildings, residents and the public.

D.1.3. Character, form and scale

Town Church, the oldest building within the Regeneration Area boundary, is a key gateway landmark when moving from the high street to the more modernised area of South Esplanade frontage and the Town bus terminus.

Dense and block-like buildings line the traffic-dominated South Esplanade creating a unified frontage, much of which accommodates offices and various retail spaces along the ground floor. Within this frontage is the bus terminus as well as 61 designated parking spaces which, given the space requirements, dominates the area as one dedicated to vehicles and movements rather than people and as a welcoming and comfortable area to wait for the bus.

Cornet Street, a quieter street, is lined by more varying buildings typically of 3-4 storeys in height, and has granite paved footways leading to the access of the ancient narrow passageway (known as a 'vennelle'). Granite-stepped paving within the venelle (and others accessed by surrounding streets) leads pedestrians up the passageway to the Mignot Plateau, an elevated peak within St Peter Port allowing for panoramic views across the dynamic roofscape and harbour.

Due to South Esplanade open space being dominated by parked buses, cars and traffic, Mignot Plateau can be viewed more reasonably as a key area of quiet open space. However, unfortunately it is not designed as public open space due to its use as a carpark, and there is little to indicate its importance as a unique viewpoint for St Peter Port, whose view is used on much of Guernsey's marketing material. The vast openness is entirely in contrast to most areas within Town's central area, as well as the soft greenery which surrounds the elevated landform.

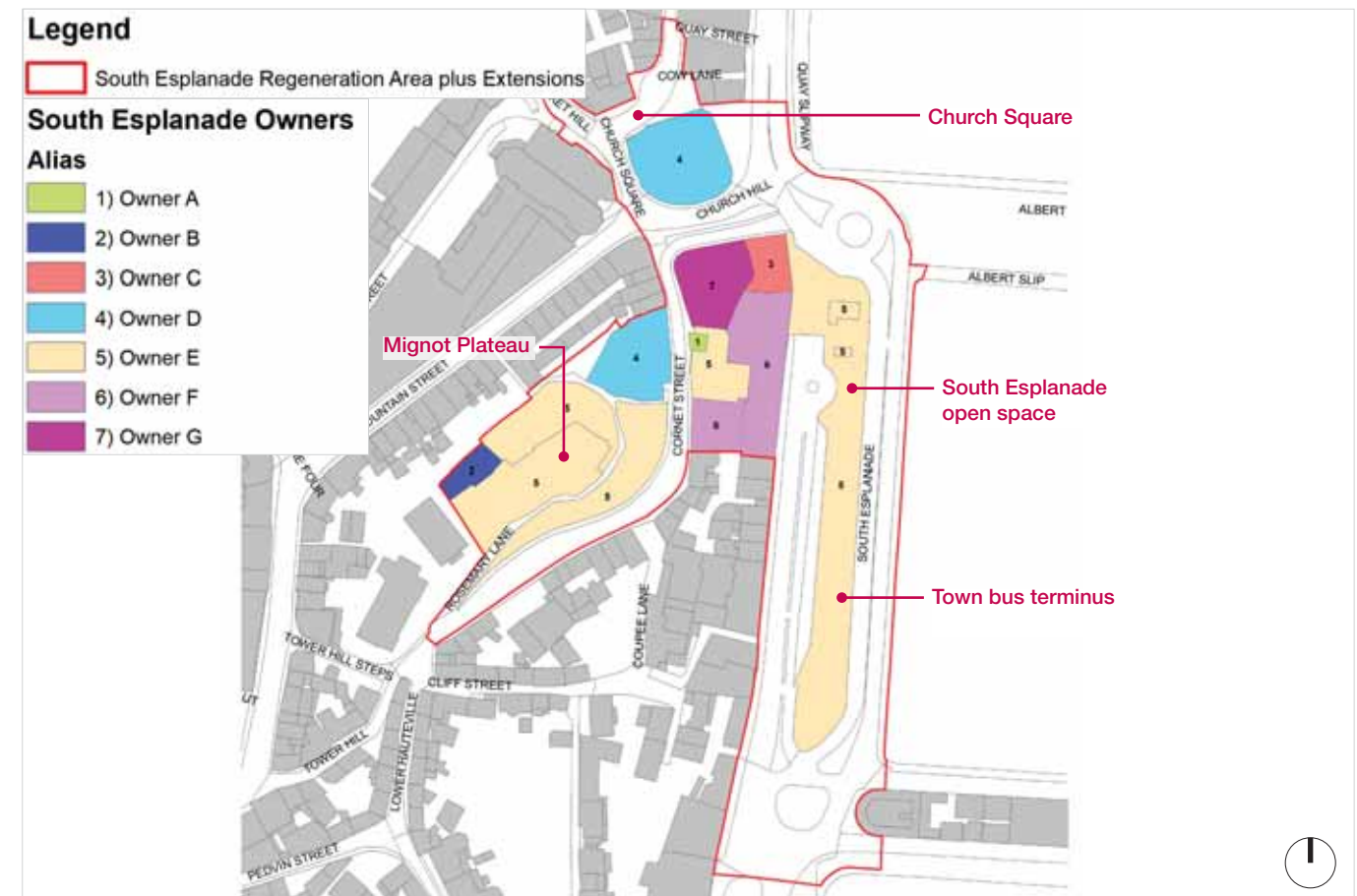


Image D.1: South Esplanade and Mignot Plateau Regeneration Area land ownership map

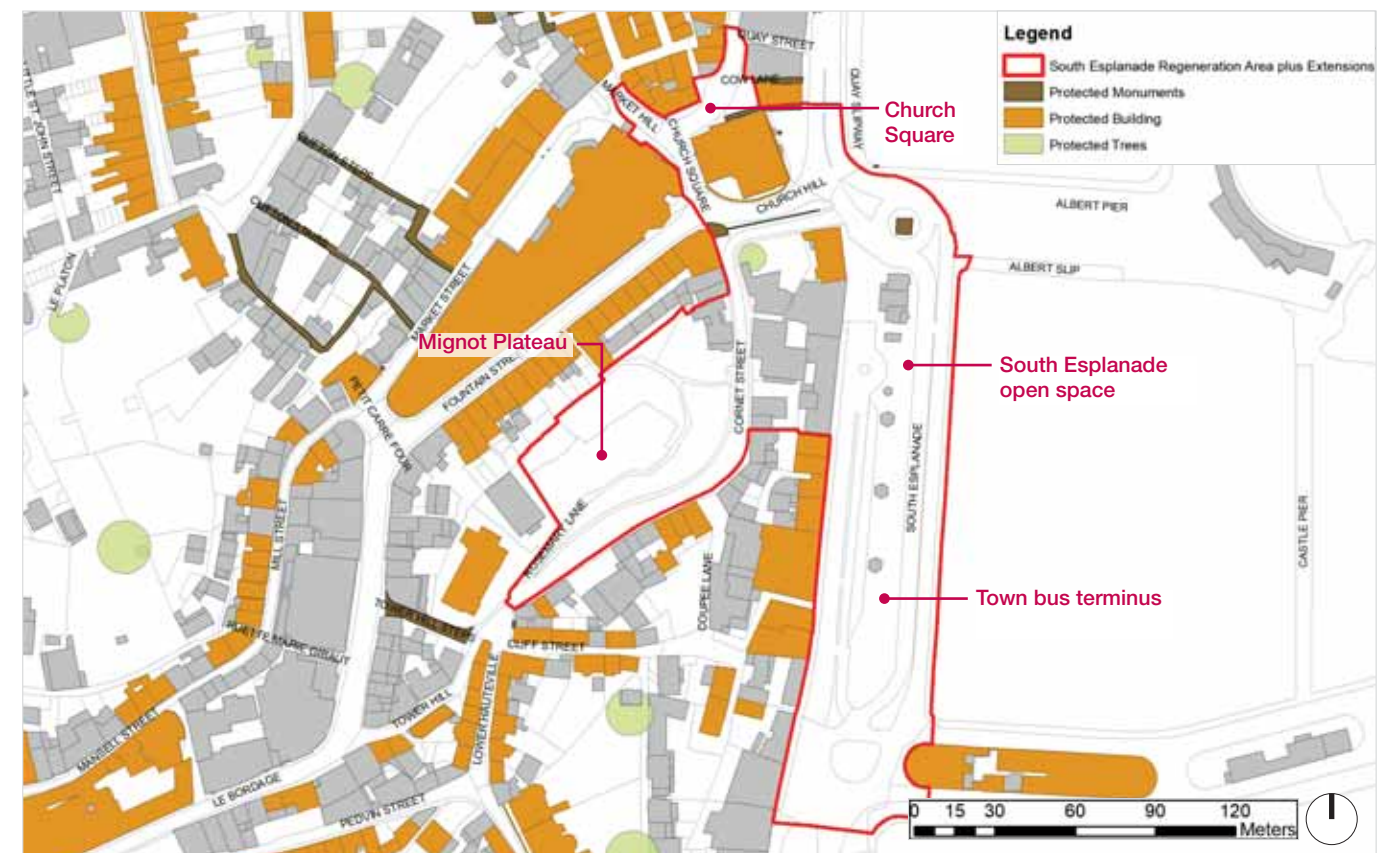


Image D.2: South Esplanade and Mignot Plateau Regeneration Area heritage features map

D.1.4. Protected buildings, trees and monuments

Protected elements are clustered around where Fountain/Cornet Street meets the Quay/South Esplanade intersection. This includes Town Church, Prince Albert Statue, and a Protected Tree. This cluster reinforces the importance of this area within St Peter Port as being historically significant, despite being currently undermined by a number of vehicle routes coming together at this point.

Whilst the trees along South Esplanade open space, along the Town bus terminus build-out are not protected, they are significant in size and maturity, and are rare instances of greenery within Town. Retention or similar replacement of these trees should therefore be considered as part of any redevelopment/s in the area.

D.1.5. Building height and land form

Heights vary between 1 and 5 storeys, with a small building element part of the Albany Building overlooking South Esplanade reaching 6 storeys (see image D.10).

As topography starts rising quickly to the west and towards Mignot Plateau, some of the building height differences are less noticeable. Mignot Plateau, however, is a noticeable high point within the area. (Refer also to St Peter Port Regeneration Areas Development Framework Stage 1 Report p.18 Fig. 2.13 Topography of St Peter Port)



Image D.3: The harbour-side footway along South Esplanade has no kerb and only a post-and-chain barrier between pedestrians and traffic making it feel unsafe and inhospitable, particularly at night



Image D.4: Level changes can be steep and difficult to access, however these stepped lanes are uniquely characteristic to St Peter Port and should be enhanced as pedestrian features with lighting and/or public art

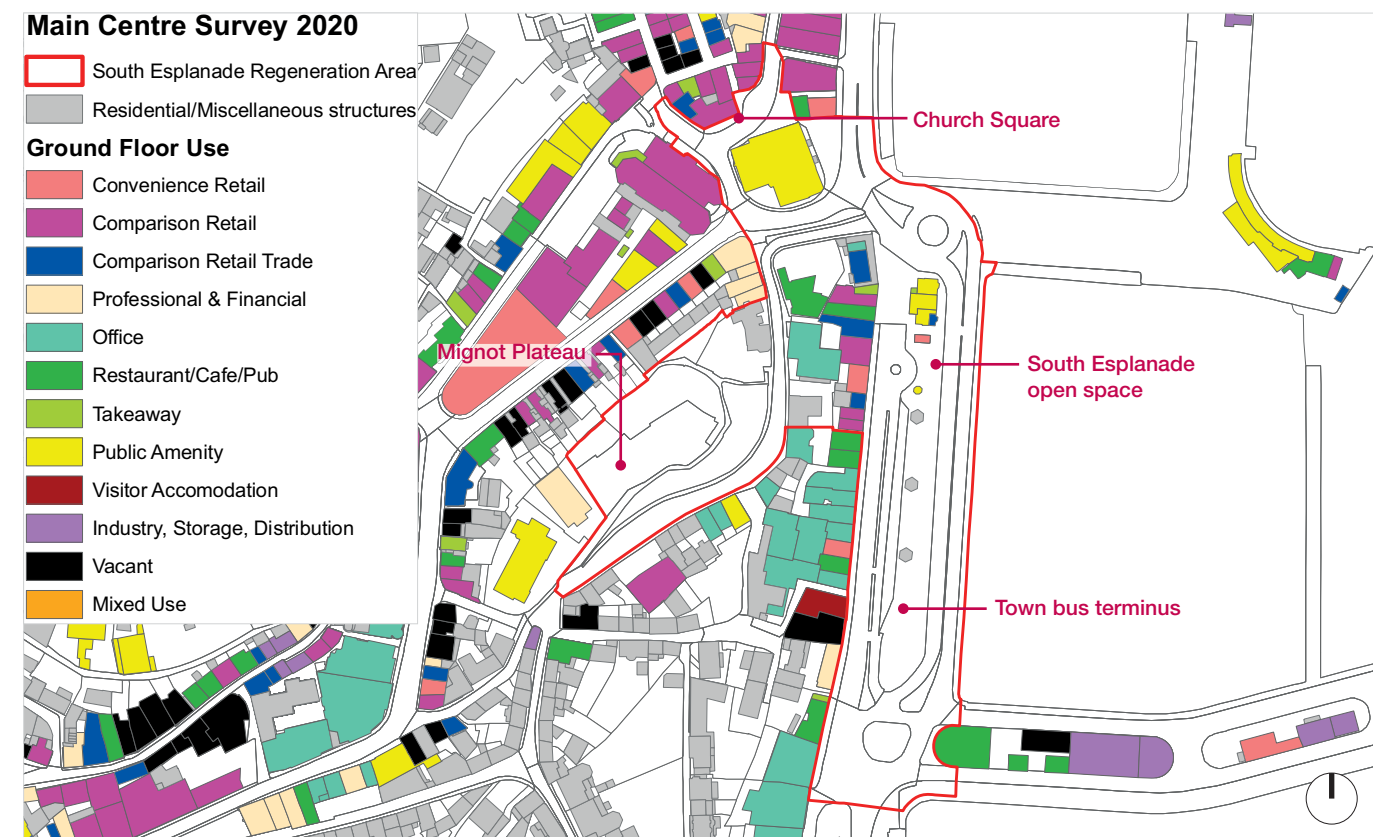


Image D.5: South Esplanade and Mignot Plateau Regeneration Area ground floor uses map

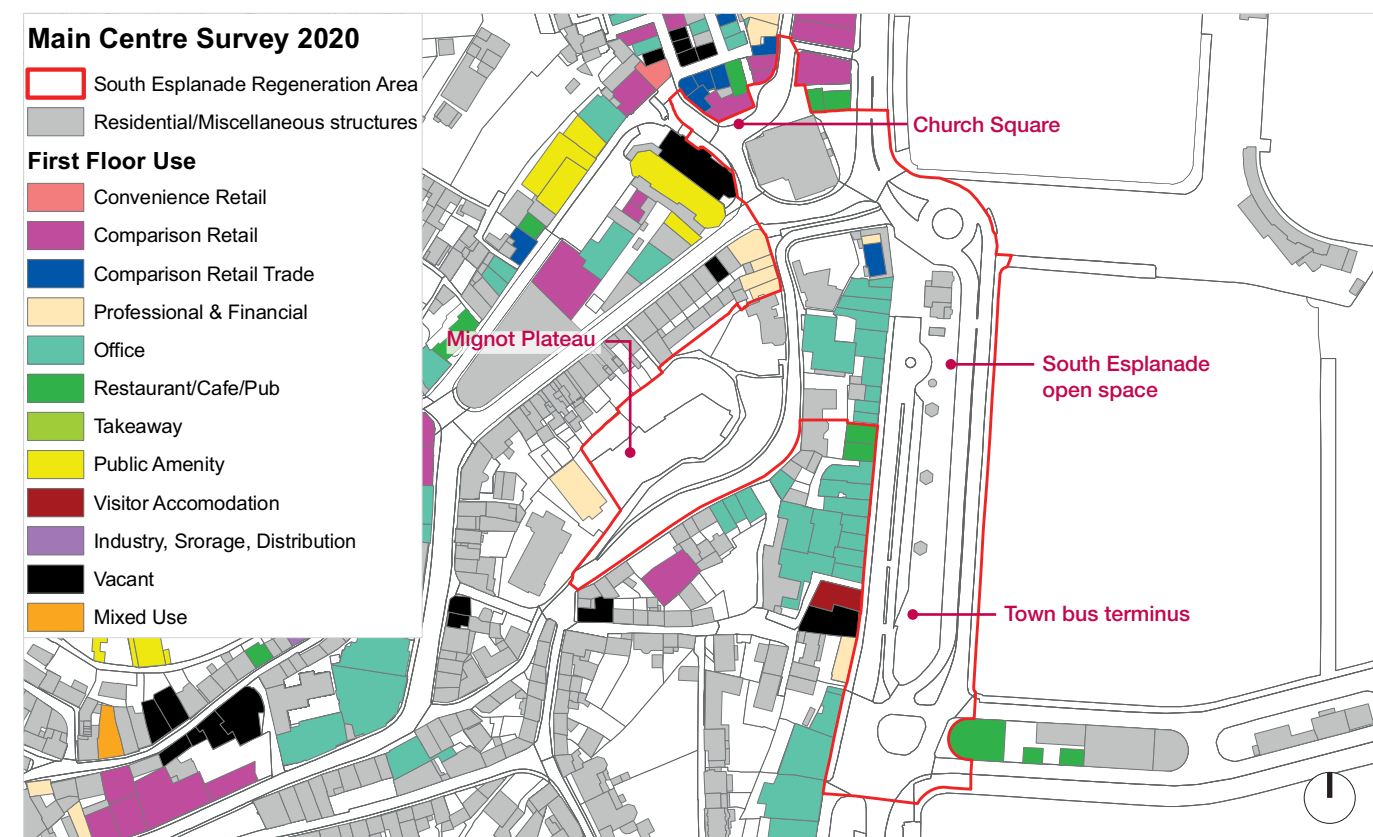


Image D.6: South Esplanade and Mignot Plateau Regeneration Area first floor uses

D.1.6. Pedestrian and cycle accessibility and movement

Busy traffic across the South Esplanade's four lanes is a key dominating feature of this Regeneration Area, surrounding and shielding the Prince Albert Statue from view. The traffic also blocks access to the harbourfront, as well as discourages pedestrian users beyond the Town Church area. With only two crossing points found to the north of the Regeneration Area, lack of accessibility and connectivity is a key issue.

Once the harbour's edge is reached from one of the crossing points, the harbour-side walkway itself is fairly unpleasant with a lack of kerb and only a historic bollard and chain system separating pedestrians from traffic. With many destinations, for example the Slaughterhouse Restaurant and La Vallette bathing pools, attracting people south along this route, it is a key area in need of improvement.

D.1.7. Vehicular accessibility and movement

South Esplanade and Fountain Street/Church Hill are the priority traffic routes in this Regeneration. South Esplanade is two-way with four lanes running along the harbourside. Fountain Street/Church Hill is a two-way street accessible from The Quay and Church Square.

Church Square is accessed off Church Hill and Quay Street and has a taxi rank and a number of disabled parking bays.

Cornet Street is one-way to traffic and is accessed from the north of South Esplanade.

There are parking bays on the western side of South Esplanade with access from the south, off the roundabout next to Castle Pier, and on-street parking on Cornet Street. Mignot Plateau has approximately 20 private car parking spaces and 28 public parking bays and is accessed from Rosemary Lane at the southern end of Cornet Street. A small car park on Coupee Lane is accessed off Cornet Street.

Access to the bus terminus from South Esplanade is an important access location.



