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1. Introduction to the Overview

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St Peter Port Conservation Area shown in the wider context of the Island

- 1.1. This document provides an Overview of the Conservation Area Appraisal for St Peter Port.
- 1.2. It sets out the boundary, which was defined through identification of gateways – places where there is a notable change in character – and includes the Statement of Significance, both of which were published as part of the Island Development Plan, 2016.
- 1.3. The importance of the underlying topography in development of Town and the Harbour is demonstrated. A brief history of St Peter Port is set out, from the early history of the area through to



the present day. The effects of industrial, military, economic and social change over the centuries are explained and statutory designations mapped.

1.4. A townscape study then describes the characteristics of the existing urban fabric, the pattern of development and how people use and move through those streets and spaces. Typical architectural styles and landmark buildings, overriding materials and colours and the important open and green spaces created by parks, gardens, streets, squares and woodlands are illustrated. All of these combine to give St Peter Port its distinctive character.

1.5. There are many iconic views to, through, across and out of St Peter Port and a summary of these is provided. A map gives a broad indication of the contemporary land uses across the Conservation Area.

1.6. From this information the Hillside Town and individual Character Areas, studied in greater depth in Parts 2 and 3, are defined.

1.7. This part of the St Peter Port Conservation Area Appraisal was endorsed by the Development and Planning Authority in December 2021.

2. Summary of Significance

2.1. Annex VII Conservation Areas of the Island Development Plan contains a Summary of Significance for each designated Conservation Area. These describe the particular special architectural or historic interest of each area.

2.2. The Summary of Significance for St Peter Port reads as follows:

“VII.4 St Peter Port or Town, as it is known, is the capital of Guernsey. It is not only the focus of Government and its administration, but is also one of the gateways into Guernsey for tourists entering by cruise ship, ferry or private boat and is the focus for the retail, commerce and finance industries. Town has developed from its original fortified core, port and castle, merging with the ancient settlement of La Salerie and over time extending beyond the walled town, up the stream valleys and on to the plateau high above the now extensive harbour and marinas. It is this unique development and survival of high quality historic streets and buildings that make this Conservation Area of high architectural and historic interest to Guernsey.

VII.5 The development of the St Peter Port Conservation Area has been influenced by, and has had an influence on, that of the Island as a whole, and maintains a high architectural quality. In many cases the buildings in this Conservation Area are the first of a type or style to be built on the Island, at the forefront of fashion in buildings. Several former farmhouses and grand country houses are now subsumed within development of the Georgian, Regency, Victorian and later eras. The Occupation saw alteration to a number of buildings and the building of fortifications, for example the remnants of gun slots can be seen in the walls of Queen’s Road.

Excerpt taken from pages 291-292 of the Island Development Plan Written Statement (November 2016)

VII.6 The harbours, fortifications, markets, road widening, culverting of streams along Mill Street and Fountain Street, building of the Commercial Arcade, St Julian's Avenue, construction of towers, the new town and the various sets of pedestrian steps between the plateau and valleys have all moulded the Conservation Area to its appearance today. The man-made landform of terraces and altered stream valleys, now covered with buildings and gardens, creates unique views of Town from the Harbour.

VII.7 Tall, narrow, natural stone or rendered buildings under slated and tiled roofs dominate the narrow streets of the ancient historic core of Town. Further from the ancient historic core Georgian, Regency and Victorian rendered buildings of up to three and a half storeys dominate, each area having unique characteristics which make up the particular character of the locality. Late twentieth and early twenty first century buildings were constructed on a massive scale around St Julian's Avenue, often with flat roofs. Despite modern additions, the Norman and British influences in architectural style can still be clearly seen.

VII.8 There are few open amenity areas for public use beyond those provided by Church Square and Market Square and these are mostly focused on the northern side of the Conservation Area. The harbour, with its quays, piers and the nearby beaches and bathing pools, also provides public amenity areas. Public and private gardens contribute significantly to the character of the Conservation Area and help to mitigate the impact of the high density development form found in some parts of the Conservation Area with many significant trees being located on privately owned land.

VII.9 The use of stone for paving streets, kerbs and steps and in walls and buildings lends a unique character to the historic core. The historic core and principal routes into and out of Town (the waterfront esplanades, Le Val des Terres, Ruettes Brayes/Fountain Street, Mount Row/Le Rohais/Grange Road/St Julian's Avenue) and the harbours are bustling areas of activity."

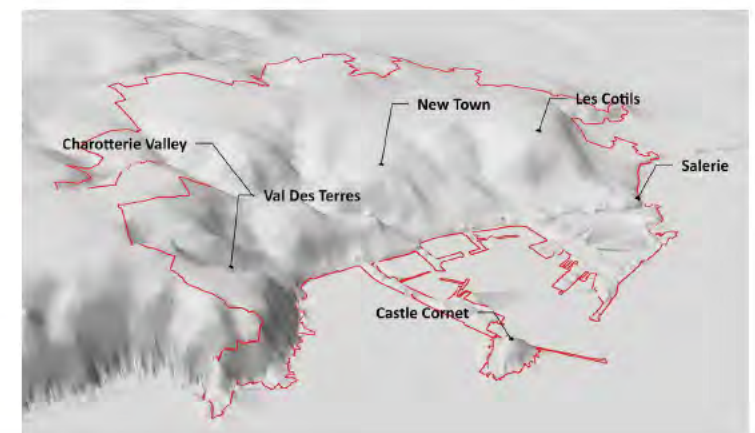
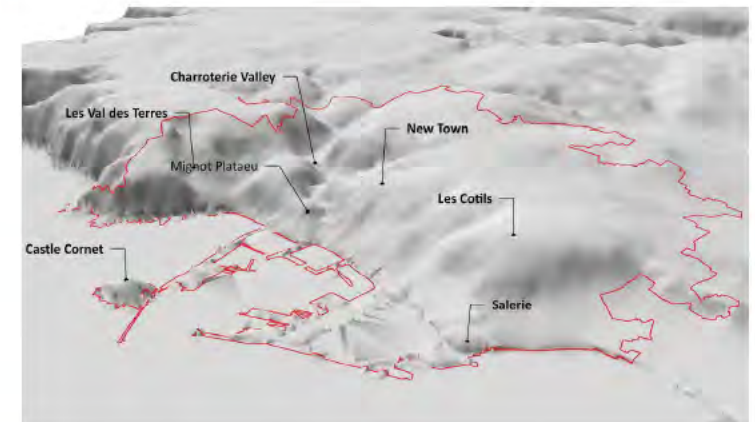
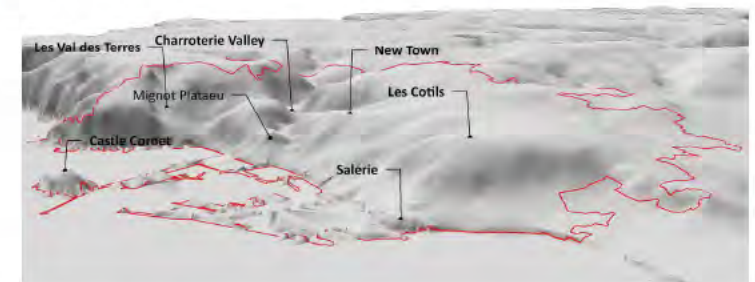
2.3. The Character Area Appraisals in Part 3 give a more in-depth explanation of the different parts of this expansive Conservation Area.