Image D.7: View down Cornet Street with Mignot Plateau to the left of the image surrounded by greenery and stone retaining walls



Image D.8: The zebra pedestrian crossing at the base of Cornet Street with a second road intersection at Church Hill just past it (before Town Church)



Image D.9: The Albert Pier roundabout is currently dominated by vehicular traffic and does not easily facilitate pedestrian movement

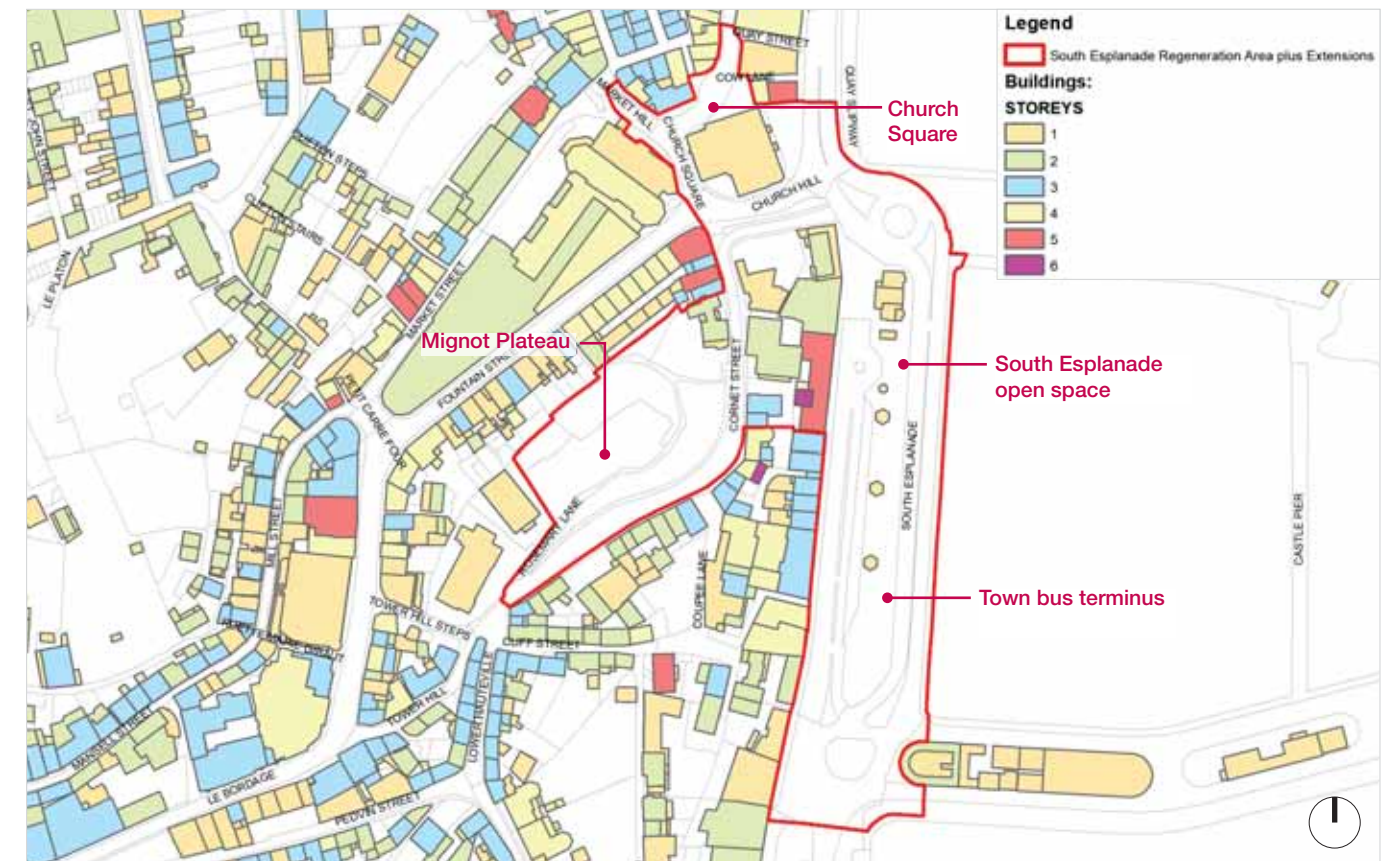


Image D.10: South Esplanade and Mignot Plateau Regeneration Area building heights map

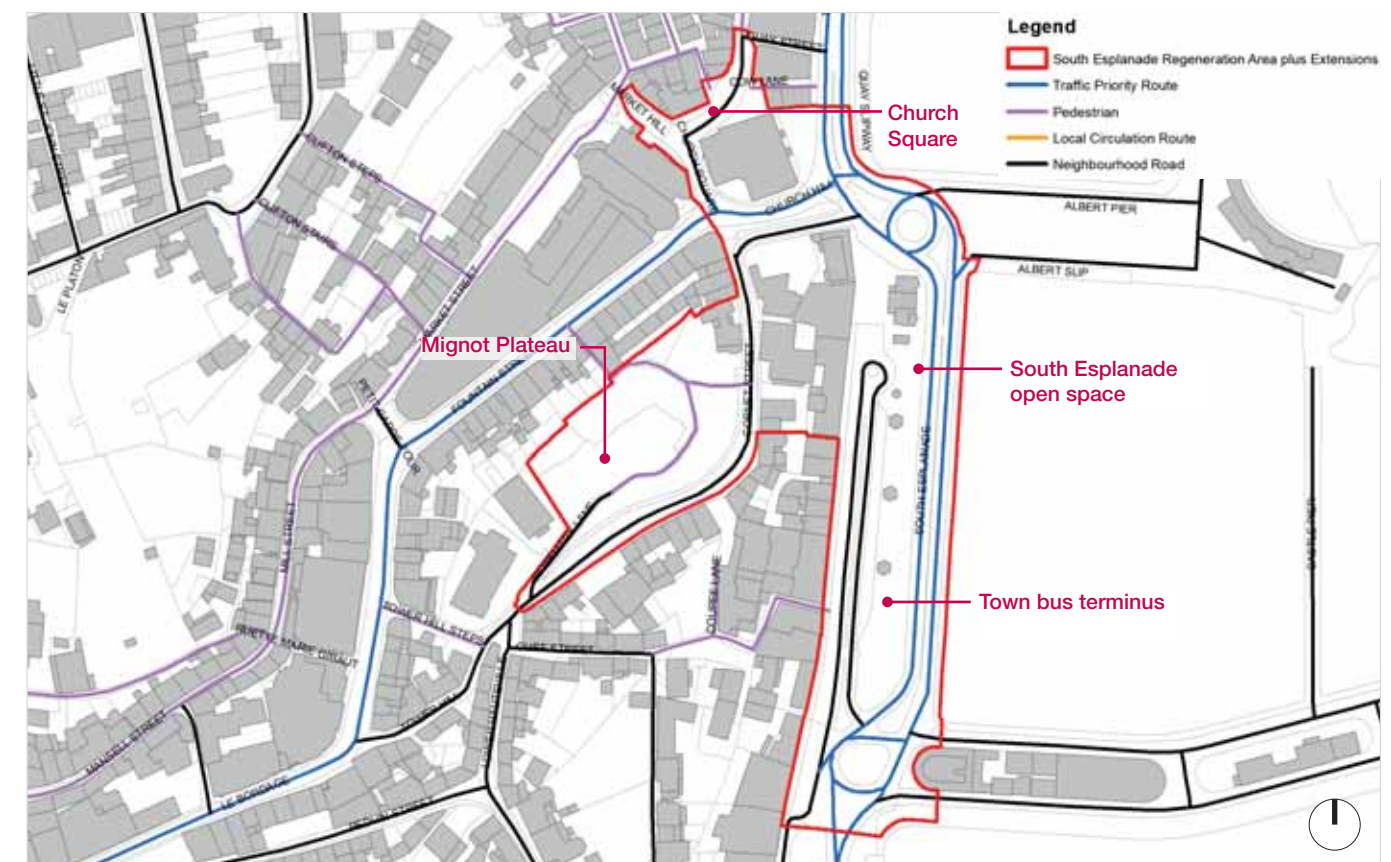


Image D.11: South Esplanade and Mignot Plateau Regeneration Area movement routes map

D.1.8. Public realm, landscape and biodiversity

Counter to the heavily traffic- and parking-dominated South Esplanade, there are multiple mature trees found adjacent to the bus terminus which contribute well to the atmosphere and experience. However, at ground level, the surface is dominated by asphalt and as a result there is a lack of distinction and separation of space within the surrounding roads and parking areas, and what may be pleasant seating pavilions are undermined.

Mignot Plateau is currently underused as an open space (and arguably as a development area), being more of a 'cut through' space and for access to and from the car park. Given the general rarity of green space in such proximity to the town centre and harbour, the lack of access and recognition to the planted slopes surrounding the historic passageways (vennelles) is notable, however the steep topography is a major constraint. Despite the planted areas being unavailable to access, it provides little to no biodiversity value which is another underutilised opportunity of this particular area.

Public realm surrounding the Town Church has a busy footfall, with Town Church users as well as pedestrians using the area as a key route and cut through to surrounding retail areas. Church Square is a focal point, with a small area of benches providing a gathering point and various enclosed passageways adding character to the area. The square has a lack of pedestrian usability with a short kerbside taxi rank as well as parking, creating a cluttered streetscape unappealing to the pedestrian and dominated by vehicular movement.



Image D.12: The South Esplanade build-out contains seating pavilions as part of the Town bus terminus function alongside mature trees



Image D.13: The Mignot Plateau car park and plaque with vast views towards Town, the harbour and beyond



Image D.14: The top of a historic venelle which provides pedestrian access between Mignot Plateau and surrounding streets



Image D.15: One of the iconic views from Mignot Plateau including the Town Church spire



Image D.16: The South Esplanade open space / bus terminus area consists of expansive areas of tarmac which makes the area feel inhospitable to pedestrians, particularly anyone who wants to access the harbourfront from the South Esplanade building frontage

Key

- ① Main arrival point for cruise ship passengers
- ② Potential to reduce number of traffic lanes to reduce car dominance
- ③ Seating area / public open space
- ④ Potential for pedestrianisation and/or public realm improvement
- Significant trees
- Significantly planted area
- ||||| Pedestrian crossing
- ||||| Controlled pedestrian crossing
- Informal pedestrian crossing
- ∩ Pedestrian guard rail (no kerb)
- ↔ Opportunity to improve pedestrian connectivity
- ⚡ Heavy traffic route (poor pedestrian environment)
- Bus stop / terminus
- Pedestrian only route
- One-way traffic
- ➔ Significant level change
- ⊙ Gateway for cruise ship visitors
- ▤ States property/land owner
- ▥ Key opportunity site for improvement
- Opportunity for public realm improvements
- Off-street public car park
- ▤ Private car park
- ▬ Slipway
- ▬ Wave overtopping location
- ▤ Core Retail Area
- ▬ Regeneration Area boundary and expanded areas
- St Peter Port harbour



Image D.17: South Esplanade and Mignot Plateau Regeneration Area opportunities and constraints

D.2. South Esplanade and Mignot Plateau Regeneration Area vision and objectives

D.2.1. Vision statement and objectives

Vision statement for South Esplanade and Mignot Plateau Regeneration Area

To increase the economic activity and range of uses to the south of the town by realising key development and intensification opportunities, and through transforming underutilised and ignored spaces and sites e.g. Mignot Plateau, South Esplanade open space, and frontage and church square, into well-connected, people focussed destinations for the town and key locations for appreciating the harbour and its activity.

Objectives

- 1 Mignot Plateau should be a main public attraction for both residents and visitors to the island to enjoy the unique views and vantage point, and utilise the historic venelles. There is an opportunity for development in this area to attract visitors and residents.
- 2 South Esplanade should be a well-integrated multi-functional public open space where people can comfortably sit out and enjoy views and access to the harbour, providing an inviting and pleasant gateway feature and usable space within the Town. The sensitive redevelopment and intensification (or perhaps creative reuse) of some buildings along this frontage would help achieve this.
- 3 Church Square should provide a setting appropriate to the function, important gateway to the high street, and historical significance of Town Church which should focus on the needs of people instead of cars.
- 4 Improve overall pedestrian accessibility to overcome high levels of traffic and steep topography to make the area more usable and attractive to visit, pass through and spend time.

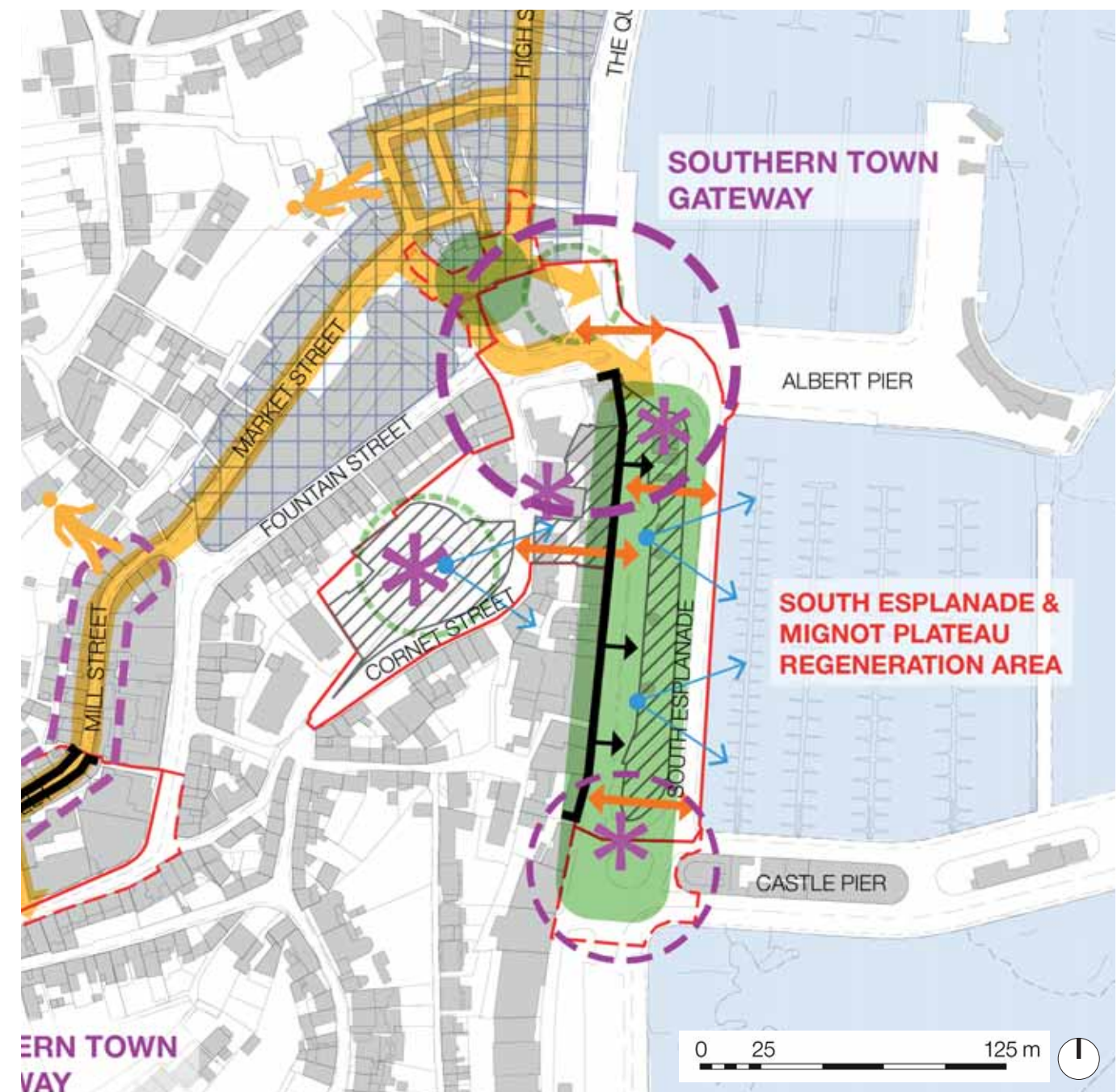


Image D.18: South Esplanade and Mignot Plateau Regeneration Area extract from the Vision Concept Plan (see Image B.18). Priorities for South Esplanade and Mignot Plateau RA include: creating a destination and key area of public open space for St Peter Port along South Esplanade, highlighting the development opportunity at Mignot Plateau, and improving the setting of Town Church as part of the Southern Town Gateway



D.3. South Esplanade and Mignot Plateau Regeneration Area development guidelines

D.3.1. Land use and activity principles - sustainable development opportunities and requirements

The vision and objectives for South Esplanade and Mignot Plateau Regeneration Area are for the area to realise its role as a key gateway into Town's central area as well as to create a series of key destinations which enhance existing assets – a harbourfront open space, Mignot Plateau as a key viewpoint, and the historic Town Church – for Guernsey residents and visitors. Whilst proposals largely focus on public realm, the surrounding uses and activities will be essential to supporting the vibrancy of these areas.

Development and intensification opportunities will generally be considered positively as long as they are of high quality design and appropriate uses. All development should contribute to the vitality and vibrancy of this area and be complimentary to the mixed-use character of the Regeneration Area as the Southern Town Gateway. Refer to Section A.2.4 for guidance from Annex IV of the IDP on this RA.

Frontage and activity opportunities

As part of realising the Southern Town Gateway, there are a few development opportunity sites which should be explored for their potential to create an iconic gateway or architectural landmark building. This includes new buildings to the north and south of a reimagined South Esplanade public open space area and/or the northern end of South Esplanade building frontage.

South Esplanade (also refer Section D3.3)

- Frontage along the South Esplanade should maintain active ground floor uses (e.g. retail, cafés/restaurants) to provide a positive and interactive relationship with South Esplanade public realm, particularly as and when public realm enhancements are able to occur
- Spill-out activities are encouraged onto improved and expanded public realm areas, particularly for cafés/restaurants. Public realm

can be designed to accommodate temporary uses which may add activity during the summer months

- On upper floors, offices, residential, or visitor accommodation would be suitable, with encouragement to provide activity, e.g. balconies and/or roof terrace, on upper floors to further animate the South Esplanade frontage and utilise views to the harbour (also refer Section B3.3)
- Public facilities should continue to be provided as part of the public open space – currently, there are public toilets in a detached building at the northern end of South Esplanade open space; a new reimagined gateway building in the same location could include public toilets, tourist/public information, café/coffee kiosk, secure cycle parking, public cycle repair facilities, delivery/temporary storage lockers, etc.
- An improved public connection connection at some point between South Esplanade and Cornet Street would be a positive intervention. This would increase permeability (refer to D3.4) and restore a historic link through the area (refer Image B.2 on page 18). Generally improving connections should be considered as part of any public realm enhancement works.
- There may be potential to explore integrated parking solutions to serve the sites' future uses at lower levels without impacting significantly on the main frontages of the site(s).

Where the opportunity arises for new standalone development opportunities within the South Esplanade improved public realm, e.g. either as smaller kiosks or a larger building (or buildings), the following frontage and activity opportunities should be considered:

- Suitable uses in this location: cafés/restaurants, retail e.g. market/pop-up, cultural e.g. museum/gallery, public facilities – or a combination
- Positioning entrance/s in a highly visible

location for people approaching from both Town-side and from the bus stop, e.g. facing north or south

- Providing a high proportion of active frontage to create a positive relationship with the surrounding public realm
- Articulating service/back-of-house frontage sensitively to conceal any waste storage or mechanical services to minimise any unsightly clutter

Cornet Street frontage

The Southern/Eastern frontages of Cornet Street should maintain their varied and interesting character and activities with well located entrances and windows at ground floor, and well considered window arrangements at upper floors.

Along the base of Mignot Plateau, Cornet Street frontage within the Regeneration Area boundary is limited to a stone wall which retains a steep bank of landscaping and vegetation. As a unique area of greenery within St Peter Port, this area of landscaping should be retained and enhanced to be a valuable biodiversity asset.

Access to the historic venelle off Cornet Street should be retained and enhanced through improving pedestrian infrastructure in the area (refer Section D3.4).

Mignot Plateau

As a States'-owned site in a unique location with celebrated views of surrounding St Peter Port, the harbour and beyond, Mignot Plateau is a key development opportunity which has the potential to provide a high quality centrally-located destination for residents and visitors.