St Peter Port Conservation Area outlined in red with road names included for the purposes of orientation (taken from Digimap)



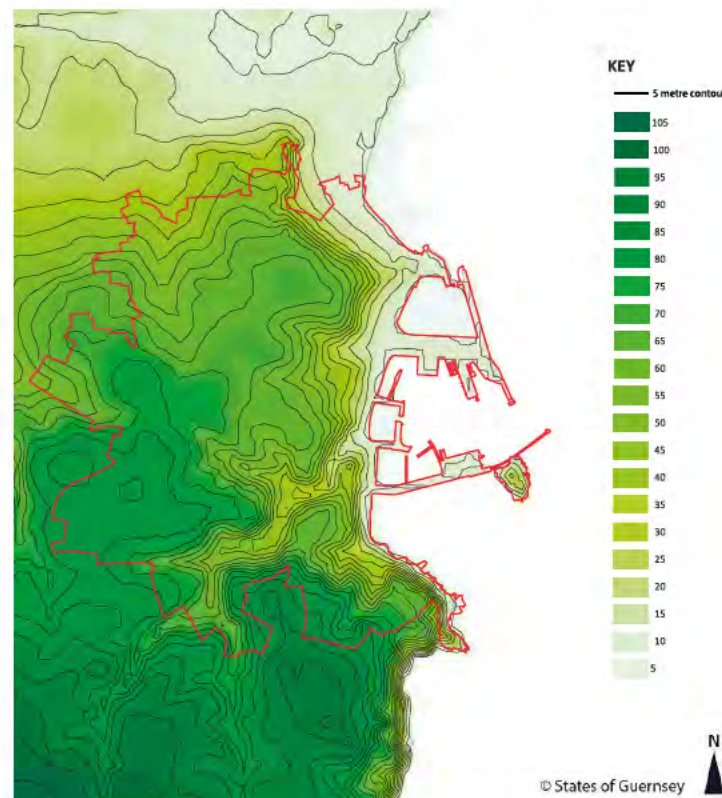
4. Topography

4.1. The underlying topography has greatly influenced the historic development of St Peter Port. Initially development was constrained to level spaces close to the sea. In more recent centuries the mediaeval town expanded up the valleys and then on to the plateau above. This expansion created the Conservation Area we see today with buildings across the east and north facing hillside shouldered by two large wooded areas to the north (Les Cotils) and south (Le Val des Terres).



Left: Contour map of St Peter Port Conservation Area

Right: 3D images to illustrate the topography underlying St Peter Port. N.B. these are projected from a 5m contour base and so do not accurately show the human-made terraces, roads and buildings of the Conservation Area



5. The Story of St Peter Port

Introduction

5.1. The town of St Peter Port was originally built on a narrow strip of land, elevated above the beach on the relatively sheltered eastern side of Guernsey. St Peter Port Harbour is artificial and was developed from open beach over more than seven centuries.

5.2. Town and Harbour evolved in conjunction with one another and neither can be considered mutually exclusive. The following gives an overview of the development of both.



St Peter Port Town and Harbour

Early history

5.3. The land in this part of St Peter Port rises steeply from beach level to west and south to where the scarp, between the Island's low and high plateaux, reaches the east coast. A number of valleys, such as at Le Truchot and La Charroterie, run through the scarp and these gave access to the early town from higher ground.

5.4. Archaeological investigations have recorded evidence of human involvement in the Guernsey landscape since pre-historic times.

5.5. As far back as 2000BC Guernsey was on a trade route between the Mediterranean and Britain. In the Town area archaeological evidence has been found at the former Royal Hotel site (Neolithic – c.9000-3000BC), Upper Canichers (Bronze Age – c.3300-1200BC) and King's Road (Iron Age - c.1200-600BC). Roman sites (c.27BC-476AD) have been found at La Plaiderie, the Bonded Store and in the current harbour mouth.

5.6. Although contributing little visually, this early evidence underpins the foundations of the Town we see today.

Excerpt from the Legge Report of 1680, taken from "St Peter Port 1680-1830" (Stevens Cox).

This image shows the old harbour on the site of what is now the Victoria Marina. Town was built on the shoreline extending past Salerie Corner and up La Charroterie Valley. The Grange is an established road and the underlying topography that influenced the development of the area is emphasised.



Part 1. Overview

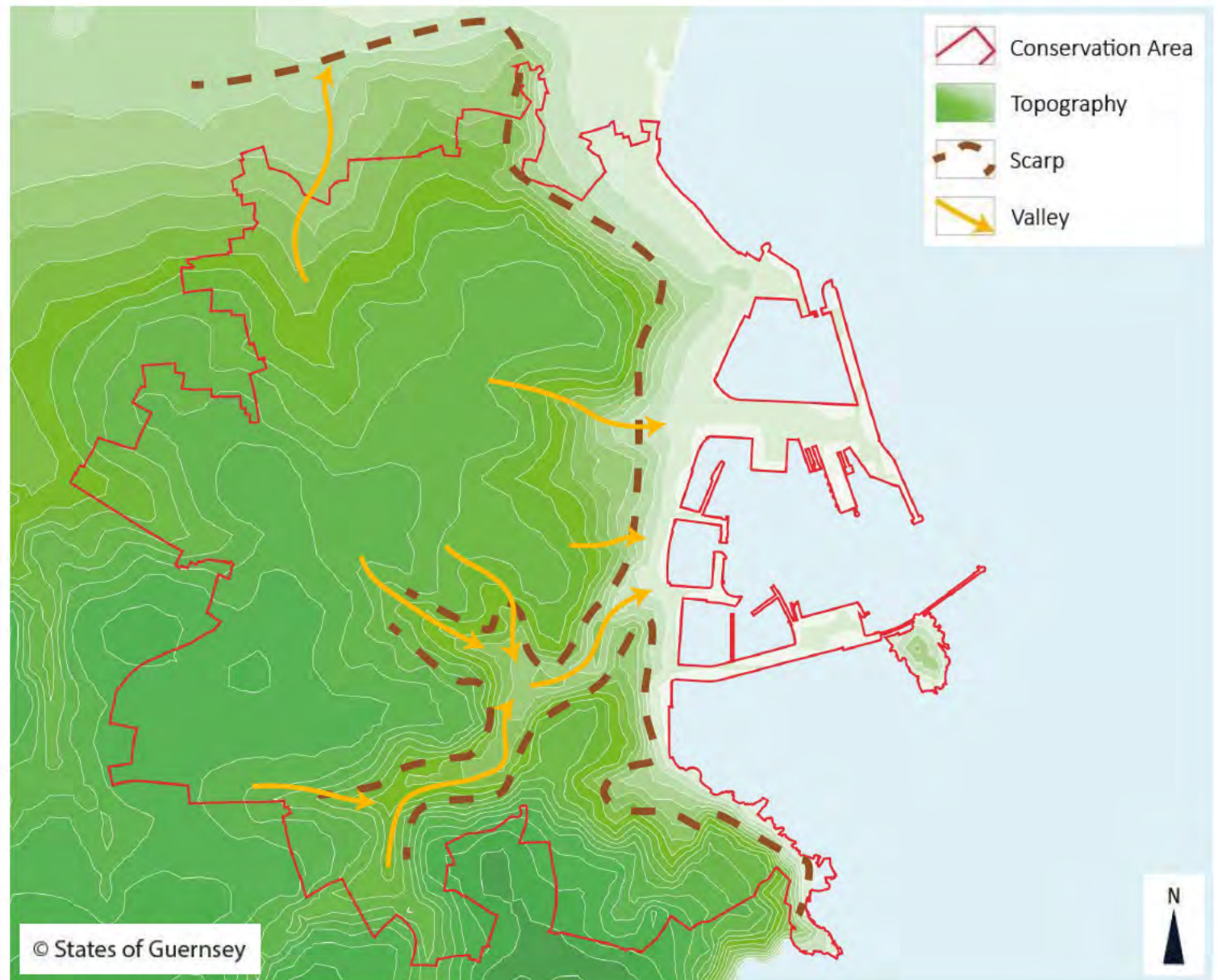
The factors underlying the Early History of St Peter Port

Today we can still see...

How topography gave Town its:

- Winding, sloped streets
- Stepped rooflines

St Peter Port Conservation Area Appraisal



Mediaeval (c.500-1500 AD)

5.7. The precise age of Town is unknown. A Parish Church was dedicated in the 11th century (McCormack, 1986 & Curtis, 1954) and this became the nucleus of the present building the earliest fabric of which is 13th century. The harbour existed in the 13th century (Sharp, 1967) but seems likely to date from much earlier given the presence of the Asterix, a Gallo-Roman vessel (180 AD) found wrecked in the harbour mouth.

5.8. The presence of a good harbour promoted trade from an early date. It led to expansion of St Peter Port as a commercial centre during the 1200s and 1300s at which time the Island's market moved from Landes du Marché to Town. Knitting flourished during the following centuries with import of bleached wool and export of spun wool and knitted goods, all via St Peter Port. It is likely that there was a settlement at La Salerie, a location used for drying and salting congers.

5.9. By the 1300s St Peter Port had approximately 90-100 houses (McCormack, 2015) and was considered a town. It comprised Cornet Street, the west sides of the High Street and Le Pollet along with the lower parts of Fountain Street, Berthelot Street and Smith Street.



5.10. The distinctive mediaeval form of Town remains in the pattern of development in these areas where a system of burgage plots was used and where some characteristic features of mediaeval buildings remain. Here, strips of land running back from the street enabled a greater number of properties to have a roadside, often gabled and jettied, frontage, albeit narrow, through which wound narrow streets and venelles. Such a development pattern suggests a busy settlement, here founded on a valuable international shipping trade. The Church continued to expand and evolve over the following centuries, including through addition of the South Transept (1450-1475) demonstrating the wealth of town merchants.

Surviving jettied frontage in Berthelot Street, maximising internal space on a narrow plot through building upper floors out over the street

5.11. French raids and invasions during the 13th-15th centuries resulted in damage to St Peter Port and necessitated construction of fortifications to defend the town. Construction of Castle Cornet began in 1206 and La Tour Beauregard and La Tour Gand were built c.1350, evidence of the two latter surviving in street names.

5.12. There is no physical evidence of a town wall but archaeological investigation has identified the former presence of town gates and a ditch marked by Cliff Street, which showed the southern limit of the town. Beyond the confines of the mediaeval town, as can be seen at Cliff Street, Gategny and Mill Street, the pattern of development changes away from being gable to the road.

Bottom left: sign marking site of Tour Beauregard- Cornet Street

Top right: mediaeval burgage plot pattern of development in the High Street where building cover almost the entire site

Bottom right: wide roadside frontages in Cliff Street with gardens behind, outside the barriere



Part 1. Overview

Mediaeval St Peter Port (c.500-1500 AD)

Today we can still see...

How riches from trade gave
Town its:

- Burgage plots
- Dense development with narrow lanes and venelles

How a need for defences gave
Town:

- Castle Cornet
- Place names (e.g. Le Tourgand and Tower Hill)

St Peter Port Conservation Area Appraisal

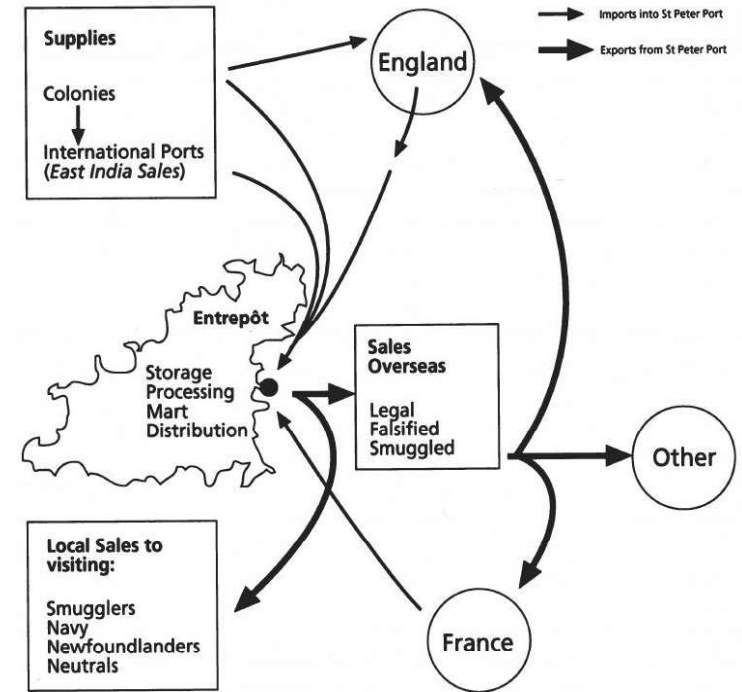


Post-Mediaeval (1500-1700)

5.13. The post-mediaeval period saw Guernsey granted freedom from all UK restrictions on trade and traffic (1559 Grand Charter) which, in conjunction with the discovery of the Newfoundland cod banks, contributed to an economic boom for the Island. As an entrepôt – a trading post where goods are imported, stored, traded and exported – and with benefits from privateering from 1689, this was an extremely lucrative phase in the Island’s history.

5.14. During the post-mediaeval period, as a result of the increased wealth of St Peter Port, the town saw a good deal of expansion along with improvements to the harbour. These included completion of the south pier of the old harbour, in the position of the current Albert Pier, in 1590.

5.15. The late 16th and early 17th centuries saw construction of buildings on the east side of the High Street (McCormack, 2015 and shown on the Legge Report of 1680) with continuous development as far north as Smith Street and a small number of seaward buildings further north, between there and Le Truchot.



Top: “The working of the entrepôt”, taken from Stevens-Cox

Bottom: Excerpt from the Legge Report of 1680, taken from “St Peter Port 1680-1830” (Stevens Cox) showing buildings on the seaward side of the High Street. These are the buildings we see today and which back the Quay which was built in the mid-18th century.

5 Lower Hauteville: a building with post-mediaeval origins. The age can be identified by the stonework and the square proportions of the windows which pre-date the later, classical Georgian proportions seen elsewhere in Town



5.16. The legal boundaries of Town were formally identified for inheritance purposes, laws concerning division of land within the town differing from those outside. Barriere stones were installed in place of the town gates in 1700 to mark these boundaries and, despite a change in the official extent of Town in 1840, remain in position today. Outside the barrières was a fringe belt of mostly fields, with the exception of the Fountain Street valley and northward along the shore to Gategny and La Salerie.

5.17. Land parcels within the town were constrained by size, topography and complexities of ownership and where redevelopment occurred this was on the site of earlier buildings. Town therefore grew little spatially between 1680 and 1750 and remained of Tudor form and size – 300-400 houses. Until the end of this period the proportion of buildings remained similar to the mediaeval pattern, with narrow gables to the street and houses extended backward on their plots. Frontages, although still narrow, then started to become wider where not constrained by existing development.

Part 1. Overview

Post-Mediaeval St Peter Port (1500-1700)

Today we can still see...