- A mixed-use cultural or civic/community facility with a publicly-accessible café/restaurant is recommended in this location
- Low-rise housing may be a suitable alternative, particularly around the lower edges on Cornet Street. However, provision of a publicly-accessible element (e.g. café/restaurant and/



Image D.19: Cornet Street frontage is typically residential in use and scale, with some small businesses



Image D.20: Harlot Theatre, near Calais, France provides a unique cultural destination in a high quality architecturally-designed building (credit: Studio Andrew Todd)

or public open space/viewing area) must be provided to enable benefits for all

- The entrance and position of the building should be oriented east, e.g. towards harbour views and to make use of existing vehicular/pedestrian access from Rosemary Lane
- Disabled parking should be retained

D.3.2. Built form principles

Key views

Where development, redevelopment and/or refurbishment opportunities arise within South Esplanade and Mignot Plateau RA, views need to be carefully considered from the harbour (and harbourside walkway) looking back towards development so that building height and form fit within the context.

For the Mignot Plateau car park site specifically, views from Cornet Street as well as the harbour also need to be considered.

Urban design approach to character

South Esplanade frontage

Any redevelopment along South Esplanade frontage should consider the building heights, form and character of neighbouring buildings and the surrounding harbourfront context. An exception along the South Esplanade frontage, would be towards the northern end of development where a slightly taller building volume and/or contemporary sculptural form could be appropriate as a contribution to realising the Southern Town Gateway. However any proposal would need to be tested to demonstrate its appropriateness given the sensitive context - for example in relation to the key views outlined above. As a taller building would be more prominent design quality would be an important factor in assessing its suitability for the site. A sculptural form would also need to be considered carefully and not designed simply for novelty.

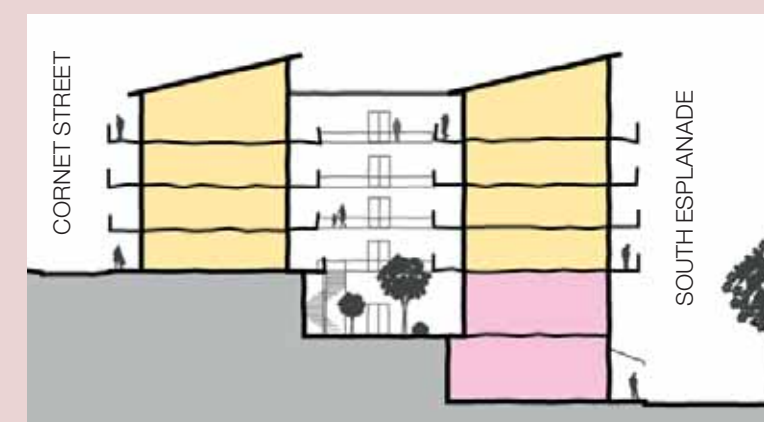
Building elevations should be sensitive to the vertical proportions and rhythms of the existing South Esplanade frontage, particularly where properties may extend for a length. A 'stepped' approach could alleviate this effect and potentially provide the opportunity for a roof terrace. As a key elevation of St Peter Port, elevational studies and 3D-modelled views will be required as part of any planning application.

INDICATIVE MASSING STUDY D1: SOUTH ESPLANADE FRONTAGE



Indicative massing studies for a potentially combined Albany building / States' tax office site tests the potential for height and volume in this location as part of the Southern Town Gateway and as an addition to the prominent South Esplanade frontage elevation.

Plot depth and a steep level change between South Esplanade and Cornet Street provides the opportunity to explore a public or private internal courtyard, a new pedestrian link, and/or integrated parking.



Indicative section through the site from South Esplanade to Cornet Street (showing potential residential uses in yellow, and retail/F&B uses in pink). There is a significant level change along Cornet Street that will need to be considered in all proposals, with this indicative section illustrating one point along the street.

A contemporary approach to redevelopment along South Esplanade should not be precluded provided proposals can demonstrate sensitivity of the built form and character to the surrounding context.

Where properties extend to meet Cornet Street, the height, form and character on the Cornet Street frontage should reflect its surrounding context which is more intimate in scale than South Esplanade, although still up to 3 or 4 storeys.

In this scenario, with overall building depths from South Esplanade to Cornet Street being relatively deep (e.g. approx. 30m), this could allow for a building form which provides an internal courtyard / winter garden for perimeter development. This amenity could be either privately or publicly accessed (also refer D3.4).

A steep change in ground level between South Esplanade and Cornet Street would also need to be carefully considered when designing a building/buildings in this location.

South Esplanade public open space (also refer D3.3)

As part of realising the Southern Town Gateway, the opportunity for new standalone built development within an improved public open space should be utilised to create a contemporary response to the widely valued heritage and harbourfront context of St Peter Port. Larger buildings to the north (e.g. a new

public facilities building) and south should be considered as landmark buildings which should be designed with an appropriate high quality and thoughtful architectural solution. The potential inclusion of smaller kiosks should also be of high quality design and finish. The following will need to be considered:

- Building heights should be no taller than 2 storeys to not be overdominating within the space - however feature elements could provide additional height for prominence (the Cliff Street view corridor will also need to be considered, refer B.1.2)
- Established views towards the harbour for businesses along South Esplanade frontage should be maintained as much as possible – the use of glass or transparent materials is encouraged
- Views towards the harbour should be provided from within new buildings
- A publicly accessible viewing terrace could be considered above a one storey building
- Elevational proportions should reflect a consideration of the surrounding context, e.g. South Esplanade frontage
- Where a building is located at the southern end of South Esplanade public open space, the building should respond to the Slaughterhouse building on Castle Pier
- Lighting as part of an integrated architectural design



Image D.21: View from Albert Pier looking towards Town Church and South Esplanade building frontage



Image D.22: Ilex Visitor Centre and Cafe, Christchurch, New Zealand, is an attractive and iconic, yet low-rise, contemporary building with a generous spill-out area which combines public amenity with a cafe offering (credit: Pattersons)



Image D.23: Clever use of lighting can enhance a building's ability to become a feature at night time, such as these public toilets which double up as a lighting feature within an area of public open space (credit: Tokyo Toilet)



Image D.24: Small-scale kiosks along Grand Parade, Cork, help to activate the surrounding public open space (also refer to Case Study)

Mignot Plateau (also refer D3.3)

Similar to South Esplanade public open space, a standalone development opportunity on the current States'-owned Mignot Plateau car park site should be utilised to create a high quality, contemporary building which could become a centrally-located destination within St Peter Port. Due to the excellent viewpoint it offers, proposals for Mignot Plateau would need to be developed alongside public amenity, such as a café/restaurant and/or viewing area for all to enjoy. A new building in this location will need to consider the following:

- Building heights should be no taller than 2-3 storeys, with max. 2 storeys on the eastern end – 3D massing will need to be tested from the views described above as part of any detailed development proposals
- The relationship with Ozanne Hall and the church on Mignot Plateau to the west – a new building could take cues from the orientation, built form and details of these historic buildings to create a contemporary response – pastiche must be avoided
- Utilising the expansive views must be a high priority in articulating a building form and designing the location of openings – particularly on the eastern end of the site
- Promoting pedestrian access via the historic venelles (refer to D.3.4)



Image D.25: Fisherman's Table, Wellington, New Zealand - building in this prominent location was by condition that it included a publicly accessible roof terrace; the lower ground floor is also a flexible community function room (credit: Expedia.com)

D.3.3. Public realm, landscape and biodiversity opportunities and requirements

For all public realm opportunity areas, the approach of this Development Framework is to provide guidance for both a **low** and **high intervention** approach. The **low intervention** approach is related to improving public realm, landscape and biodiversity amenity yet whilst maintaining the existing basic transport and highways function/s, e.g. parking, access, etc.

The **high intervention** approach considers the future potential of existing transport and highways function/s to be relocated or unnecessary in the identified public realm location as a result of investigations by other States' workstreams, e.g. Integrated Transport Strategy, Harbour Action Area, Climate Change Action Plan, etc.

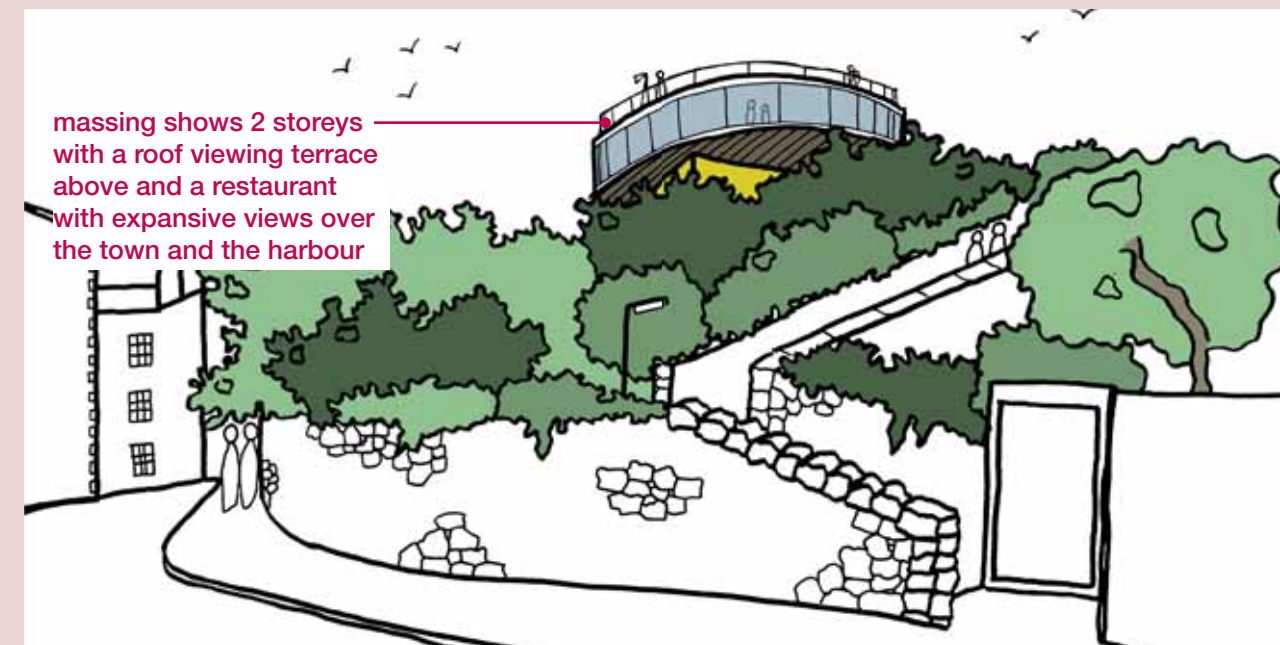
The **low** and **high intervention** approaches could also be viewed as short- and long-term phasing solutions as the minimum enhancement approach could nevertheless bring a variety of benefits to the area, including:

- improvements to the experience of the area for both locals and visitors as a place to sit, meet people and spend time
- increase in foot traffic for adjacent and nearby businesses
- increase in biodiversity potential
- improved surface water drainage mitigation
- potential to facilitate and support local community events

Due to its large scale and potential impact, a **medium intervention** approach has also been proposed for the South Esplanade public open space.

The design ideas on the following pages (D.3, D.4 and D.5) are intended to explore a range of opportunities and to encourage discussion about the future of these areas and how they might be used. They are not fixed or developed design proposals and would need to be robustly tested and developed before final approaches could be agreed or delivered.

INDICATIVE MASSING STUDY D2: MIGNOT PLATEAU



Indicative massing studies for a mixed-use cultural/community amenity building with cafe/restaurant explore how a new building could reflect the form of neighbouring Ozanne Hall combined with a rotunda to the east to help maximise views and create a viable development opportunity and key destination for residents and visitors. A public viewing roof terrace would ensure that benefits are provided for all and not just those visiting the building.

South Esplanade Southern Town Gateway area (refer B3.1)

In addition to upgrades to South Esplanade and Church Square, the Southern Town Gateway could be articulated with:

- Upgrades to the Albert Pier roundabout area - either utilising the landscape areas for signage, enhanced planting, etc, or potential upgrade to the overall junction as an improved area for both pedestrians and vehicles with special paving / supergraphics (refer D3.4)
- Public art / sculpture along the harbourside or at the entrance to Albert Pier
- Iconic gateway buildings within an improved South Esplanade public open space (refer following text and D3.2)

South Esplanade public open space (Refer Concept Idea D3)

Due to the large area which the South Esplanade public open space covers (approx. 30m wide x 180m long), guidance for a **medium intervention approach** has also been proposed. Guidance for a more radical approach that reimagines the harbourside in the event of a comprehensive overhaul of the transport strategy for St Peter Port is also included.

Low intervention approach

- Bus terminus function remains; Town bus stop remains
- Current parking layout along South Esplanade frontage remains
- New northern gateway building to replace current public facilities building (also allowing removal of standalone information kiosk) (refer D3.2)
- Retains access to parking in block

Public realm enhancements should include:

- Retaining existing seating pavilions (potentially repainted / improved)

- Improved seating/landscaped areas, including to north (e.g. between gateway building and Trafalgar Travel/Albany building)
- New cycle parking hub
- Resurfacing all or part of existing parking area with paving to create a more pedestrian-friendly space and reduce tarmac and therefore vehicle-dominated feel
- New crossing points identified across parking area, e.g. with change of surface material or supergraphics
- Considering the paving or application of supergraphics in the bus terminus parking area as a large expanse of undefined tarmac
- Additional planted areas, including SUDs (e.g. rain gardens) where possible to mitigate surface and coastal water flood risk, including at the base of retained trees
- Potential for a number of parking spaces (e.g. parallel to South Esplanade frontage, or to the north) which could be transformed into temporary/seasonable 'parklets' with seating/landscaping during summer/peak season (refer image D.26)
- Additional crossing point to the south to improve access to the harbourfront walkway and Castle Pier
- Improved harbourfront footway, raised with kerb and widened if possible



Image D.26: Temporary parklets are an effective way to introduce seating and planting for a limited amount of time as a seasonal feature and/or to test out ideas with businesses (credit: Meristem Design)

Medium intervention approach

- Bus terminus function relocated e.g. as part of combined transport hub and/or wider transport strategy; Town bus stop remains in place with new purpose-built bus shelters (existing seating pavilions removed)
- Reconfigured traffic layout to south removing large roundabout opposite Slaughterhouse building
- Consolidated parking area to south integrated with landscaping (e.g. trees, rain gardens)
- New northern gateway building to replace current public facilities building (also allowing removal of information kiosk) (refer D3.2)
- Retains access to parking in block

Public realm enhancements should include:

- Large area of dedicated public realm to north with potential for kiosks, spill-out activity and a gated play area - potential for some areas of permeable paving
- New areas of planting including SUDs (e.g. rain gardens) where possible to mitigate surface and coastal water flood risk, including at the base of existing/retained trees – consider low-maintenance plant species that would be valuable to local biodiversity
- A covered open-air pavilion with seating and to support potential for local events, e.g. markets, performances etc
- Integration of public art opportunities
- New crossing point to the south to improve access to the harbourfront walkway and Castle Pier
- Improved harbourfront footway, raised with kerb and widened if possible

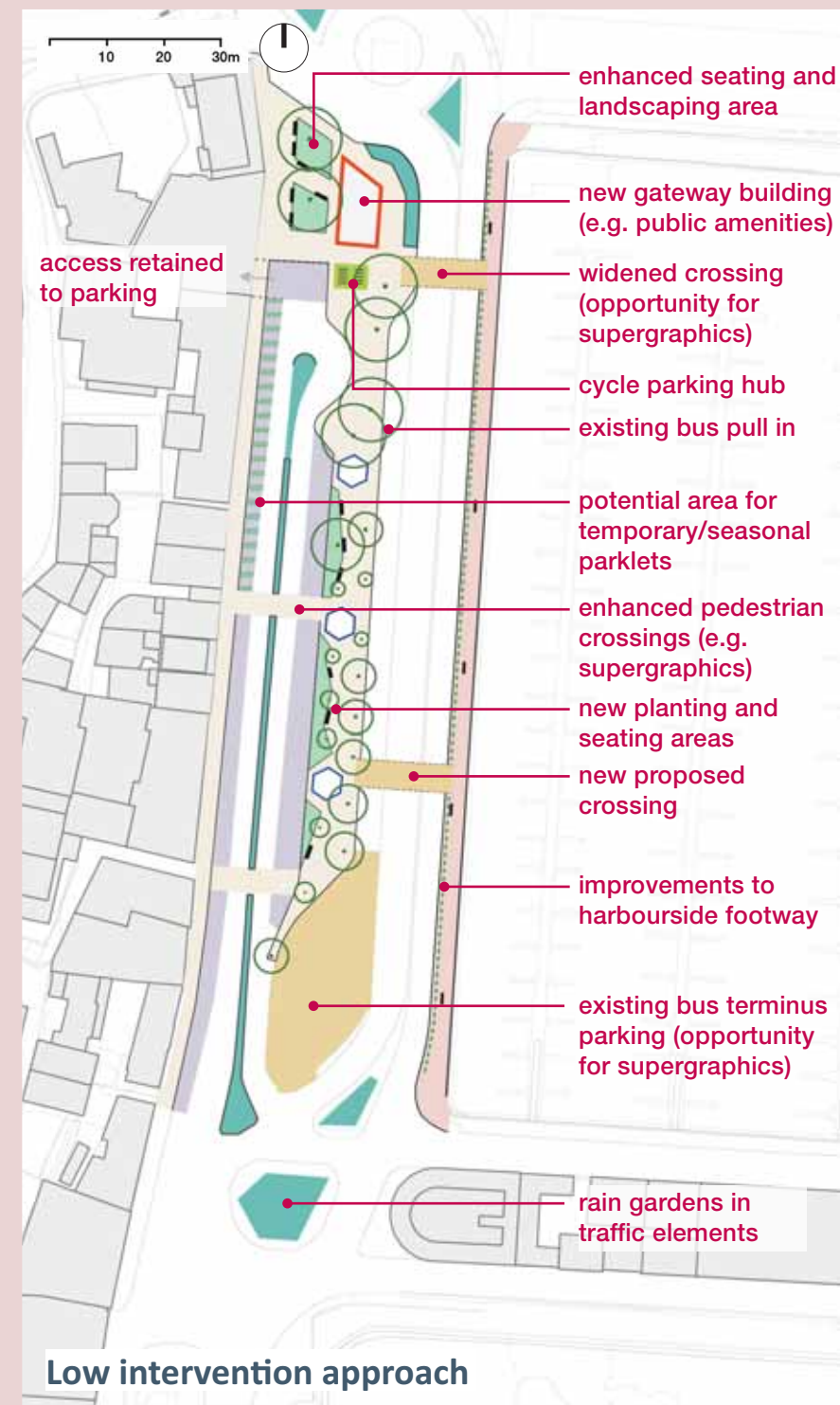
High intervention approach

- Bus terminus function relocated e.g. as part of combined transport hub and/or wider transport strategy; Town bus stop remains with new purpose-built bus shelters (existing seating pavilions removed)
- Reconfigured traffic layout to south removing large roundabout opposite Slaughterhouse
- New northern gateway building to replace current public facilities building (also allowing removal of information kiosk) (refer D3.2)
- Parking relocated, e.g. potentially as part of wider parking strategy or as underground parking where the following would need to be considered: min. 10m setback from harbour wall for future upgrade of harbour wall / coastal flood defence; existing utilities; potential removal/relocation of existing trees; proximity to sea/groundwater level; access and integrating ramps