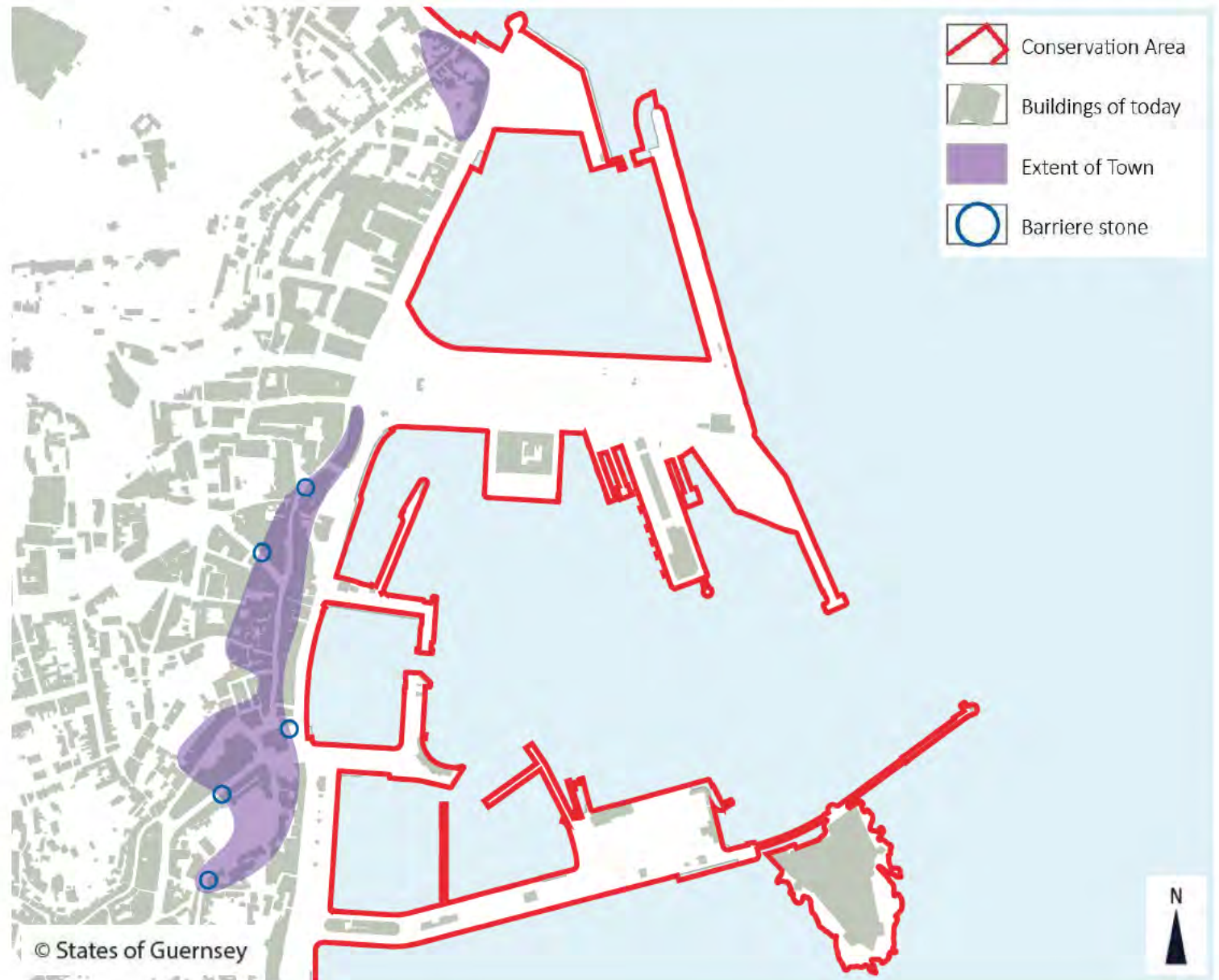
How economic success gave
Town its:

- Expansion of the built area, including along the coast
- Widening of building frontages

How legislative change gave
Town its:

- Boundaries (marked by barriere stones)

St Peter Port Conservation Area Appraisal



18th century (1700-1800)

5.18. Development of St Peter Port Harbour continued through the 18th century. It saw completion of the North Pier and construction of the first quay. This was built against the backs of buildings on the High Street in the 1770s, between Pier Steps and Quay Street, and was then extended to join the south pier.



Left: Excerpt of Duke of Richmond Map 1787 showing Fort George and development of Hauteville (top left of image)

Right: 19th century photograph showing early Quay and tunnels to Cow Lane and through old North Pier (Deane Photographic Archives)



5.19. Napoleonic Wars of the late 18th century meant greater threat of attack from the French. A result was development of coastal fortifications which included commencement of Fort George and associated batteries to protect the Town and harbour, a progression from the defences formerly afforded primarily by Castle Cornet. Fort George led to residential development up Hauteville and along George Road as the main south route into Town and between Town and the fort.

5.20. Whilst fishing remained fundamental to Guernsey's economy it was privateering, supported by the presence of a good harbour, that contributed most to the Island's wealth throughout the 18th century.

5.21. An associated boom in maritime functions, combined with agricultural change and decline in the knitting industry saw people move from the countryside to Town, perhaps seeking employment as servants or in the water mills which were present by the early 1700s in valleys above Town. Most notable were to the south in La Charroterie, Le Bordage and Fountain Street. Such use of La Charroterie continued into the 20th century.

5.22. Immigration meant rapid urban expansion. The east side of Le Pollet was developed and new warehouses built at Le Truchot and Le Bordage in the first half of the century. Vaults were later constructed in association with the new quays. These can be seen in a number of shops and restaurants, in particular along the sea front.

5.23. Town was extended to north, west and south west, streets were levelled and widened and there was a shift in the pattern of uses which included more leisure activities and a new civic consciousness as the wealthy moved to the suburbs, freeing up town houses for other uses. Buildings such as the Town Hospital (now the Police Station), Lefebvre Street Constables Offices, the French Halles and Assembly Rooms, Trinity Church and the Court House came into use at this time.



Top: La Greffe, Rue du Manoir, showing the formal classical architecture and quality of workmanship of civic buildings of the time

Bottom: A vault, formerly present in Le Bordage (Toms)

5.24. Even by 1750 Town only stretched from the Longstore to Lower Hauteville and westward to Ann's Place and Contree Mansell. After this date expansion increased and architecture became more formal, adopting fashions of the time. Use of stone and brick replaced the timber of previous ages. Import of slate and, later, pan-tile met the requirement that St Peter Port thatch be replaced to reduce fire risk. These materials remain prevalent. Typical buildings are those in the areas of Hauteville, Mill Street, the top of Mount Durand and Pedvin Street. Many High Street buildings also date to the 18th century.

5.25. The 1787 visit of Methodist leader John Wesley to the Island resulted in chapel and church building of various denominations.

Left: 18th century buildings in Mansell Street. Domestic scale buildings based on classical proportions



Right: Hadsley House, an 18th century town house in Lefebvre Street based on classical proportions but of higher quality in terms of scale, design, materials and workmanship



Part 1. Overview

St Peter Port Conservation Area Appraisal

18th century St Peter Port (1700-1800)

Today we can still see...

How increased maritime
function gave Town its:

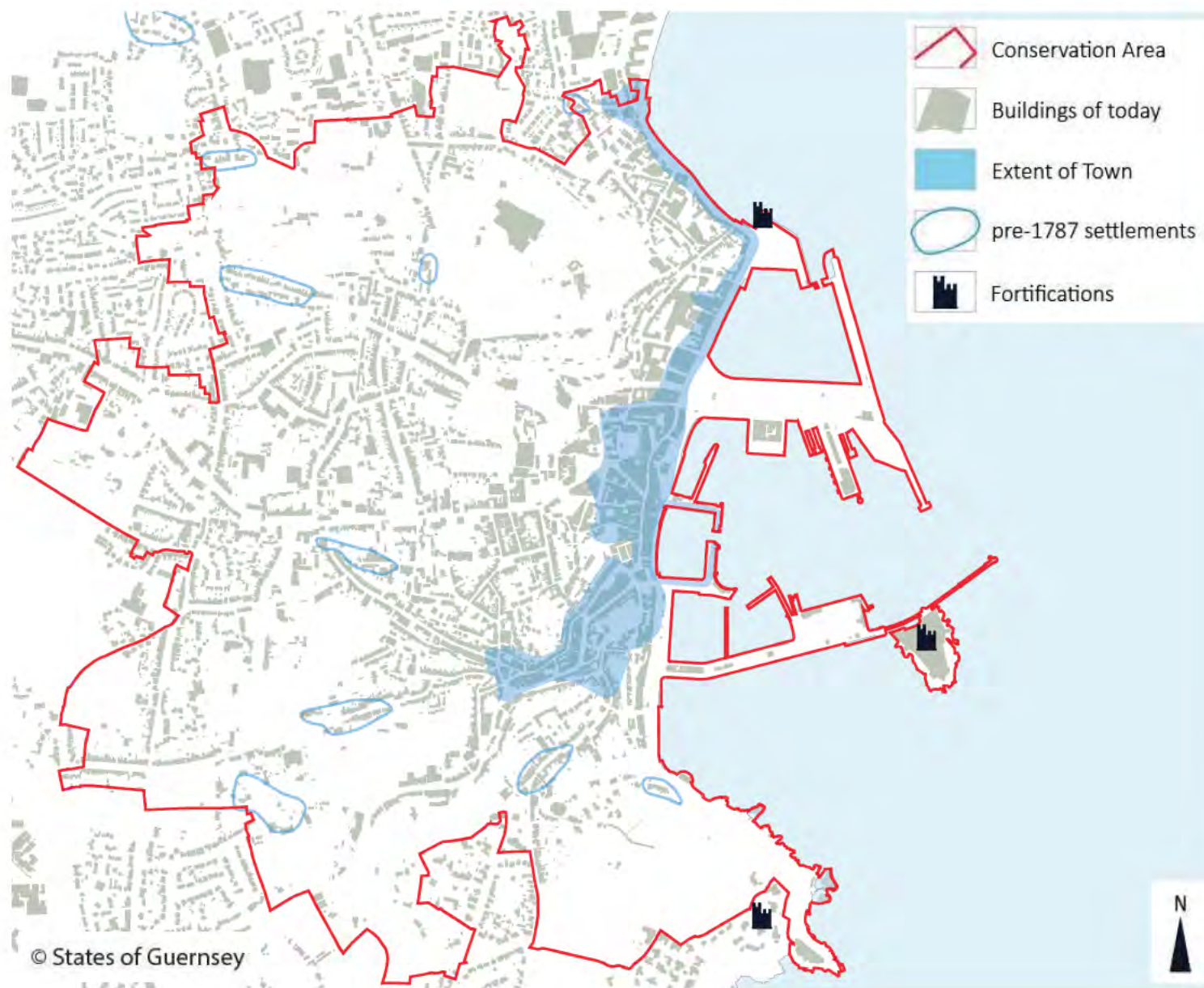
- Quays and vaults
- Urban expansion
- Improved streets, such as levelling and widening of Smith Street
- Notable buildings, e.g. Moore's Hotel

How Napoleonic Wars gave
Town:

- Fort George, leading to development of Hauteville and George Road, and batteries (La Salerie and Clarence Battery)

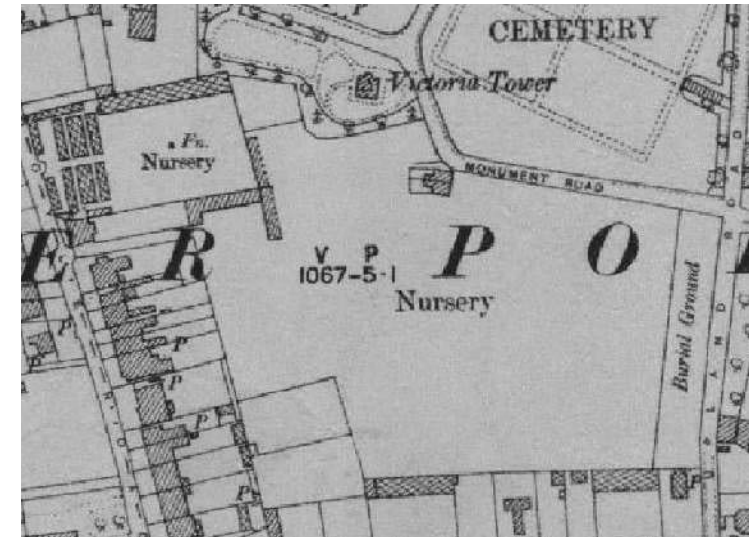
How fashion gave Town its:

- Polite architecture
- Change in materials



19th century (1800-1900)

5.26. In particular between the years 1850-1870, much work was done to expand and improve St Peter Port Harbour. This was in connection with shipbuilding at South Beach, the Lower Pollet, Gategny and the stretch of coast from La Piette to the Longstore during the boom between c.1815 and 1880. Such yards were subsequently given over to other industries. The wider harbour area was used for the export of cattle, flowers and fruit.



5.27. By the 19th century nurseries had been set up at Doyle Road and Monument Road in association with the growing industry and map evidence shows many vinehouses on south-facing slopes on the hillsides within and above Town. Improvements to the Harbour entailed sea walls, piers, breakwaters, slipways and Gategny and South Esplanades. Notable additions were the Castle Emplacement and breakwater.

5.28. Tourism became a valuable source of income during this century, with St Peter Port Harbour the main entry point to the Island. This century also saw use of some buildings on the High Street as banks, the ornate frontages of which remain today.

Left: Boat-building yards at the former South Beach, now South Esplanade, the top of the beach extending up to the cliff (Stevens-Cox)



Right: Nurseries at Doyle Road and Monument Road in 1898 (showing fountain which survives at The Close, top left)

5.29. The first half of the 19th century saw substantial expansion of Town, residential areas being constructed as ribbon development up La Charroterie, Mount Durand and Vauvert valleys and along tiered land at Les Canichers and Les Amballes. The New Town was built in the Saumarez Street area and the Grange and outlying areas, such as L'Hyvreuse and Mount Row, further developed, subsuming a number of large country estates and farms in the former outreaches of Town. Rather than replacement with new roads, development often followed original country lanes, adding another layer to the character of today.

Left: Victorian-style houses of the later 19th century in Stanley Road where classical proportions are less strict and interiors have been improved, e.g. with bay windows

Right: Classically proportioned Georgian-style buildings of the early 19th century in Saumarez Street. Glass manufacture was not yet so advanced as to enable the larger paned windows of the Victorian style buildings



constructed and buildings were removed for increased light. Development that had previously amounted to replacement of the façades of traditional buildings became wholesale replacement of buildings resulting in much demolition of the mediaeval centre of St Peter Port. This made way for buildings such as the markets, which included widening of Fountain Street, and the open space of Church Square. Mont Gibel was excavated to create the Commercial Arcade.

5.31. During the latter part of the century large residential areas were built on the hillside and plateau above Town (e.g. Valnord and Victoria Road, Upper Vauvert to York Avenue and Amherst) and harbour-side development was extended southward at Les Echelons.



Part 1. Overview

St Peter Port Conservation Area Appraisal

The extent of 19th century St Peter Port (1800-1900)

Today we can still see...