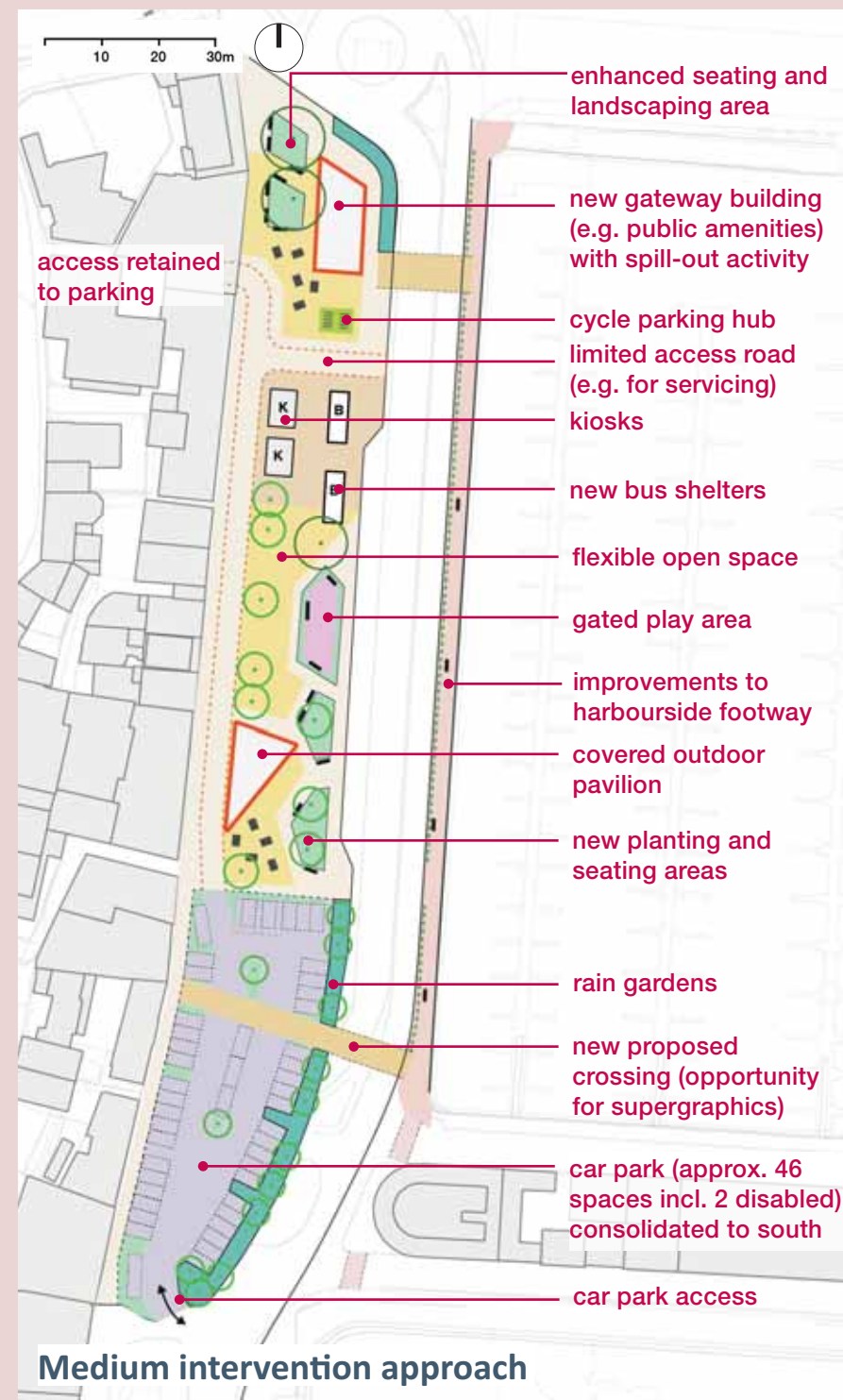
Public realm enhancements should include:

- Gateway buildings at both northern and southern ends (refer D3.2)
- New seating areas including spill-out seating associated with buildings/frontage activity
- A covered open-air pavilion with seating and to support potential for local events, e.g. markets, performances etc
- New areas of planting introduced including SUDs (E.g. rain gardens) where possible to mitigate surface and coastal water flood risk, including at the base of existing/retained trees – consider low-maintenance plant species that would be valuable to local biodiversity
- A variety of play elements including leisure activities for a variety of ages e.g. table tennis, petanque etc.
- Additional crossing point to the south to improve access to the harbourfront walkway and Castle Pier
- Improved harbourfront footway, raised with kerb and widened if possible
- Integration of public art opportunities

INDICATIVE CONCEPT IDEAS D3: South Esplanade public open space

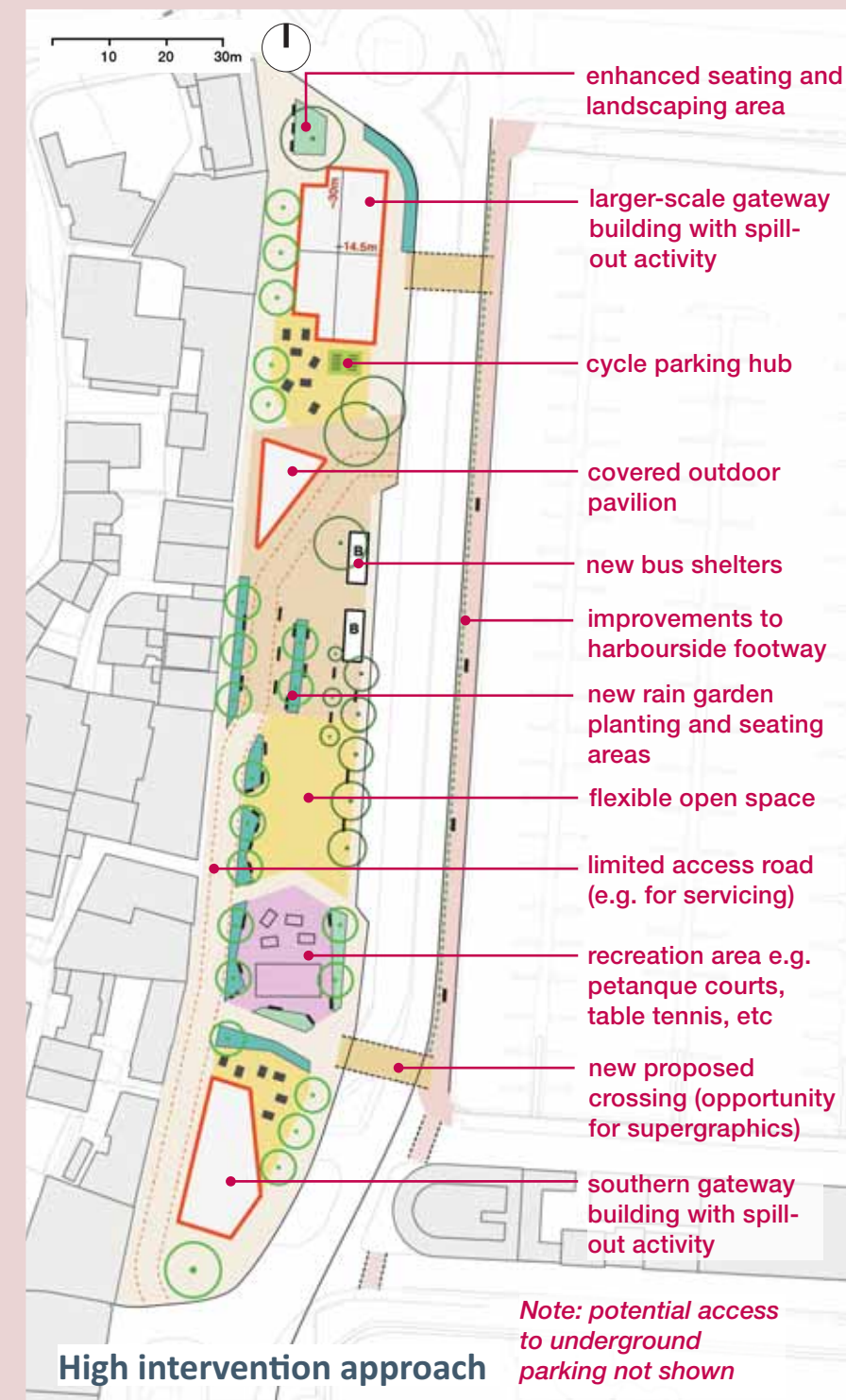


Retains current parking configuration and Town bus terminus with upgrades to surrounding public realm, including a new gateway building to the north. Retains existing trees and introduces new integrated planting and seating areas.



Town bus terminus is relocated and highway layout is reconfigured to the south, allowing parking to be consolidated; expanded area of dedicated public open space to the north with new gateway building, covered outdoor pavilion, and range of different spaces

Note: Potential cycle lane strategy not shown (refer to B3.2 for recommended improvements)



Entire South Esplanade area dedicated to a variety of public open space uses including additional development opportunities; this option could potentially include underground parking



Image D.27: Illustrative sketch of South Esplanade improved seating area between a new northern gateway building (left) and existing building frontage (right)



Image D.28: Table tennis alongside an outdoor pavilion helps to create activity
(credit: Jean Nouvel)



Image D.29: Colourful painted supergraphics highlight pedestrian routes



Image D.30: A variety of different play elements can provide activity and interest for all ages



Image D.31: Lepe Visitor Centre, New Forest provides elevated views of the surroundings
(credit: Jim Stephenson and Hampshire County Council Property Services)



Image D.32: Rain gardens within the traffic median provide multi-functional landscape elements



Image D.33: A contemporary play space with different surfaces and trampolines is an alternative approach to traditional play areas
(credit: Carve)



Image D.34: Kumutoto Pavilion, Wellington waterfront, New Zealand provides an outdoor covered area with seating (credit: Isthmus)



Image D.35: Table tennis tables within public open space invites social interaction and play for all ages



Image D.36: Bespoke cycle parking stands double as an attractive feature within the public realm



Image D.37: Stage-by-the-sea, Littlehampton provides a sculptural feature as well as a shelter (credit: Flanagan Lawrence)

CASE STUDY H: Grand Parade, Cork

A multi-functional public open space

Formerly a large parking area, Grand Parade in Cork was upgraded in the early 2000s to create a multi-functional public open space in front of the Cork City Library and other properties. The space is paved in high quality local materials and has prominent lighting masts, integrated seating and landscaped areas, enclosed kiosk buildings, bus stop shelters, cycle share docking stations, and flexible open space which is used for local events and markets. A National Monument is located at the southern end overlooking the River Lee.

Service access is accommodated as well as direct access to a parking building located along the western Grand Parade frontage. It is one of the main bus stop locations within the city.

The overall size of the space (approx. 28x110m) is comparable to the South Esplanade public open space (approx. 30x180m) and demonstrates the potential for a distinctive and flexible area which supports public life as well as local events. It is one of the main public open spaces within the city and forms a gateway for the predominantly residential areas to the south-west of the River Lee.



Use of high quality paving at crossing points emphasises the pedestrian priority environment



The annual 'Glow' Christmas market held within the Grand Parade public open space (Credit: Irish Tourism)



Grand Parade, Cork and riverfront from above (credit Google Earth)



Central bus stop alongside flexible public realm with seating, planting and kiosks



Regular markets and events are held in this space



Trees are integrated within seating areas

INDICATIVE CONCEPT IDEA D4: South Esplanade public open space



Radical intervention approach

This approach explores a road below ground that diverts all vehicles except for access and servicing, maximising the open space for pedestrians and commercial and other activities

Radical intervention approach

The option for a complete reinvention of the harbourfront has also been explored as part of this radical option for South Esplanade.

In the event of a comprehensive overhaul of the transport strategy for St Peter Port this option considers what could be possible if a strategy that removes vehicular traffic from large parts of the harbourfront came into place. In the instance of a tunnel running from, for example North Beach to Castle Pier, the harbourside could be reimagined as a new focal point for people visiting and living in St Peter Port.

There are many examples of cities that have reimagined their waterfronts in similar ways (see for instance Case Studies E and F) and while this option does not offer a developed proposal its purpose is to introduce what could be possible should such a strategy come forward in the future.

Public realm enhancements in the event of such a transformation should include:

- Gateway buildings at both northern and southern ends (including public facilities)

- New seating areas including spill-out seating associated with buildings/frontage activity and seating along the harbourside to maximise opportunity to enjoy views
- A covered open-air pavilion with seating and outdoor space to support potential for local events, e.g. markets, performances etc.
- New areas of planting introduced including SUDS (E.g. rain gardens) where possible to mitigate surface and coastal water flood risk, including at the base of existing/retained trees – consider low-maintenance plant species that would be valuable to local biodiversity
- A variety of play elements including leisure activities for a variety of ages e.g. table tennis, pétanque etc.
- Covered cycle parking with provision for cargo bikes
- Cycle path that provides a connected route north-south through the central Town area
- Integration of public art opportunities
- A water feature / urban fountain for play
- Drinking fountains and water bottle refilling stations



Image D.38: Barcelona's waterfront regeneration was catalysed by public realm improvements, including the narrowing and part-burying of the highway that cut the waterfront off from the city (Credit: pixabay.com)

CASE STUDY I: Parc Rives de Seine, Paris

A waterside park creates space for people to enjoy

The Parc Rive de Seine is a new 10 hectare public open space in the heart of Paris along the River Seine. Roads have been replaced by a promenade for walking, cycling, sport, play and relaxing. .

Paris city council made the decision to close the area to cars in an attempt to combat air pollution in 2016. The riverside park enables pedestrians and cyclists to enjoy seven kilometres of car-free space to travel and spend time throughout the city centre.

Sports facilities, play areas, benches and public seating bring activity to the waterfront and give an attractive space for people to spend time in the city centre. New planting introduces green space and increases biodiversity where the riverfront was before a traffic-dominated area.



Landscaping, lighting and opportunities to sit encourage people to gather (credit: wikipedia.org)



Replacing the busy road with places for children to play and people to gather brings activity to the waterfront (Credit: parisinfo.com)

CASE STUDY J: River Rhine Promenade, Dusseldorf

A waterfront transformed from highway to public open space

The River Rhine Promenade in Dusseldorf, Germany, used to be a wide motorway, cutting the riverfront off from the city centre. In the 1990s proposals to reroute the motorway through a tunnel and create a promenade above were approved.

The result is a multi-functional public open space with different levels accommodating temporary restaurants with beer gardens and colourful awnings, a plane tree boulevard, benches and at the northern end a new square (Burgplatz) with steps down to the river. Public events (markets, exhibitions and concerts) are also held here.

The promenade is largely pedestrianised, apart from limited access roads, and cycle-friendly. It is a meeting place for the city, for both visitors and locals.



Trees and benches offer shaded seating areas (credit: Düsseldorf Tourismus)



Public square offers space to congregate (credit: Düsseldorf Tourismus)



A vibrant market space brings activity to the waterfront (credit: Düsseldorf Tourismus)

Church Square (Refer Concept Idea D5)

Low intervention approach

- Reorganising transport functions e.g. taxi rank, disabled parking and loading bays, to open up the space around the Town Church entrance

Public realm enhancements should include:

- Resurfacing tarmac with shared space paving at entrance to Town Church, extending to buildings opposite, to create special pedestrian-priority environment akin to heritage value of the church (and nearby historic Market Building frontage)
- New seating areas integrated with planting (including rain gardens to mitigate surface water flooding) with potential for new feature tree near Town Church entrance
- Cycle parking hub
- Consider resurfacing tarmac or application of supergraphics in loading bay area to north-west to reduce visual extent of tarmac and to reinforce connection between Town Church and Market Street
- New rain garden planting along pedestrian railing on Quay side of Town Church

High intervention approach

- Removing all but service, disabled and emergency vehicle access to the area; taxis relocated as part of combined transport hub and/or wider transport strategy

Public realm enhancements should include:

- Resurfacing tarmac with shared space paving to extent of area from Fountain Street to Quay Street (including connection with Market Street), with special treatment at entrance to Town Church
- Potential for public art / feature (e.g. water element) near entrance of church (also helps to restrict traffic movement through area)

- New clusters of seating and landscaping areas (e.g. rain gardens to mitigate surface water flooding) with potential for new feature tree near Town Church entrance
- Cycle parking hub
- Potential for kiosk presence
- Considering how the overall space could support local events culture

Mignot Plateau

The 'high intervention approach' for Mignot Plateau is a new development opportunity – refer D3.2.

Low intervention approach

- Most parking retained
- Small new area of public open space at eastern end to take advantage of viewpoint
- Public open space should include a new seating area integrated with planting (e.g. rain gardens) and potential for public art / feature
- Accessibility to the area improved

Mignot Plateau landscaped area

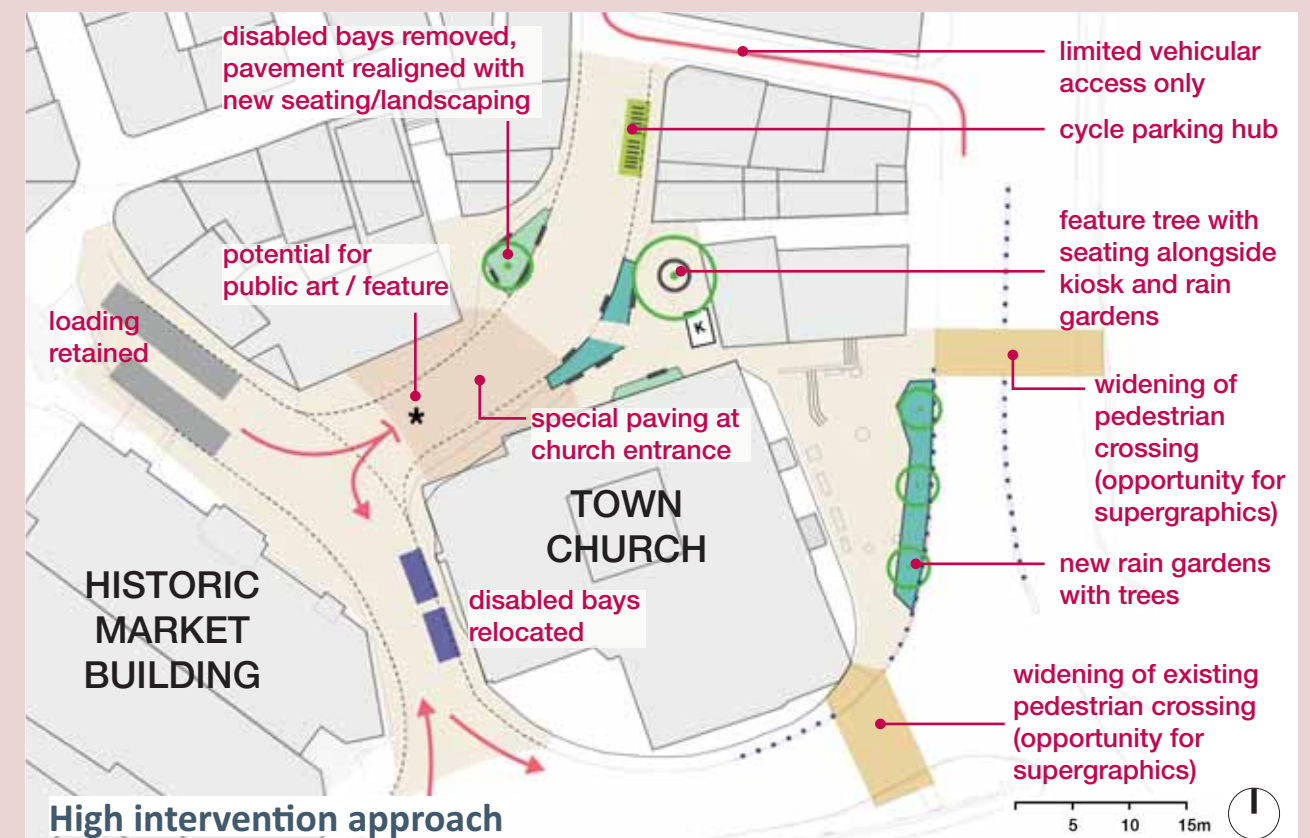
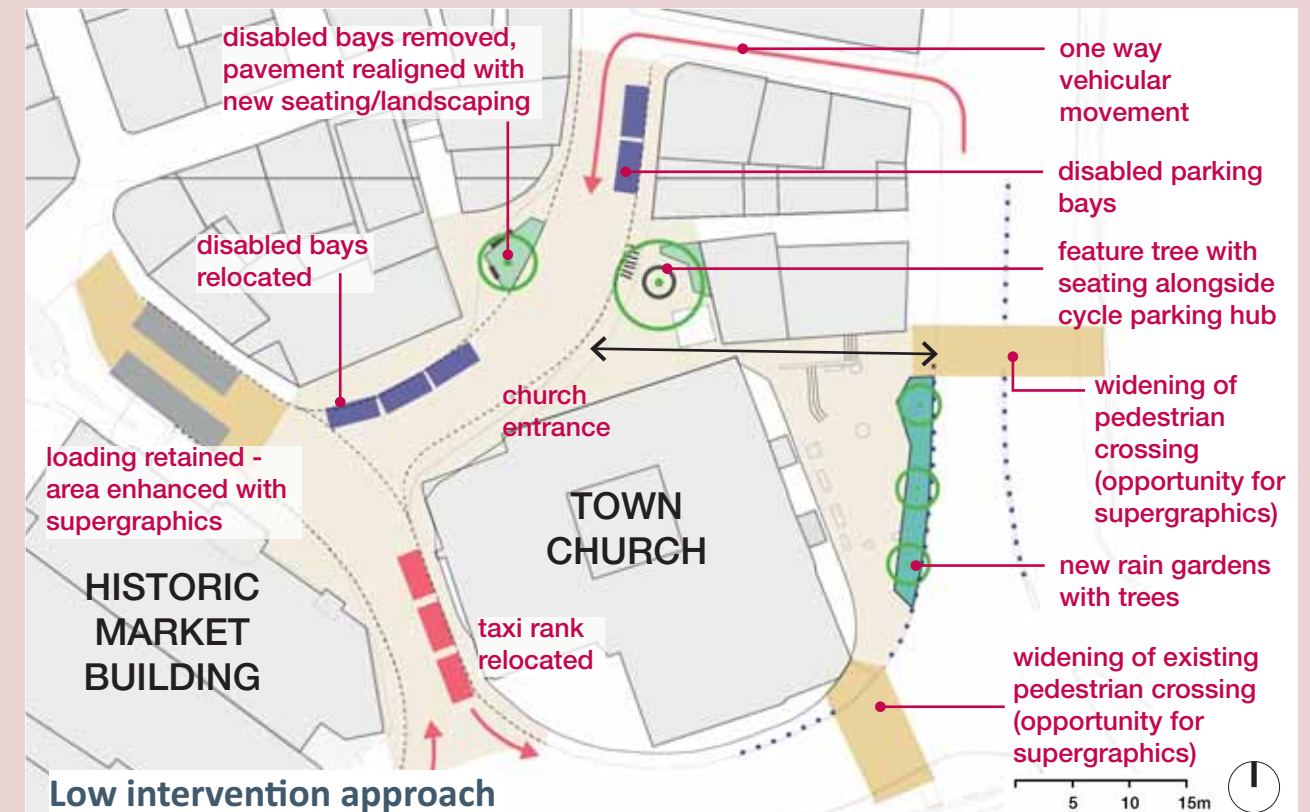
The existing landscaped area surrounding Mignot Plateau car park should be retained as a unique feature of greenery within St Peter Port.