How export, tourism and wealth gave Town:

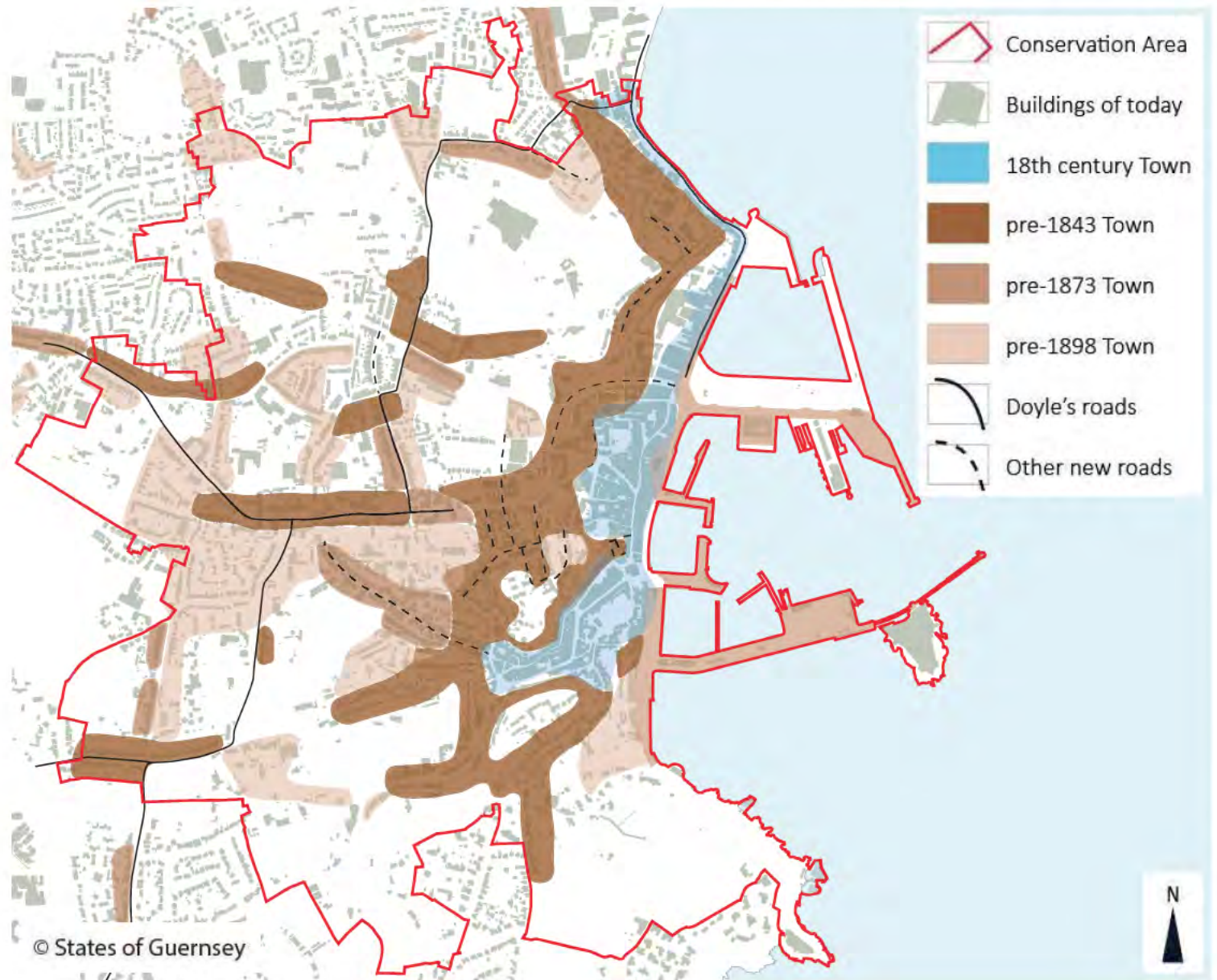
- Harbour improvements
- Extensive building, e.g. houses, markets, churches

How improved quality of living gave Town its:

- Residential expansion
- Town centre facades
- Development of former country estates leaving earlier lanes between
- New and improved roads (widened and levelled; pavements built)

How fashion gave Town its:

- Georgian and Victorian proportions and detailing
- Features, e.g. chimney pots, dormers, stucco and stone



5.32. In all, the 19th century was a period of great building comprising thousands of houses, several roads and many churches. Civic buildings included the States' Prison, Elizabeth College and Brock Road Intermediate School, Smith Street Post Office and the Guille-Alles Library. Victoria Tower and the North Plantation, the Bathing Pools and the original Model Yacht Pond are also of this era and reflect the growth of leisure and tourism. In 1879 a light steam tramway opened between St Peter Port and the Bridge. This was later converted to electric. Remnants remain in the form of tracks (mostly buried beneath modern road surfaces) and an electricity substation close to the Picquet House.



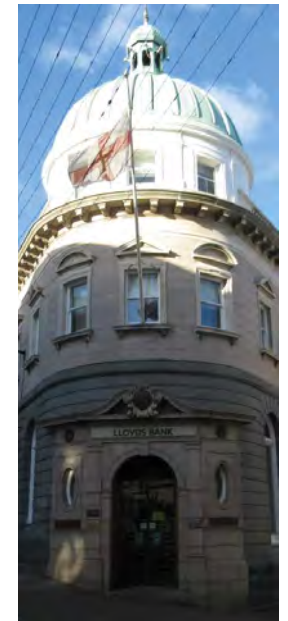
Top: refronted bank, High Street

Bottom left: former Post Office, Smith Street

Bottom middle: former Market buildings, Market Square

Bottom right: Lloyd's Bank, High Street/Smith Street

These examples continue to be based on classical architectural proportions and show a high quality of workmanship





5.33. Houses built at the time range from characteristic Georgian proportions, typically with ornate facades complemented by Georgian-style windows, door cases, string courses and parapets as seen on Grange Road, to the classic Victorian gothic-style detailing of the terraces of Victoria Road. This Georgian and Victorian impression of Town in places overlies the much older origins of the buildings in particular in the town centre. Fareham chimney pots, often early 19th century (Toms, 1995), and dormer windows are a feature of the St Peter Port roofscape. Whilst houses of this period were generally faced with stucco, public buildings were often constructed with formal stone facades, the stonework often decoratively laid, and churches and school buildings of the period continue to be identifiable as such.

Left: Georgian building, Grange Road

Right: Victorian gothic-style houses, Victoria Road

5.34. At the start of the 19th century a danger to security was still posed by the French. Sir John Doyle's countermeasure to potential invasion was to upgrade roads to provide quick access to vulnerable parts of the coast. As part of these works, coastal fortifications were improved, including those at La Salerie. Work was ongoing at Fort George, replacing Castle Cornet as St Peter Port's primary defence, and this included the Clarence Battery to guard Havelet Bay from the south. Between 1845 and 1860 there was another phase of fort-building and it was at this time that the Town Arsenal was constructed and Brehon Tower was built to guard the Little Russell.



Part 1. Overview

The land use of 19th century St Peter Port (1800-1900)

Today we can still see...

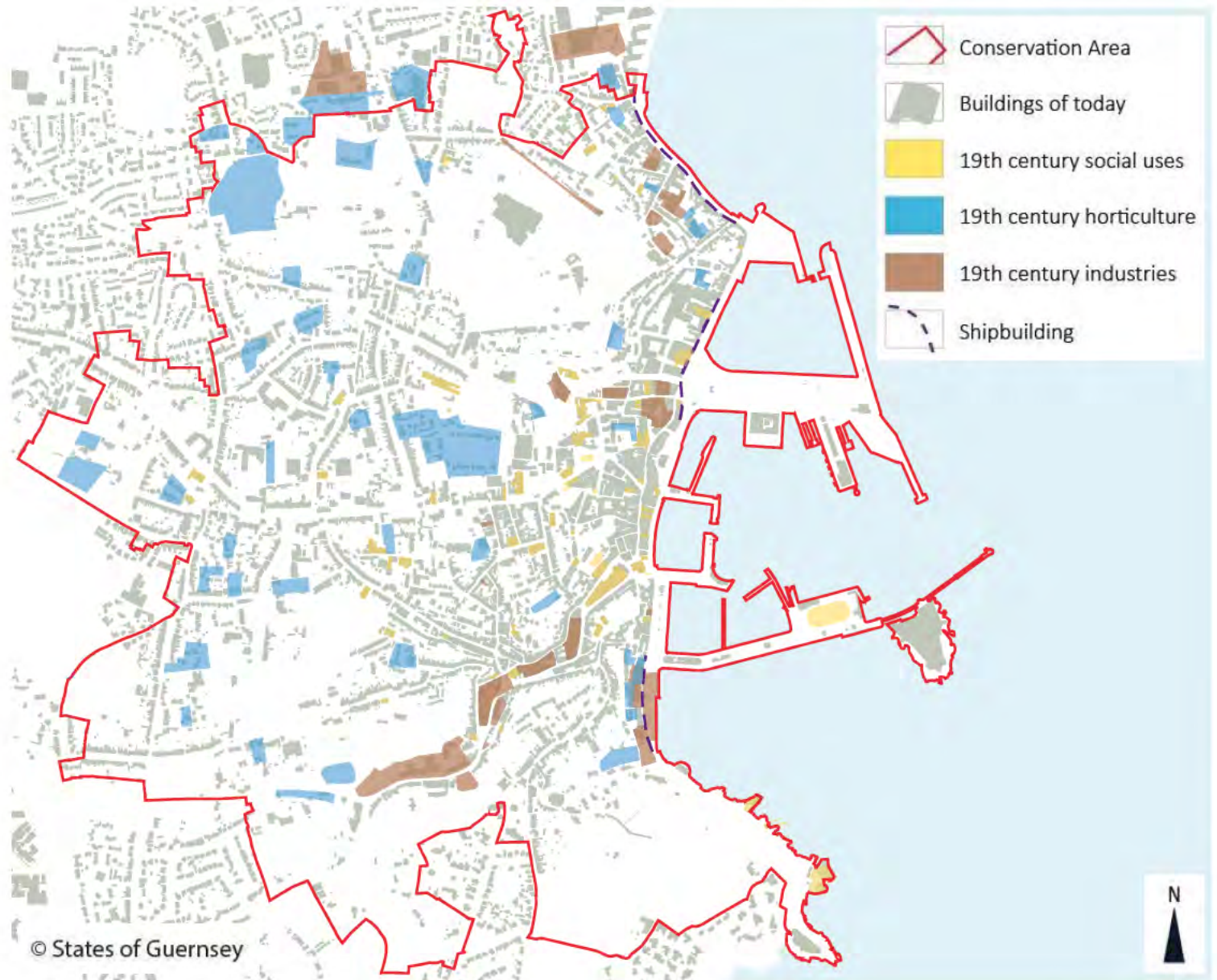
How export, tourism and wealth gave Town its:

- Vineries, often enclosed by high stone walls
- Industrial uses, located to take advantage of water sources or level sites (e.g. mills at La Charroterie; rope walk at Rouge Rue)
- Shipbuilding on the coastline

How improved quality of living gave Town its:

- Civic buildings, e.g. markets, churches, roads, schools, bathing pools, plantations

St Peter Port Conservation Area Appraisal



Early 20th century (1900-1940)

5.35. The years following the 19th century harbour expansion and improvements saw only relatively small alterations. Chief of these were the construction of the New Jetty and upgrade of the Cambridge Berth and associated buildings which included construction of a lifeboat house, since removed. The Harbour remained a key point for the export of fruit, flowers and bulbs alongside its importance to fishing and tourism.

5.36. The private car began to have an impression on land uses during this period and the effects have increased to the present day. A consequence was an increase in ribbon development along roads leading out of Town, in particular post-World War I.

Left: Le Val des Terres, opened 1935, created an improved link between Town and the south of the Island



Right: States'-built housing at Rougeval using modern forms of construction and increased allowance for changes to the ways in which people lived

5.37. Whilst some expansion of Town itself occurred at this time, much of that building infilled areas between existing developed land. It replaced more of the country estates formerly on the outskirts and was generally focussed in the area between Doyle Road and La Gibauderie.

5.38. This was also the time that developments of States' housing began and numerous estates were constructed on the edges of the 19th century built-up area – outside the Conservation Area, but part of the sequence of development of St Peter Port – for example at Rougeval and Mahaut Gardens. Le Val des Terres was opened in 1935, improving access to and from the southern part of Town and encouraging out-of-town development at Fort Road.



5.39. Greater variety in built design is apparent from this era onward. The earliest buildings of the 20th century reflected the formal Victorian proportions and appearance of the previous century, carried through in the more ornate facades of Edwardian houses at Rouge Huis Avenue and Brock Road. Inter-war buildings were typically more functional in appearance, as seen in the States' housing of the time. Often flat-roofed and/or single storey, some took inspiration from the art-deco movement. Many of the best have been demolished although an example of a re-fronting in this style survives in Le Pollet.



Top left: Cornet Street in 1907, prior to renovation (Toms)

Top right: St George's Hall, St George's Esplanade

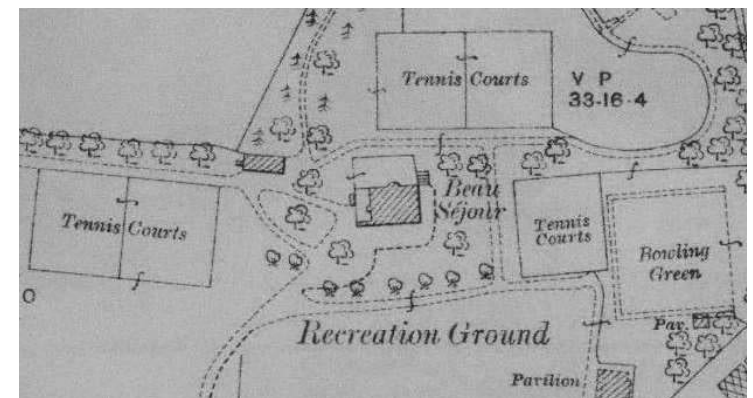
Middle: Edwardian-style buildings in Brock Road

Bottom: Beau Sejour in 1938

5.40. Clearance of substandard buildings continued with demolitions to the east of the Town Church and renovation of the lower part of Cornet Street in 1914. Buildings were removed from the western side of Cornet Street during the 1930s.