Whilst the area is not overly rich in biodiversity currently, improvements should be made to increase its biodiversity potential.



Image D.39: Illustrative sketch of potential improvements to Church Square including public art sculpture

INDICATIVE CONCEPT IDEAS D5: Church Square



D.3.4. Pedestrian and cycle accessibility and movement

General enhancements to St Peter Port-wide pedestrian and cycle access are included within Section B.3.2.

Pedestrian accessibility and movement

Pedestrian movement around the South Esplanade and Mignot Plateau RA, particularly along the harbourfront area, feels dominated by traffic movement making it difficult to walk easily from the High Street to South Esplanade via Church Square. Key areas where improvements should be considered are:

- the Albert Pier roundabout / Cornet Street / Church Hill intersection
- the harbour-side footway
- the historic venelles leading to Mignot Plateau
- a potential new connection between South Esplanade and Cornet Street

Albert Pier roundabout / Cornet Street / Church Hill intersection (Refer Concept Idea D6)

This sub-section considers how the Albert Pier roundabout / Cornet Street and Church Hill intersection could potentially be simplified to continue to facilitate traffic movements as well as improve pedestrian safety and connectivity in the area. Traffic modelling and further technical studies, including review of accident history, impacts on delays/queues and traffic volumes, would be required to support the detailed development of the proposal.

The replacement of the roundabout would also require relocation of the Prince Albert statue. Whilst this is not encouraged and is likely to be expensive, it would be considered if it can be demonstrated there will be public benefits in

improving pedestrian/cyclist/vehicle movement at this junction. Potential relocation options could include within the South Esplanade public open space, or near the entrance to the Albert Pier carpark.

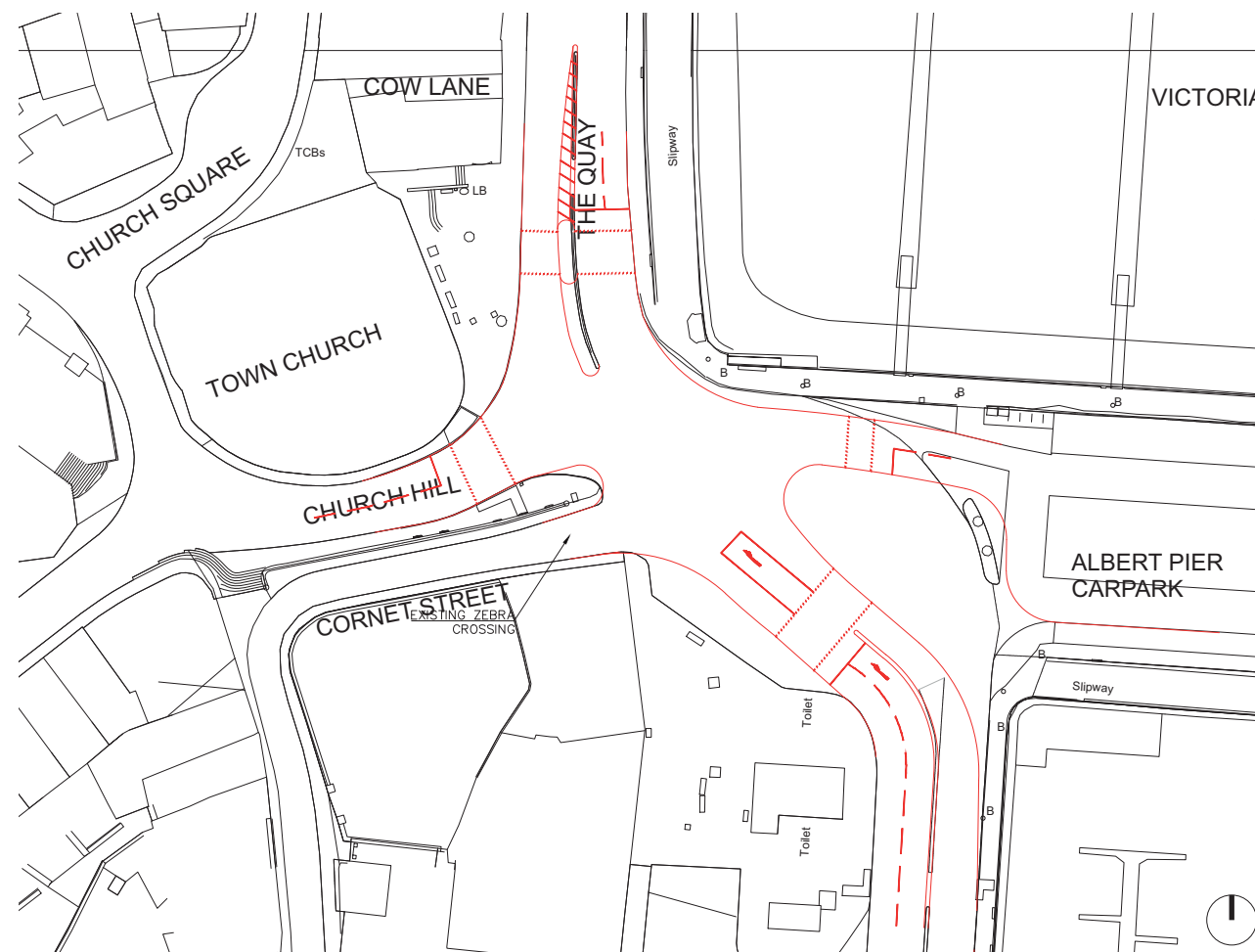
The indicative concept plan (right) proposes:

- combining the Albert Pier carpark entry/exit to provide a bigger island for pedestrians to cross over to reach the central Town area, as well as enabling better control of vehicles accessing the carpark
- Two lanes travelling northbound towards The Quay including one right-turning lane providing access to the carpark, and a left lane which allows continuing northbound traffic and access to Cornet Street and Church Hill
- Two lanes travelling southbound including one left-turning lane providing access to the carpark, and a right-turning lane which allows continuing southbound traffic and access to Cornet Street and Church Hill
- Relocating the existing pedestrian crossing to the north of South Esplanade slightly as part of the signalised junction
- Building out the bus bay to the north of South Esplanade public open space
- Maintaining the controlled crossing at Church Hill, and zebra crossing at Cornet Street
- Allowing car park vehicles to have access to all four arms of the junction - right onto The Quay, left onto South Esplanade, or forward onto Church Hill / Cornet Street as part of a six signalled phases to ensure a safe junction for all users (however secondary signals could also be considered)

Harbour-side footway

Improvements to the harbour-side footway would help to make this route safer and

INDICATIVE CONCEPT IDEA D6: ALBERT PIER ROUNDABOUT



Concept proposal to improve pedestrian safety and connectivity without impacting significantly on traffic capacity. Traffic modelling and further technical studies would be required to explore and test the feasibility of the indicative plan shown above.

therefore more attractive as a key link between the area, Castle Pier and La Vallette further south. Improvements should include:

- Removing the post-and-chain barrier
- Raising the footway so there is a kerb edge to the vehicular carriageway
- Completing paving to the edge of kerb, e.g. replacing tarmac
- Installing footway lighting to make the route safe at night
- Retaining the view towards the harbour

Potential widening should also be considered. Depending on width available, this could accommodate seating and/or a segregated harbourside cycle route.

Historic venelles leading to Mignot Plateau

Recommended improvements to the Mignot Plateau car park site should also facilitate increased use of the historic venelles leading to Mignot Plateau, e.g. off Cornet and Fountain Street. To make these routes safer and therefore more attractive, improvements should include:

- Introducing wayfinding lighting
- Considering how heritage (e.g. information plaques) or public art features (e.g. a painted mural or murals) along the routes could help to liven up the space and provide an attraction in itself
- Establishing a regular maintenance schedule to ensure surface paving is safe in wet weather

Pedestrian connection between South Esplanade and Cornet Street (refer D.3.2)

Any improvements to pedestrian connections between South Esplanade and Cornet Street would be beneficial to help increase pedestrian permeability within the area. Precedents for pedestrian links that help to facilitate direct connections across the rising topography are prevalent across St Peter Port, and the redevelopment and regeneration of the area could provide a unique opportunity to create a connection, or improved connections could be established as part of public realm works.

- Any improvements to pedestrian links should be an appropriate width to allow for a combination of steps and public open space, e.g. terraced areas
- Seating, trees and/or landscaping, including rain gardens to accommodate surface water run-off, should be integrated within the overall design to help soften the environment and create an attractive space where people can sit out and enjoy views towards the harbour
- Wayfinding lighting will be important in creating a safe route and space during all hours



Image D.40: Royal Plaza steps include public art elements creating a feature of the space



Image D.41: Lisbon in Portugal shares a hilly character with St Peter Port and has many historic and modern examples of steps between buildings to provide access.



Image D.42: Non-standard cycle stands could provide a playful and distinct element within the public realm

Cycle accessibility and movement

Appropriate locations for non-standard cycle parking infrastructure to help raise the profile of cycling include:

- In two or more locations within the South Esplanade public open space area, including to the north by the public facilities building
- Within Church Square public open space area
- Within the public realm area east of Town Church

D.3.5. Longer term opportunities for areas within the surrounding context

Albert Pier

As the current cruise passenger arrival point, Albert Pier plays a key function within the seasonal tourist calendar of the Island. If this function remains at Albert Pier, heightening the role of the Southern Town Gateway and improving pedestrian infrastructure in the area as well as St Peter Port generally will inevitably have a positive impact on the visitor experience. Trees and landscaping could also be introduced to the parking area to create a more attractive arrival scene, as well as for the day-to-day parking function of the pier.

If the cruise passenger arrival point is relocated, e.g. as part of a combined transport hub, or wider harbourfront uses strategy, Albert Pier could explore additional or alternative uses to the current carpark. For example, an elevated area of public open space could be built over some or all of the parking area; or a development opportunity could be explored, e.g. for mixed-use residential apartments to utilise the value of 270 degree harbourfront views, or leisure uses which require a large footprint otherwise unavailable within St Peter Port.

Castle Pier

The Slaughterhouse restaurant, Castle Cornet and the lighthouse are all destinations within St Peter Port harbour. The key opportunities to consider within Castle Pier therefore would be ensuring the pedestrian infrastructure is accessible and well-maintained to encourage people to continue to access these local assets.

Castle Pier would also be an appropriate location to consider as part of the Public Art Strategy. For example, the pier's long linear form could provide the setting for an outdoor gallery, or form a unique part of a public art trail.



Image D.43: Outdoor art displays that change on a regular basis provide an attraction for both residents and visitors (credit: Photo: Wellington City Council, NZ, Artist: Jasmine Togo-Brisby)

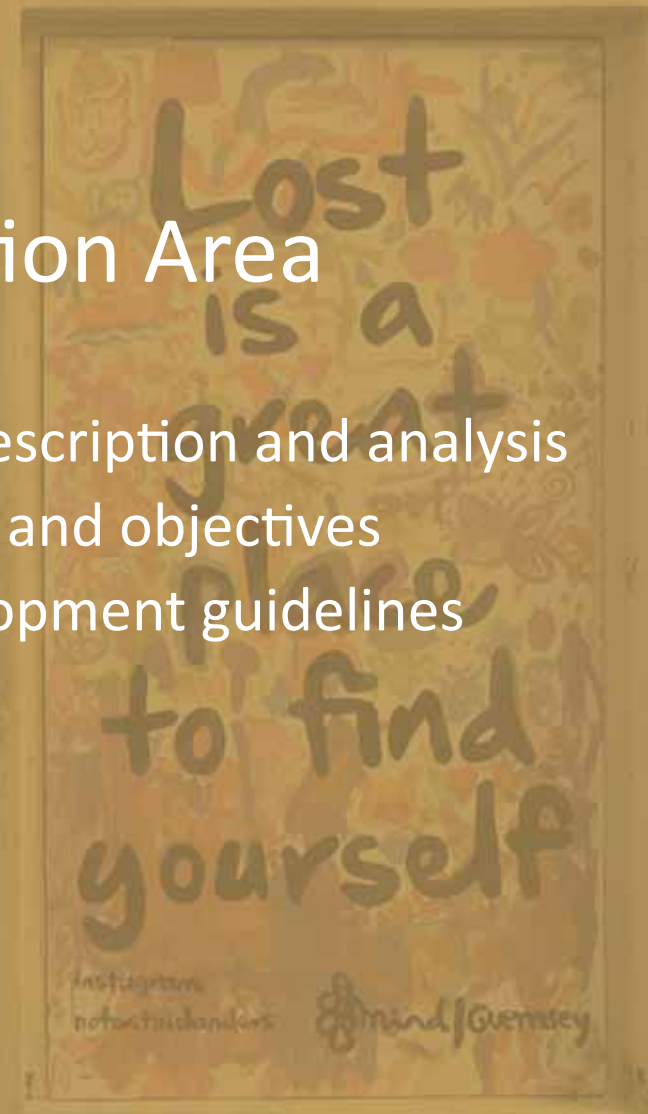


Image D.44: Clyde Quay Wharf apartments, Wellington, New Zealand is a mixed-use apartment building with flexible ground floor space overlooking the marina (credit: Google Streetview)

PART E

Mansell Street / Le Bordage Regeneration Area

- E.1. Mansell Street / Le Bordage Regeneration Area site description and analysis
- E.2. Mansell Street / Le Bordage Regeneration Area vision and objectives
- E.3. Mansell Street / Le Bordage Regeneration Area development guidelines



E.1. Mansell Street / Le Bordage Regeneration Area site description and analysis

E.1.1. Land / property ownership

There are 48 property/land owners within Mansell Street/Le Bordage Regeneration Area (See image E.4). This high number mostly reflects the characteristic small-scale units within the area, however there are two large clusters of single property/land ownership including the Ideal Furnishings site which has the potential to connect Mansell Street through to Le Bordage.

The implication of having a high number of property owners is that there is unlikely to be wholesale change and that localised and smaller change is more likely, with the exception of larger clusters as mentioned above.

E.1.2. Uses and facilities

Uses plans provided within this section, as seen in image E6 and E7, shows uses as of 2020. From our knowledge of the area at the time of writing, some uses have changed, however there are still many retail, food and beverage, small-scale professional, large offices (along Le Bordage) and vacant units within the area. Holy Trinity Church and the Trinity Centre are key community amenities.

Upper floors appear to be generally underutilised suggesting the potential for introducing new and/or additional uses and activity to the area, including more residential or workspace.

Various uses surround the Regeneration Area, with large residential areas (and their communities) nearby.



Image E.1: The Old Quarter used to be associated with creative uses and antique shops, some which still remain in the area



Image E.2: Some festive bunting at the western end of Mansell Street creates a vibrant feel



Image E.3: The Mansell Street frontage of the large Ideal Furnishings site which extends to Le Bordage and Contree Croix Mansell



Image E.4: Mansell Street / Le Bordage Regeneration Area landownership map



Image E.5: Mansell Street / Le Bordage Regeneration Area heritage map

E.1.3. Character, form and scale

The Mansell Street/Le Bordage Regeneration Area is made up of varying building typologies across varying topographical levels reflecting the steeply sloping nature of the area into the central Town area.

In pedestrian zones along Mill Street and Mansell Street, buildings are generally terraced and positioned along back edge of pavements, creating an intimate and enclosed streetscape, much of which cater to ground floor retail, with storage spaces or residential uses above in some locations. There are two narrow paved footways with Ruelle Marie Gibaut stepped reflecting the changing topography to the north-east towards the Core Retail Area. These lanes are characterful features within St Peter Port, creating links through to Le Bordage, a busy traffic-dominated road.

Development along Le Bordage varies more between larger, more recently built office buildings and those which are more residential in their detail and scale, despite being used as offices and workspaces also. The continuous line of buildings along the rising Pedvin Street also contribute to this character, whilst the changing topography allows for Le Bordage to have a feeling of openness near Trinity Square.

Located opposite the Holy Trinity Church and Trinity Centre, Trinity Square is the main public open space and also a key landmark within the area due to its rarity as one of few green public open spaces within St Peter Port. Its current relationship with surrounding streets, however, unfortunately creates a roundabout configuration which does not add to the appeal of the space. The landscape elements within the space also feel a bit cluttered, including the set of three stone benches located to one corner of the space.

A small seating area is also located just outside the Trinity Centre, however it feels too close to the kerb edge to provide a comfortable seating environment.

E.1.4. Protected buildings, trees and monuments

There are a high proportion of protected buildings within the area in the block between Mansell Street and Le Bordage, including the Ideal Furnishings site mentioned above (see image E.5). There is also a Protected Monument (a historic pump and trough) within Trinity Square.

There are no Protected Trees in the area, however the trees within Trinity Square are of a significant size and maturity, and provide a unique soft landscape feature in the area as seen from approaching streets, as well as noticeably within the space itself due to the level of enclosure they provide. They should therefore be strongly considered for retention in place - to minimise disruption of root systems - however should greater benefit be achieved by moving or replacing them in a different nearby location, this may be considered as an acceptable solution.

E.1.5. Building height and land form

Buildings are generally 1-3 storeys in the Regeneration Area (see image E9) and within the immediate surroundings, with one four-storey building at the corner of Le Bordage, and taller buildings to the north as the Core Retail Area is approached.

Within the wider context, Mansell Street itself is relatively flat as it sits within a natural valley in the landform. However the ground starts to slope downwards at the start of Mill Street, as seen by steps within Ruelle Marie Gibaut. Burnt Lane and Pedvin Street, to the north and south respectively, show a marked incline.

E.1.6. Pedestrian and cycle accessibility and movement

Mansell Street is a pedestrian-only thoroughfare which continues along Mill Street, however once you get to the western end, pedestrian

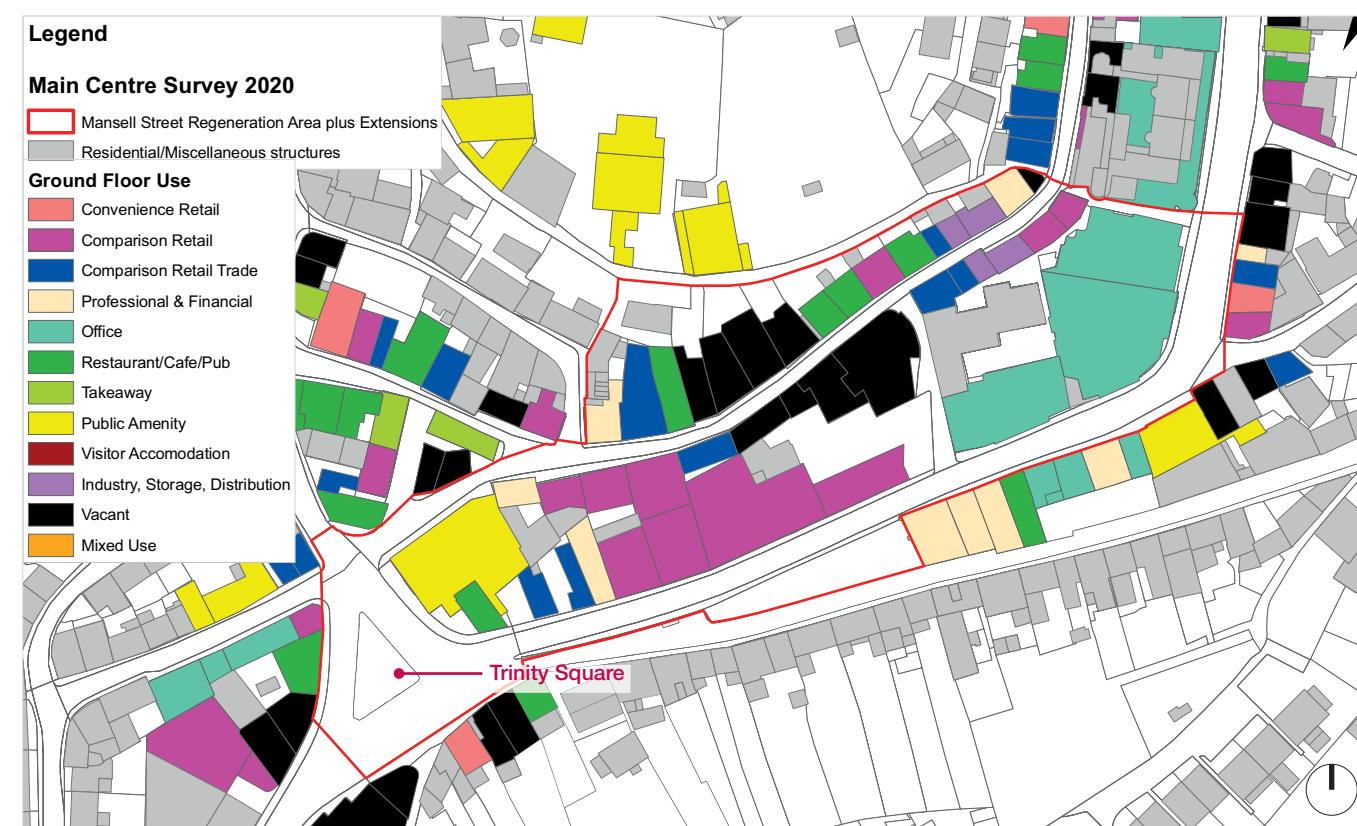


Image E.6: Mansell Street / Le Bordage Regeneration Area ground floor uses map

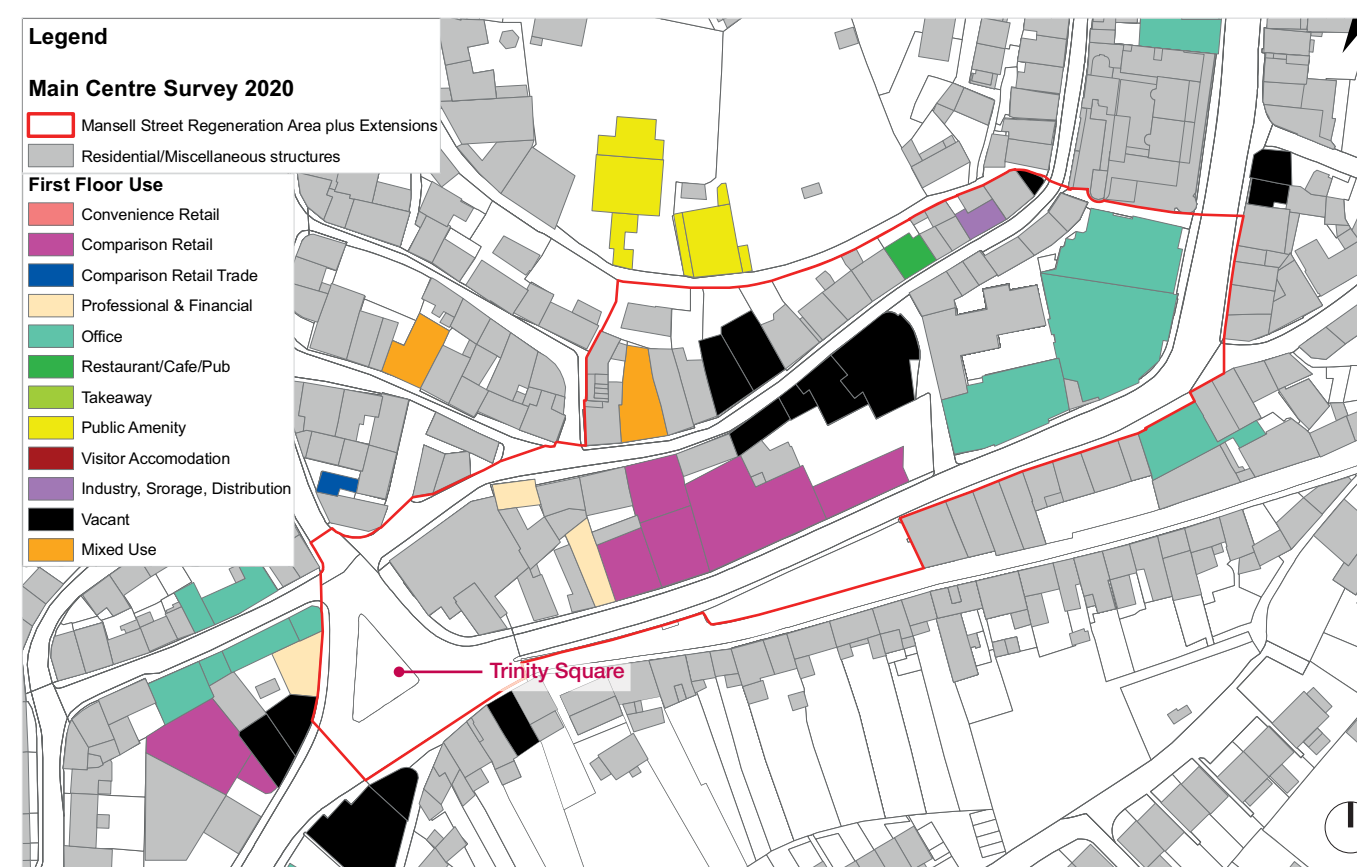


Image E.7: Mansell Street / Le Bordage Regeneration Area first floor uses

connectivity across the roads surrounding Trinity Square is difficult and dominated by traffic. The cobbles along Mansell Street can also sometimes be difficult to navigate in wet conditions (particularly at the Mill Street end where the level change is significant).

Le Bordage has separate footpaths from the carriageway, however these feel narrow against often fast-moving traffic.

There is also a zebra crossing which crosses Le Bordage and the lower end of Pedvin Street, however it is inconveniently disrupted by the Pedvin Street retaining wall.

E.1.7. Vehicular accessibility and movement (image E.10)

Le Bordage is two-way for vehicles and is a priority route bringing traffic in and out of Town from the south-west of the island via Rue du Pre and is often busy at peak times.

Mansell Street is pedestrianised (10am-6pm, permits issues for un/loading and vehicular access for essential works outside of these times) from Back Street going north-west to Mill Street. It is unsuitable for any significant or greater vehicular use.

There is limited on-street parking around Trinity Square and the western end of Mansell Street and concerns have been noted about parking on pavements in the area.. On-street parking on Le Bordage begins in the north-eastern corner of the Regeneration Area. There are small car parks to the south of Le Bordage and between Le Bordage and Mansell Street in the Ideal Furnishings site.

E.1.8. Public realm, landscape and biodiversity

Notable features of Trinity Square include intricate historic paving, and features such as the pump and trough (a Protected Monument). Wide and textured tree trunks also signify the maturity and vast scale of the three trees

found within the open space, visible from the surrounding roofscape/skyline and upon the approach from the Rue du Pré.

Surrounding lanes of traffic as well as kerbside parking isolate Trinity Square, making it feel small and uninviting. Beyond the three short benches and community notice board, there are no designated crossing points, and therefore users feel discouraged from using the space. Whilst there are a further two benches found by the Trinity Centre entrance, there is an overall lack of invitation for lingering, particularly in the sociable and community-centred context of the immediate area.

The car park located easterly along Le Bordage stands out as an outlier open space among such an enclosed streetscape. Potential for development of the space, as well as enhancing the existing connection along Contree Croix Mansell has potential in uplifting the surrounding area.

The only potential for any biodiversity in the area is within the mature trees at Trinity Square. The low level ornamental planting provides little biodiversity value and any upgrades to the area will need to improve this.



Image E.8: The mature trees within Trinity Square are significant in size, scale and impact on the public open space, and should therefore be strongly considered for retention where possible.

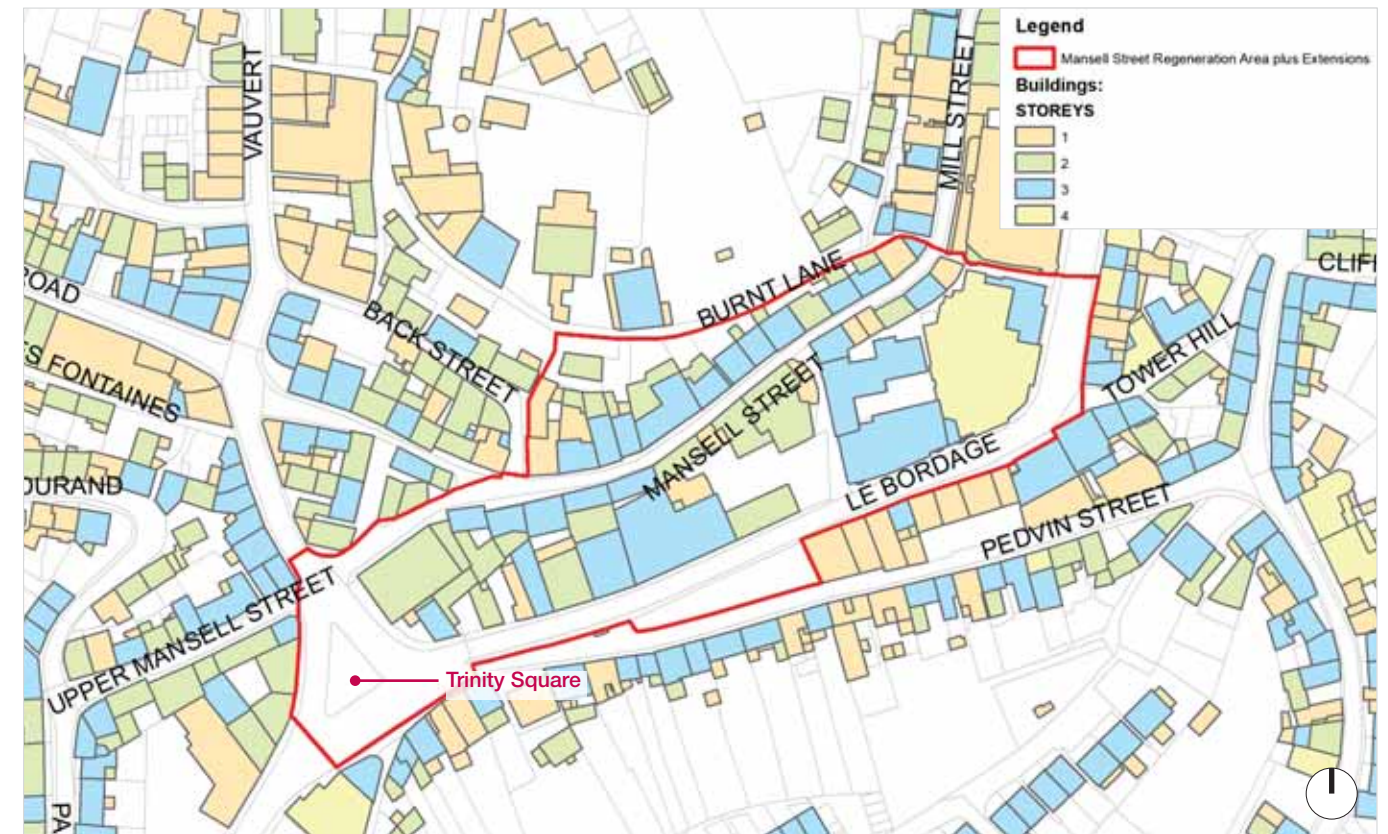


Image E.9: Mansell Street / Le Bordage Regeneration Area building heights map

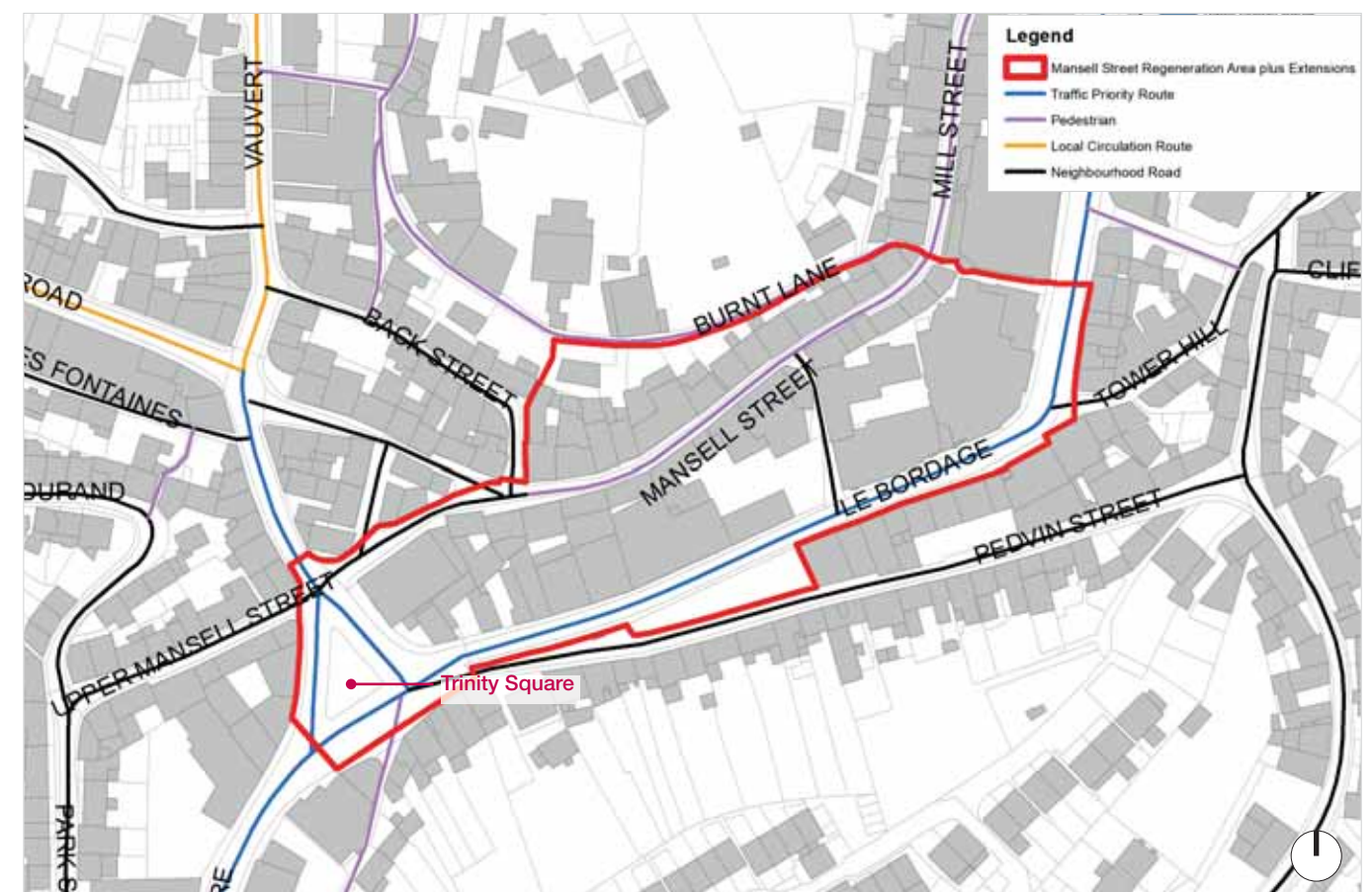


Image E.10: Mansell Street / Le Bordage Regeneration Area movement routes map

St Peter Port Regeneration Areas Development Framework

Key






- ① Area known as 'Old Quarter' (predominantly small scale units)
- ② Trinity Centre (cafe, community uses) with small area of seating outside
- ③ Trinity Square - key public open space with potential for upgrade/ improvements
- ④ Vibrant area of independent businesses
- ⑤ Lack of short-term parking for businesses
-  Significant trees
-  Pedestrian crossing
-  Opportunity to improve pedestrian connectivity
-  Heavy traffic route (poor pedestrian environment)
-  Bus stop
-  Pedestrian only route
-  One-way traffic
-  Significant level change
-  Key opportunity site for improvement or redevelopment
-  Key opportunity site for improvement
-  Opportunity for public realm improvements
-  Off-street public car park
-  Private car park
-  Vacant sites as of mid-2020



Image E.11: Mansell Street / Le Bordage Regeneration Area initial constraints and opportunities

E.2. Mansell Street / Le Bordage Regeneration Area vision and objectives

E.2.1. Vision statement and objectives

Vision statement for Mansell Street / Le Bordage Regeneration Area

To breathe life back into the Old Quarter as a unique destination for small and specialist businesses focussed on arts, food and technology and as an inviting western gateway into St Peter Port for pedestrians and visitors, increasing footfall to the area and ensuring its long-term success.

Objectives

- 1 Improving the role of Trinity Square as an important gateway space into the Central town area from the south west, and through improvements making more of its role as a well integrated and well used public open space.
- 2 Creating a unified strategy for the Mansell Street shop units (including overcoming prolonged vacancies) to develop a strong long-term identity as a destination facilitating activity and long term viability.
- 3 Enabling upper floors to be converted to residential to increase overall vibrancy within the area. Explore localised opportunities for redevelopment with intricately scaled buildings and spaces that create places to sit and spend time that can bring additional uses, experiences and vitality to the area.

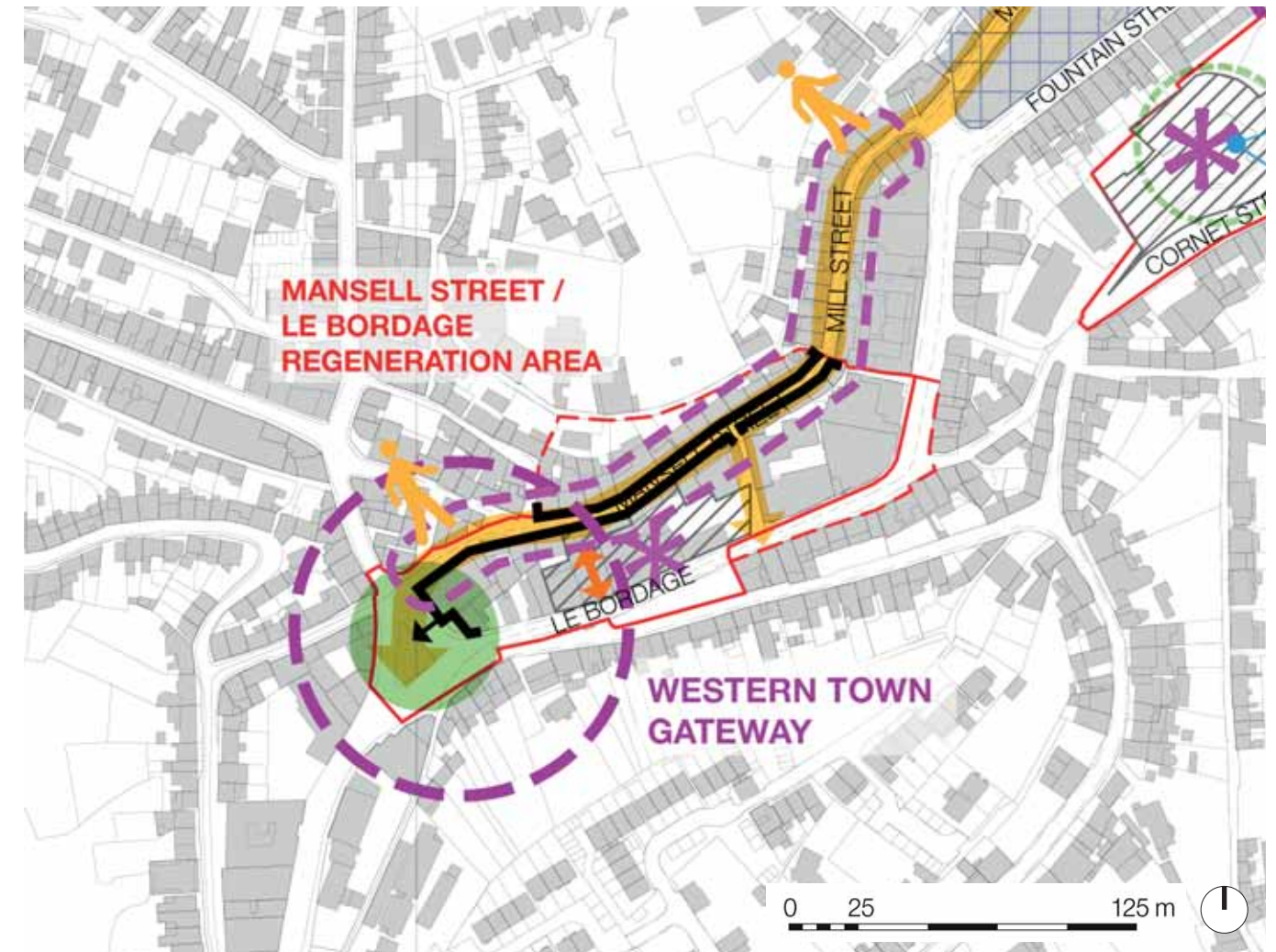


Image E.12: Mansell Street / Le Bordage Regeneration Area extract from the Vision Concept Plan (see image B.18). Priorities for Mansell Street / Le Bordage RA include: transforming the Mansell Street / Old Quarter area into a vibrant and unique destination within St Peter Port where people want to live, visit and work; enhancing Trinity Square to become a key public open space; elevating the area's role as the Western Town Gateway



E.3. Mansell Street / Le Bordage Regeneration Area development guidelines

E.3.1. Land use and activity principles - sustainable development opportunities and requirements

The vision and objectives for Mansell Street / Le Bordage Regeneration Area are centred around the need to revitalise the Old Quarter as a distinct and unique destination within St Peter Port. To a large extent, this intends to be driven by attracting independent, start-up businesses to create a complementary community of uses which will continue to perpetuate into the long-term. The upper floors of the buildings are available to bring forward a range of uses which may include residential or workspace.

Development opportunities will largely be considered positively as long they are of quality design and appropriate uses. For Mansell Street / Le Bordage RA it is important that any proposals are complimentary to the heritage of the area (without being pastiche) and contribute to this area as a unique neighbourhood of mixed-use.

‘Old Quarter’ as a destination

There are a number of different ways to facilitate a ‘hub’ or community of uses within a general area or to instigate a catalyst for regeneration with a focused theme. Two case studies have been included (on the following page) to demonstrate how this can be achieved, e.g. through a charitable trust with a specific mission (Creative Folkestone), or via a grant-giving program focused on historic environments (Townscape Heritage Initiative).

Partnership working between the States of Guernsey, property owners, businesses and residents can underpin successful initiatives. The alignment and coordination in terms of delivery and management will contribute significantly to the success.

The proposal would be to create more of a distinctive neighbourhood in this area. Key ideas for making it more of a destination include an

arts strategy led “urban village” approach, where more street space is given over to pedestrian, retail and hospitality related activity and vehicular access is further restricted. Initiatives such as urban farming through window boxes, living walls and parklets, and other seasonal activities could increase the distinctiveness further. Refer to Section B.3 for further information. Examples of places with temporary vehicular restrictions in evenings / weekends are Brick Lane, London and Poole.

The role of public art

An additional element in helping transform the Old Quarter into a destination could be the role of public art in this area as a particular focus. Currently Guernsey Mind murals adorn an abandoned building, bringing some colour and vibrancy to the area, however inviting local artists to create murals in the area could provide a unique reason for people to visit and return to the area on a regular basis.

Public art trails are a common tourist attraction used effectively in a variety of different places due to the popularity of social media such as Instagram. Many places hold annual street art festivals which can create a special event in the calendar.

Guernsey Arts should be consulted on the potential for public art to play a key role in the regeneration of the Old Quarter, ensuring that art in this area has a distinct focus compared to other places within St Peter Port. They would be keen to collaborate on any potential projects.



Image E.14: Murals can help to communicate special characteristics of a place, e.g. Malton as Yorkshire’s food capital



Image E.13: A colourful mural which takes inspiration from local heritage in Cork, Ireland



Image E.15: The Guernsey Mind murals in Mansell Street

Frontage and activity opportunities

Active ground floor uses should be maintained and focused along both sides of Mansell Street to attract footfall along this route. Frontage along Le Bordage should be secondary, however with regular entrances and animation through large shopfront windows.

Uses within the area could focus on creative industries (e.g. including retail/workspace, galleries, studios, etc.) to build on the area’s history, with the added diversity of other small and independent businesses such as tech start-ups and boutique food and beverage. This could include healthy eating options including locally-grown produce.

Residential uses at upper levels are encouraged to increase the local population and amount of people moving around generally, and live/work units should be welcomed. Separate access to upper floors could be explored via Burnt Lane for properties to the north of Mansell Street.

Where redevelopment opportunities arise, particularly properties which have both Mansell Street and Le Bordage frontage, new pedestrian connections should be created to increase the permeability of the area as well as the opportunity for active ground floor frontage and greater footfall for small-scale businesses. Active ground floor frontage should also be considered along Contree Croix Mansell.

Refurbishment / conversion of uses

Residential and other uses at upper levels (refer also to B3.3)

There is precedent within the Mansell Street/Le Bordage RA for residential at upper levels so this should be encouraged as an appropriate way to bring upper floors into use and bring social and economic benefits to the area and immediate surrounds. Combined live/work properties could help to provide another means of bringing residential uses into the area whilst encouraging independent start-up businesses into the area.

CASE STUDY K: Creative Folkestone, Kent

A visionary arts charity dedicated to creative activity

Established in 2002 with the help and vision of a sole funder, Creative Folkestone (CF) has successfully initiated a variety of different creative endeavours within Folkestone in Kent which has helped to create and sustain a thriving local economy associated with the arts, leading Folkestone to make a name for itself internationally within the industry. The five projects include: the Creative Quarter (an “urban village” of designers, filmmakers, musicians, web developers and artists), Folkestone Artworks (a free 24/7 year-round urban contemporary art exhibition distributed across the locale), Folkestone Book Festival, Folkestone Triennial (a periodic exhibition of newly commissioned work) and Quarterhouse, the local performing arts venue.

The successful regeneration of the Old High Street - a narrow winding street similar to Mansell Street - at the heart of the Creative Quarter has involved the restoration of 90 buildings and the management of 80 flats, 115 studios and offices, and over 50 shops. Rent is managed to be flexible to meet the market. This helps to attract occupiers which reduces vacancy levels, in turn keeping the area lively and attractive.

Chief Executive, Alastair Upton: *“the starting point of change is a coherent long term vision for the area and understanding its importance to the area and really being honest about the impact of continued failure.”*



The Creative Quarter's Old High Street (left) (credit: Kitty McCall), and creatives in their studios and offices (right). (credit: [top] Photo: Create Otterpool, [bottom] Photo: KentLive)

CASE STUDY L: Townscape Heritage Initiative - Liverpool Ropewalks District

Providing a catalyst for sustainable regeneration

The Townscape Heritage Initiative (THI) is the Heritage Lottery Fund's grant giving program for the repair and regeneration of the historic environment in towns and cities throughout the UK. It aims to deliver sustainable conservation by raising the standard of repair where the market has failed to do so. Funding ranges between £250,000 and £2 million for each project and there are a number of conditions for the grants, including that 75%+ of funds must be used on buildings (rather than public realm).

In Leeds, funding was granted to help protect and restore the character of buildings in Lower Kirkgate, in what is thought to be one of the oldest street in Leeds. Repair, reinstatement and conservation of historic buildings were included in works as well as repairs to shopfronts, windows and other building elements which enable properties to be brought into use.

In Liverpool, THI funding helped uplift the Ropewalks District with 16 restoration projects over 10 years including the Watchmaker's building (below) which went from a derelict eyesore to a mixed-use student apartment/office complex. Following the completed use of grant funding, developers are now investing without assistance due to the increasing attractiveness and activity in the area.



The Watchmaker's building on the left - before (top) and after (bottom) refurbishments completed from THI grant funding. The building opposite was not a building upgraded under the scheme, but has similarly been upgraded to positive effect. (credit: Google Streetview)

Parking

There may be potential to explore an integrated parking solution as part of any redevelopment opportunity that arises which has access off Le Bordage. If this was to be explored, it will be essential that frontage taken up by access to parking is minimised.

The existing carpark site at the base of Pedvin Street currently has capacity for 10 cars in addition to scooters/motorcycles. If this site was to be considered in the future for redevelopment, commercial uses may be the most appropriate as residential uses on a north-facing site with a large retaining wall to its southern elevation would mean achieving reasonable direct sunlight amenity may be difficult.

The needs of different parking groups will need to be considered in this Regeneration Area. Short-term drop-off/pick-up parking at the end of Mansell Street for residents and customers should be considered. Residential parking for northern part of Mansell Street should be accessed from Burnt Lane.



Image E.16: Well-maintained traditional shopfronts along Mansell Street with large windows at ground level on both sides, and punched residential-scale windows above create a strong character and interest.



Image E.17: If development opportunities arise that extend between Mansell Street and Le Bordage, new pedestrian connections and publicly-accessible courtyards should be encouraged to provide vital amenity to surrounding residents and workers and to increase site permeability and frontage to encourage greater footfall within the site (credit: EFTEKT Architects)



Image E.18: In addition to encouraging residential uses at upper floors, workspace or offices as an extension of ground floor uses would also help to create vibrancy in the area

E.3.2. Built form principles

Urban design approach to character

Along Mansell Street, building heights should largely remain consistent and sensitive to its immediate context, taking into account existing heights on the opposite side of the street as well as of neighbours. Additional height could be considered along the Le Bordage frontage.

Retaining the traditional high quality shopfront character along Mansell Street (and as a continuation of Mill Street) will be important, including at upper levels with a typical arrangement of regular, punched windows. However, unless a facade is deemed of special interest to the Protected nature of a building, façades will not be expected to be retained in place should a property be proposed to be demolished and rebuilt (refer to B.3.3 for approach to Protected Buildings). Important elevational features for refurbished and any new development along Mansell Street will also include:

- Large shopfront windows to achieve a vibrant sense of activity at ground floor
- Maintaining traditional fascia detailing
- Restrained use of colour (1-2 colours max)
- Restricting use of external roller shutters and projected signage / lighting

The character and form of buildings along Le Bordage, however, could adopt a more contemporary approach taking a cue from the Trinity Centre which combines traditional forms with a contemporary glass frontage. This would also distinguish the intimate traditional character of Mansell Street and the Old Quarter with Le Bordage, as the main vehicular approach to Fountain Street and the Core Retail Area.

Redevelopment or refurbishment of properties located between Mansell Street and Burnt Lane should consider how the level change can be best utilised, whilst providing a frontage quality to Mansell Street which is in character for the area, as above. Setbacks from Mansell Street could allow the design of roof terraces to provide much needed outdoor space amenity for residents.

E.3.3. Public realm, landscape and biodiversity opportunities and requirements

For all public realm opportunity areas, the approach of this Development Framework is to provide guidance for both a **low** and **high intervention** approach. The **low intervention** approach is related to improving public realm, landscape and biodiversity amenity yet whilst maintaining the existing basic transport and highways function/s, e.g. parking, access, etc.

The **high intervention** approach considers the future potential of existing transport and highways function/s to be relocated or unnecessary in the identified public realm location as a result of investigations by other States' workstreams, e.g. Integrated Transport Strategy, Harbour Action Area, Climate Change Action Plan, etc.

The **low** and **high intervention** approaches could also be viewed as short- and long-term phasing solutions as the minimum enhancement approach could nevertheless bring a variety of benefits to the area, including:

- improvements to the experience of the area for both locals and visitors as a place to sit, meet people and spend time
- increase in foot traffic for adjacent and nearby businesses
- increase in biodiversity potential
- improved surface water drainage mitigation
- potential to facilitate and support local community events

The design ideas on the following page (E.1) are intended to explore a range of opportunities and to encourage discussion about the future of Trinity Square and how it might be used. They are not fixed or developed design proposals and would need to be robustly tested and developed before final approaches could be agreed or delivered.

Mansell Street Western Town Gateway (refer B3.1)

As the main element of the Western Town Gateway, upgrades to Trinity Square should also consider its role in creating a sense of arrival into the central Town area. Particularly if the Mansell Street area is to be focused on a hub of creative uses, the overall appearance and feel of this gateway should also effectively communicate this. Gateway features could include:

- Supergraphics or new paving applied within the carriageway, particularly at key crossing points
- Making a greater feature of the Protected Monument
- Integrating a new public art feature or sculpture within the public open space
- Incorporating vibrant signage within the streetscape
- Building murals around Trinity Square

Trinity Square

Further traffic modelling would need to be undertaken to understand the full effects and technical requirements of the initial proposals set out below.

Low intervention approach

- Retains one-way traffic movements around public open space, however eastern arm of roundabout is designed as a pedestrian-priority space to slow down traffic and indicate the area as a Town gateway
- On-street parking on western arm removed to allow for improved protection to retained mature trees in new planting beds and/or permeable paving (the requirements of retained trees and soil levels would need further assessment)
- Flexible open space provided to support spill-out activity from adjacent uses, e.g. Holy Trinity Church and Trinity Centre
- New cycle parking

- Treatment to crossings (e.g. supergraphics) to acknowledge and emphasise pedestrian desire lines, particularly to Mansell Street
- Seating integrated with planting areas, including rain gardens

High intervention approach

- Westerly arm of traffic reclaimed for public realm, two-way traffic on eastern arm (further traffic studies would be needed)
- Mature trees retained and provided for better with new planting / permeable paving
- Flexible open space provided to support spill-out activity from adjacent uses, e.g. Holy Trinity Church and Trinity Centre
- New cycle parking
- Treatment to crossings (e.g. supergraphics) to acknowledge and emphasise pedestrian desire lines, particularly to Mansell Street
- Seating integrated with planting areas to enhance biodiversity, including rain gardens
- Integration of public art feature

E.3.4. Pedestrian and cycle accessibility and movement

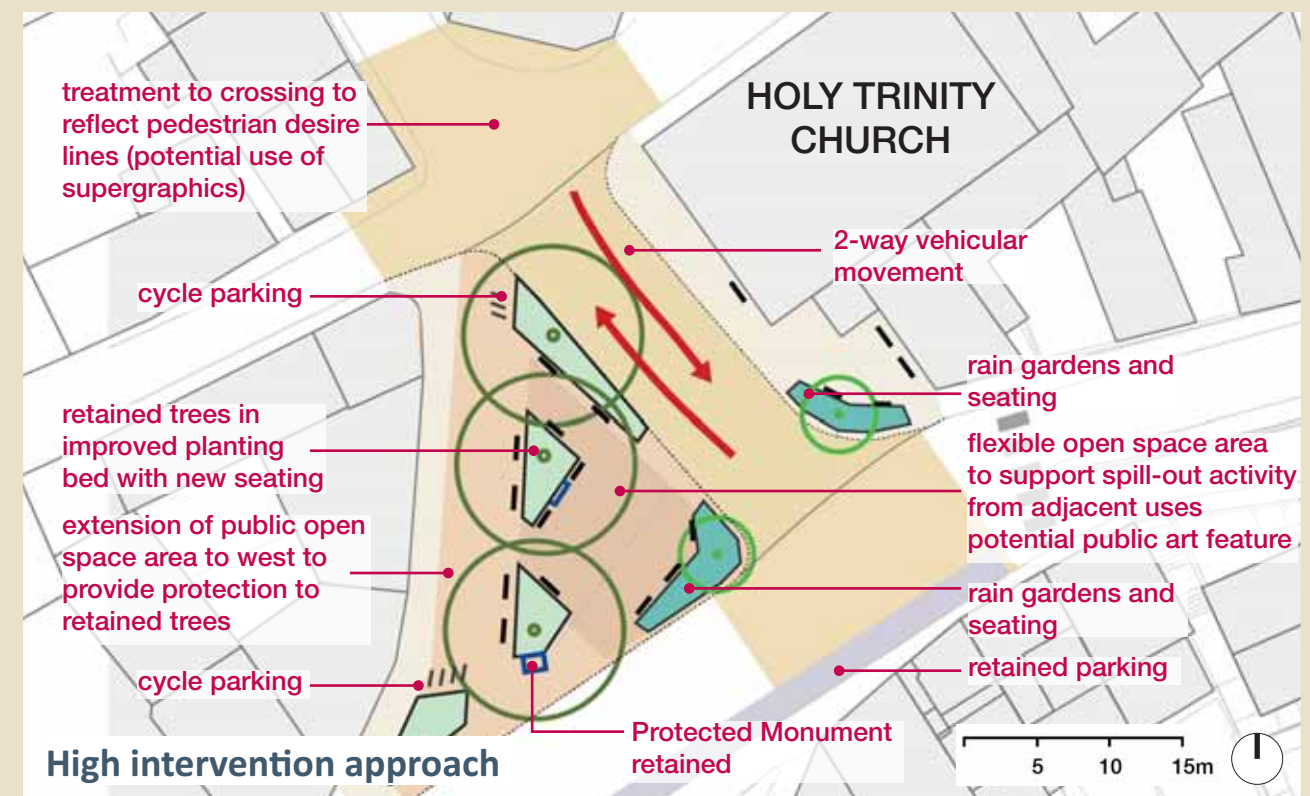
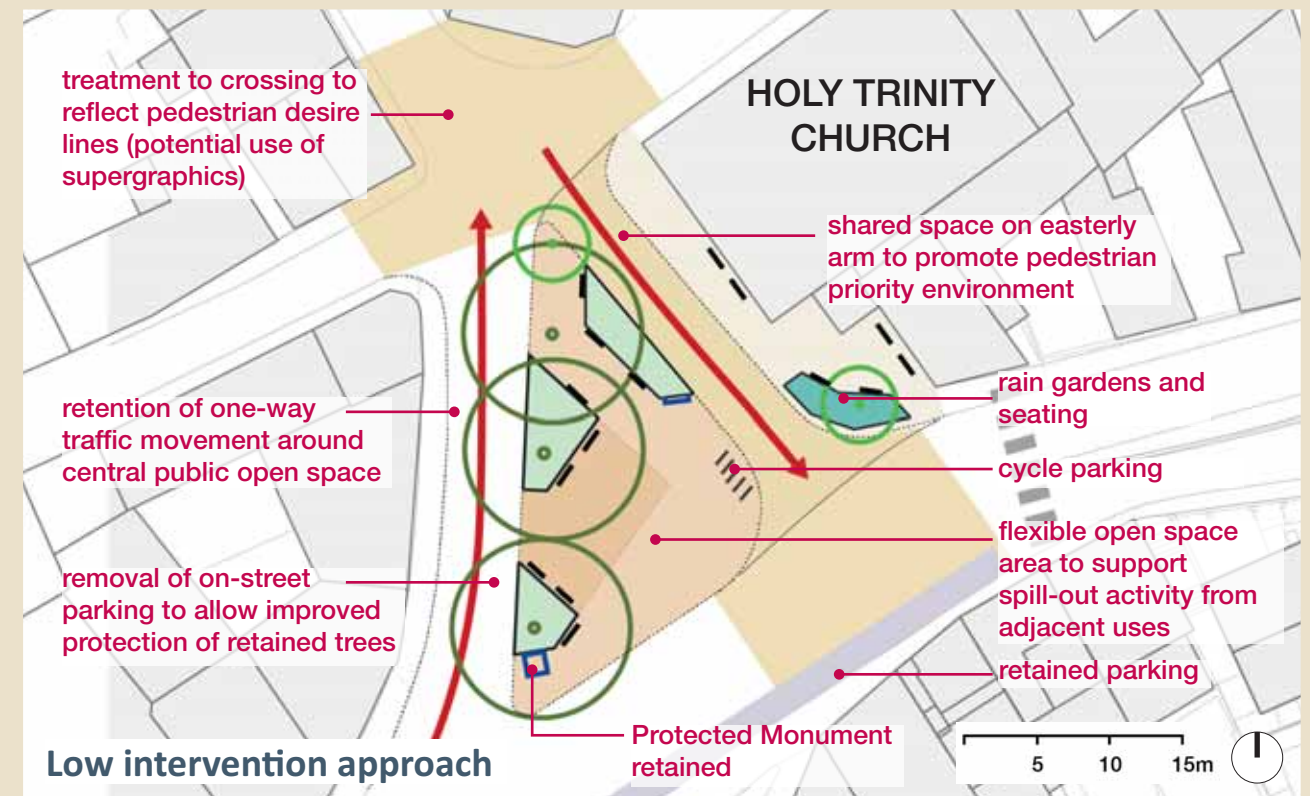
General enhancements to St Peter Port-wide pedestrian and cycle infrastructure are included within Section B3.2.

Pedestrian accessibility and movement

Western Town Gateway / Trinity Square

Pedestrian desire lines from the west should be articulated across Trinity Square, e.g. between Upper Mansell Street and Mansell Street, and Rue du Pre and Le Bordage, by creating informal crossing points with a change of paving materials or application of supergraphics. This should be achieved as part of enhancements to Trinity Square (refer E3.3) and articulation of the Western Town Gateway. Weekend partial road closures around Trinity Square could be considered to encourage street activity and provide a reason to visit, increasing footfall to the area.

INDICATIVE CONCEPT IDEAS E1: Trinity Square



Mansell Street

Mansell Street is an established pedestrian-only route within St Peter Port, which continues along Mill Street and onwards to Market Street. Historic cobbles make up the majority of the street's surface with narrow, slightly raised, paving in some areas. The cobbles contribute to the traditional character of the area, however in damp conditions, the surface can become dangerous, slippery and difficult to navigate. Increasing the maintenance regime could help to overcome this.

New connections (refer E3.1)

Where new pedestrian connections can be created between Mansell Street and Le Bordage due to redevelopment opportunities, these should be min. 2m in width, paved and well-lit to ensure safety. Where possible, small areas of public open space e.g. courtyards, should be designed as part of these new routes to provide valuable amenity for local residents and to facilitate social interaction between the community of Old Quarter businesses. They should include:

- integrated areas of seating and landscaping (including rain garden where possible to mitigate surface water flooding)
- flexible areas to support creative spill-out activities and local events culture
- active ground floor frontage and direct access to both ground and upper floor uses

E.3.5. Longer term opportunities for areas within the surrounding context

Mill Street as part of the Old Quarter

As the link between the Mansell Street / Le Bordage RA and Core Retail Area, Mill Street is an incredibly important connection. It is also considered part of the 'Old Quarter' as seen by signage at the northern entrance of Mill Street. All strategies that apply to this Regeneration Area should apply to Mill Street too.



Image E.19: Signage marking the entrance of Mill Street and the Old Quarter which continues up Mansell Street

Public parking at Sir Charles Frossard House

Some feedback cited the lack of parking in the area to being one of the main reasons why Mansell Street and the Old Quarter have experienced low footfalls. While this could be overcome by other guidance provided within this section, the opportunity for parking at Sir Charles Frossard House to be opened up to the public could be explored, particularly as States' services provided in the building are increasingly moving to remote working or alternative locations. Feedback during consultation indicated considerable support for this opportunity (and also the possibility of a multi-storey car park in this location) and it could be one of the sites to address parking issues and accommodate some relocation of spaces from the central Town area.

CASE STUDY M: Asna Square, Clonakilty, Ireland

Improving a small public open space to prioritise pedestrians and public life

Prior to completing upgrades in 2019, Asna Square was dominated by two one-way streets of vehicular traffic coming together to meet at the intersection overlooked by a small area of public open space. Improvements focused on repaving the square and surrounding streets to feel like one expansive area of public open space which extends from shopfront to shopfront, with vehicular access still permitted over the shared space-style surface (e.g. no kerbs or road markings).

Paving was also improved around the historic statue and the retained mature tree was integrated into an elevated planter which provides informal seating along its edges. A flexible area of open space allows a cafe to spill out during fair weather.



Before (top right) and after (below) of Asna Square, Clonakilty, Ireland shows the transformation from a traffic-dominated space to an attractive public open space which also acts as a gateway into the main high street area (behind the viewpoint of the image). (credit: [top] Google Streetview)



Appendices

Appendix 1: IDP Policy context table

St Peter Port Regeneration Areas Development Framework

Appendix 1: IDP Policy context table

IDP (2016) policy	Policy reference	Applicability to Regeneration Area(s)
Principal aim of the Island Development Plan	To ensure land planning policies are in place that are consistent with the Strategic Land Use Plan and which help maintain and create a socially inclusive, healthy and economically strong Island, while balancing these objectives with the protection and enhancement of Guernsey's built and natural environment and the need to use land wisely.	All
The Island Development Plan Objectives (in no particular order) area to:	<ul style="list-style-type: none"> • Make the most effective and efficient use of land and natural resources; • Manage the built and natural environment; • Support a thriving economy; • Support a healthy and inclusive society; • Ensure access to housing for all; • Meet infrastructure requirements. 	All
S1: Spatial Policy	The spatial policy in the IDP sets out that St Peter Port as a 'Main Centre' is a focal point for development in the Island and it seeks to maintain the vitality of the centre.	All
S2: Main Centres and Main Centre Outer Areas	Supports development in St Peter Port as a 'Main Centre'. Proposals must meet the requirements of the relevant specific policies of the IDP.	All
MC2 : Housing in Main Centres and Main Centre Outer Areas	Supports the principle of residential development in the three Regeneration Areas and seeks a variety of size and type of dwellings that are reflective of the demographic profile of households requiring housing. To ensure larger schemes are well planned from the outset and the most effective and efficient use of land is made, a Development Framework is required for each Regeneration Area which, once approved, will be taken into account when considering development proposals.	All
MC3: Social and Community Facilities in Main Centres and Main Centre Outer Areas	<p>Supports the principle of development of new social and community facilities provided that an existing site or premise within or around the Main Centre of St Peter Port is not available and suited to accommodate the proposal, including dual use of premises.</p> <p>Proposals for the extension, alteration or redevelopment of existing social and community facilities will generally be supported provided they accord with all other relevant IDP policies.</p> <p>The change of use of existing social and community facilities will be supported where adequate replacement can be demonstrated and that there will be no significant detrimental impact on the vitality of the Main Centre of St Peter Port.</p>	All
MC4(A): Office Development in Main Centres	Supports the principle of new office development or refurbishment, redevelopment or extension of existing office stock within the Main Centre of St Peter Port and development of office accommodation above ground floor level within the Core Retail Areas. Proposals to change use or redevelop office accommodation to other uses will only be supported where existing premises are of an unsatisfactory standard and can be proven to have been marketed unsuccessfully for 12 consecutive months or the floorspace is less than 250sqm.	All
MC5(B): Industry, Storage and Distribution uses in Main Centres and Main Centre Outer Areas – outside of the Key Industrial Areas and Key Industrial Expansion Areas	<p>Supports new industrial or storage and distribution uses outside Key Industrial Areas and Key Industrial Expansion Areas when the new use would not have an unacceptable adverse impact on the amenities of surrounding uses and support the vitality and viability of the Main Centre of St Peter Port.</p> <p>Proposals to redevelop, alter or extend existing industrial or storage and distribution uses will be supported where they would not have an unacceptable adverse impact on the amenities of surrounding uses.</p>	All

IDP (2016) policy	Policy reference	Applicability to Regeneration Area(s)
MC5(C): Industry, Storage and Distribution Uses in Main Centres and Main Centre Outer Areas – Change of Use	<p>Supports proposals for change of use from storage and distribution or industrial uses and vice versa where they would not have an unacceptable adverse impact on surrounding uses and accord with IDP policies.</p> <p>Change of use away from industrial or storage and distribution uses to other uses, or redevelopment for alternative uses, will be supported where this contributes positively to the vitality and viability of the Main Centre of St Peter Port.</p>	All but there are currently no industrial uses in the Regeneration Areas.
MC6: Retail in Main Centres	Supports new convenience and comparison retail as well as proposals to extend, alter or redevelop existing retail providing they accord with all other IDP policies. Change of use away from retail at ground floor level in the Core Retail Area will only be acceptable where the proposed new use will maintain and enhance the vitality and viability of the Core Retail Area.	All but particularly Lower Pollet and South Esplanade adjoining the Core Retail Area.
MC8: Visitor Accommodation in Main Centres and Main Centre Outer Areas	Supports proposals for new visitor accommodation in the Main Centre of St Peter Port provided they are in accordance with IDP policies.	All
MC9(A): Leisure and Recreation in Main Centres and Main Centre Outer Areas –New and Extension, Alteration or Redevelopment of Existing Uses	Supports new leisure or recreation developments in the Main Centre of St Peter Port provided they are in accordance with IDP policies.	All
MC9(B) Leisure and Recreation in Main Centres and Main Centre Outer Areas – Change of Use	Supports change of use of leisure or recreation facilities where the existing facility is adequately replaced within the centre of St Peter Port or that is no longer required or if the proposal would have no unacceptable impact on the vitality of the centre.	All
MC10: Harbour Action Areas	Supports development or redevelopment within the St Peter Port Harbour Action Area. Proposals must accord with the IDP policies and the Local Planning Brief (to be developed)	Lower Pollet and South Esplanade.
MC11: Regeneration Areas	Policy requires that development within a Regeneration Area must accord with IDP policies and establishes that where a Development Framework has been approved, this will be taken into account when assessing development proposals.	All
GP1: Landscape Character and Open Land	Supports development where it respects the 'East Coast' landscape character type; where development does not result in the unacceptable loss of any specific distinctive features that contribute to the wider landscape character and local distinctiveness of the area, and that takes advantage where practicable of opportunities to improve visual and physical access to open and undeveloped land. A landscaping scheme will be required for this scale of development.	All
GP4: Conservation Areas	Supports development where it conserves and, where possible, enhanced the special character, architectural, or historic interest and appearance of the Conservation Area of St Peter Port. Any proposals to demolish a building, structure or feature that contributes to the character of a Conservation Area will require a replacement that makes an equal or enhanced contribution. Proposals should take into account the Conservation Appraisals set out in Annex VII of the IDP.	All
GP5: Protected Buildings	<p>Supports proposals to extend or alter a protected building where it does not have an adverse effect on the special interest and setting of the building or where the economic, social or other benefits of the development and, where appropriate, its contribution to enhancing the vitality of the St Peter Port Main Centre, outweigh the adverse impact.</p> <p>There is a presumption against the demolition or partial demolition of a protected building unless justified against the requirements listed out under a. – c. in Policy GP5.</p>	All

IDP (2016) policy	Policy reference	Applicability to Regeneration Area(s)
GP6: Protected Monuments	<p>Supports proposals that directly affect a protected monument, or the site on which it is located, where it is required for a purpose connected with enabling or facilitating access to, or enhancing appreciation of, the monument and where there is no adverse effect on the monument's special interest.</p> <p>The policy includes a presumption against demolition, whole or partial, unless the monument is structurally unsound and technically incapable or repair, representing a danger to the public.</p> <p>Proposals which affect the setting of a monument will be supported if they don't adversely affect the monument.</p>	All
GP7: Archaeological Remains	<p>Proposals that would be likely to adversely affect the St Peter Port Area of Archaeological Importance will be supported when in accordance with an appropriate and proportionate scheme of investigation and recording prior to development commencing or if provision is made for a watching brief and recording during construction and for mitigation measures to avoid damage to remains and to preserve them in-situ.</p> <p>Where it is not proposed to preserve the remains in-situ, proposals must demonstrate that the benefits of the development outweigh the importance of preserving the remains in-situ and provide proportionate mitigation carried out in accordance with an approved scheme.</p>	All
GP8: Design	<p>Development, including the design of necessary infrastructure and facilities, is expected to achieve a high standard of design which respects, and where appropriate, enhances the character of the environment. Two or more storey buildings constitute a more efficient use of land than single storey buildings and therefore development proposals should consider a multi-storey design from the outset, unless there are overriding reasons why this design approach would be unacceptable. Proportionate residential amenity space must be provided that is appropriate to the housing type and location.</p> <p>Development must respect the character of the local built environment and provide soft and hard landscaping to reinforce local character and/or mitigate the impacts of development including contributing to more sustainable construction. The amenity of occupiers and neighbours is also important- see IDP Annex I for further information.</p> <p>Residential accommodation is required to be accessible for all and to be flexible and adaptable. Proposals will need to demonstrate that they have been designed to provide flexible living space which can be adapted to meet the changing needs of the homeowner and allows people to live in their own homes, comfortably and safely, for as long as possible.</p> <p>Development should also provide adequate areas for storage of refuse and recyclable materials.</p>	All
GP9: Sustainable Development	<p>This policy is wide ranging and includes requirements for sustainable design and construction with reference to the design, layout and orientation of buildings and surface water drainage, renewable energy and use of materials. Hard landscaping should include the use of permeable paving and other Sustainable Urban Drainage Systems (SUDS). The design of soft landscaping can also help in accordance with this policy.</p> <p>Development of 5 or more dwellings will require a Site Waste Management Plan. The Site Waste Management Plans Planning Advice note can be found here-www.gov.gg/planning_building_permissions</p>	All
GP10: Comprehensive Development	Individual proposals must conform to a comprehensive scheme for the whole site or area in order to make the most effective and efficient use of land.	All

IDP (2016) policy	Policy reference	Applicability to Regeneration Area(s)
GP11: Affordable Housing	<p>Developments which result in a net increase of 20 or more dwellings are required to provide a proportion of the developable land for affordable housing. This site as a whole will be within the affordable housing requirement band relating to sites providing 30 dwellings or more, with an expectation for 30% of the developable part of the site to be for affordable housing. The exact percentage area of land for affordable housing will be determined at the point of decision on any planning application relating to this site and will be subject to feasibility and viability.</p> <p>The most up-to-date Housing Needs Survey or Housing Market Survey, as well as the Housing Waiting Lists (available from States of Guernsey Housing) will be used to determine the type and tenure of affordable units required.</p>	All
GP12: Protection of Housing Stock	This policy supports proposals to upgrade and improve substandard housing. The loss of existing housing will be supported where it can be demonstrated it is substandard, that an alternative essential social or community need exists or the displacement of housing will facilitate substantial overriding economic and/or social benefits and where the replacement housing is of an appropriate type and suitably located.	All
GP14: Home Based Employment	Supports use of part of a dwelling or conversion or erection of a building within curtilage for purpose of a business carried out by the occupier where principal use of site will remain residential use by the occupier and it will not lead to unacceptable detrimental impacts on the amenity of the area or the amenity of nearby residents.	All
GP18: Public Realm and Public Art	Any proposal should consider the relationship between the development and the public realm and it is expected to enhance where possible. Public art can take the form of an integral part of a development or as a standalone feature.	All
IP1: Renewable Energy Production	Proposals for renewable energy installations (and ancillary and associated development) will be supported, where they can be satisfactorily incorporated into the built form of the proposed development.	All
IP3: Main Centre Port Development	Supports proposals within St Peter Port Harbour when in accordance with the Principal Aim and Spatial Policy of the IDP, are consistent with relevant Plan Objectives of the IDP and in accordance with the approved Local Planning Brief for the Harbour Action Area.	Lower Pollet and South Esplanade
IP6: Transport Infrastructure and Support Facilities	Development proposals that encourage a range of travel options to and within the Main Centre of St Peter Port will be supported, where they are compatible with other relevant policies of the IDP. The Authority will require development to be well integrated with its surroundings. Pedestrian and bicycle access within the site must be incorporated to take opportunities to increase connectivity and create links and public walkways where appropriate.	All
IP7: Private and Communal Car Parking	The parking standards for the IDP are set out in the Supplementary Planning Guidance: Parking Standards and Traffic Impact Assessment. For residential development in the Main Centre Area of St Peter Port the car parking standards are in section 6. The standards are maximums and the development would be expected to be within these standards. Policy is clear that these standards are flexible if a better overall development can be delivered.	All
IP8: Public Car Parking	Provision will need to be made for secure covered bicycle parking for residents and visitors.	All
IP9: Highway Safety, Accessibility and Capacity	The relocation of existing car parking within the Main Centre of St Peter Port will be supported in principle where this would decrease the negative impact of the motor car on the quality of the urban environment.	All
	The public road network's ability to cope with increased demand, physical alterations required to the highway, and the access requirements of all people will be considered.	All

Contact Us for further information and advice at: Planning Service, Sir Charles Frossard House, St Peter Port. GY1 1FH Telephone 01481 226200 Email planning@gov.gg

Have you visited our website? Go to www.gov.gg/planningandbuilding for additional guidance material and other planning information, including how to request pre-application advice.

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