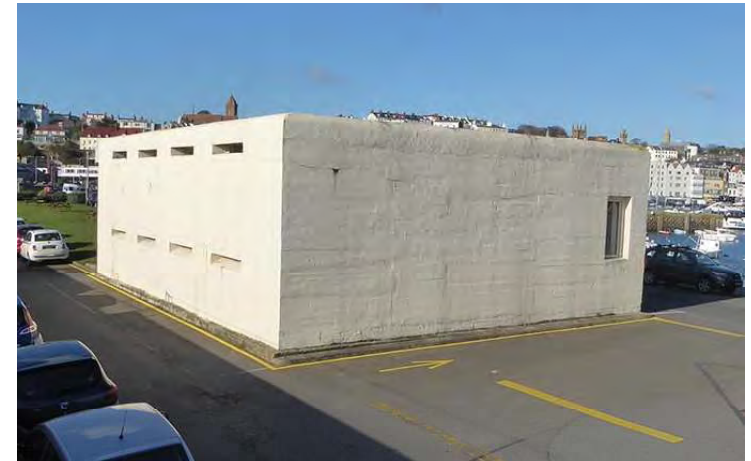


5.41. Construction of civic buildings continued and included schools, residential homes and the former States' Offices along with prominent war memorials. Recreation became more evident with cinemas, halls, museums and sports grounds throughout Town. Of these, outdoor recreation is the most prominent, and many of those areas remain in the same use today.



Occupation (1940-1945)

5.42. Guernsey was occupied by German forces in June 1940 and remained so until Liberation in May 1945. During this time much building (chiefly using concrete) went on as part of construction of Hitler's fortified Atlantic wall. The majority of these defences were constructed around the Island's coasts and on high ground. Some were built in Town and many of these were removed following Liberation, or have been subsumed by more recent development. There are prominent structures at Castle Cornet, on the Castle Emplacement and on the Albert Pier, at Les Cotils and Beau Sejour, at St Jacques Naval Headquarters and at Fort George and La Vallette. Less prominent are the gun emplacements cut into the wall at each end of Queen's Road, the victory sign painted on a house on Grange Road and painted street signs, such as at the top of Cliff Street.



5.43. These structures are testament to an important phase in the Island's recent history and provide landmarks which are often viewed for some distance, in particular those in the vicinity of the Harbour.

Top: Bunker at the Castle Emplacement

Middle left: Victory sign, Grange Road

Middle right: Street signs, junction of Cliff Street and Lower Hauteville

Bottom: Gun slit at the junction of Queen's Road and Mount Durand



5.44. Guernsey avoided the Blitz and bombing was, on the whole, minimal. Air raids on the Harbour caused damage which is no longer visible in today's buildings but is suggested by the presence, in some places, of more modern windows than might otherwise be expected. Also avoided was mass removal of metal railings, a feature of earlier times that Guernsey, unusually, retains.



Top right: Example of surviving metal railings in York Avenue

Bottom right: German soldiers marching from Le Pollet into the High Street (Bell)

Left: Queueing for rations, Fountain Street (Toms)



5.45. There are a number of places in Town which do not retain physical evidence of the Occupation but are iconic, whether by known use or by well-known photographs. These include the top of the High Street where a famous photograph depicts marching soldiers, and the Grange Lodge Hotel which was residence of the German Commandant (Harvey, 1995).

Mid-late 20th century (1945-2000)

5.46. During the second part of the 20th century primary industries progressed from fishing, growing and light industry to tourism and finance. This increased wealth meant large changes to infrastructure.

5.47. St Peter Port Harbour saw striking physical changes during the 1970s and 1980s. The Victoria and Albert Marinas were created within the Old Harbour and between the Albert Pier and Castle Emplacement.

RORO ramps were installed and the Fish Quay built. Substantial areas were reclaimed to provide the Queen Elizabeth II Marina and car parking at North Beach and La Salerie. Weighbridge Roundabout was constructed.

5.48. Creation of marinas to accommodate tourists but also leisure craft of an increasingly wealthy portion of the population demonstrates a shift in social pursuits as also shown by closure of cinemas and the opening of Beau Sejour Leisure Centre and the Island Museum at Candie.

Left: St Peter Port Harbour in 1979



Right: St Peter Port Harbour in 1990



5.49. Development opportunities were constrained by topography and available space limiting these to, often small, infill sites between or to the rear of existing buildings, or redevelopment of vineries for housing estates, such as Clos de Fosse Andre and Val Fleury. There was no large-scale slum clearance but redevelopment of run-down residential areas and old warehouses provided an opportunity, most notably in the area of the Albany (1960s), St Julian's Avenue and Le Truchot (1970s) and at Les Echelons and La Charroterie (1990s). Older streets remain with many houses still accessed off pedestrian-only lanes.



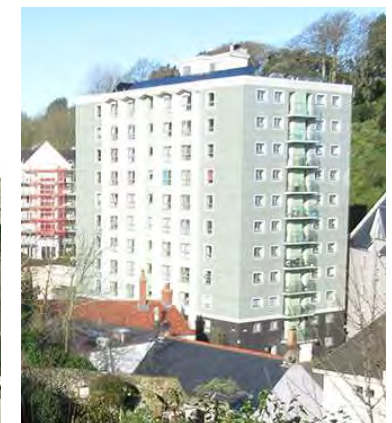
5.50. This trend of redevelopment continued through the last decades of the 20th century when some iconic buildings were lost and others were constructed. Removal of buildings was frequently taken as an opportunity to create parking areas, as occurred between Le Bordage and Pedvin Street.

Top right: Houses accessed via Burnt Lane

Bottom left: Albany offices, which replaced warehouses on South Esplanade

Bottom middle: St Paul's Church in 1968, now the Sunken Gardens

Bottom right: Cour du Parc, La Charroterie following 21st century upgrade



5.51. Building design moved through numerous phases over the second part of the 20th century. Innovation in design in Guernsey has been fairly limited and has tended to follow UK trends. For example, instances of modernist architecture are rare and are most often found as features on more sedate buildings.

5.52. Post-war buildings were often simple in appearance, of two storeys with pitched or hipped roofs and minimal decoration and could be terraced, semi-detached or detached with their own outdoor spaces, sometimes arranged in clos, as at Monument Gardens. On-site parking was often provided and sometimes garages, reflecting increased car ownership.

5.53. Later, hip-roofed bungalows were followed by the ranch-style bungalows and neo-Georgian town houses of the 1960s, 1970s and 1980s.

5.54. The most prominent examples of late 20th century architecture are office buildings which make use of proportions and materials which sometimes, with mixed success, differ from surrounding, older, development. Examples can be found on Le Bordage, La Charroterie and at Les Echelons. Over this part of the century, many waterfront buildings were replaced.



Top: Post-WII houses at Monument Gardens

Middle: 1980s town houses, Belmont Rise

Bottom: 'New' offices at St Julian's Weighbridge, c.1980



Top left: vinery on Rue Maurepas, 1962

Top right: Rue Maurepas in 1979, showing housing development within walls of the former vinery

Bottom: Former Town Hospital, now the Police Station

5.55. Historic boundaries often remain, enclosing modern development on older land parcels. Former industrial sites tend to accommodate modern industrial premises and offices, as at St Julian's Avenue; former vineries have often been redeveloped for housing, for example at Rue Maurepas. Nineteenth century churches and schools, like Haute Chapelle in Victoria Road, have frequently been converted to provide housing.



5.56. The most notable extension to Town during this period was in the area of St Jacques, the Green Lanes, and Valnord with other developments at La Vrangue and La Ville au Roi, all outside the Conservation Area where residential development was often large scale States' constructions but also smaller scale private clos.

5.57. The 1960s redevelopment of Fort George is worthy of note. It served a purpose at the time. More recent developments have taken a different approach to heritage. For example, St James Church was converted to a concert hall during the 1980s saving this iconic building, and the Police Station was relocated to the disused Town Hospital, again bringing the historic building back into use.

Part 1. Overview

St Peter Port Conservation Area Appraisal

The extent of 20th century development (1900-2000)

Today we can still see:

How finance and affluence gave Town:

- Marinas
- Offices on old industrial sites
- Recreation & sports grounds

How housing need gave Town:

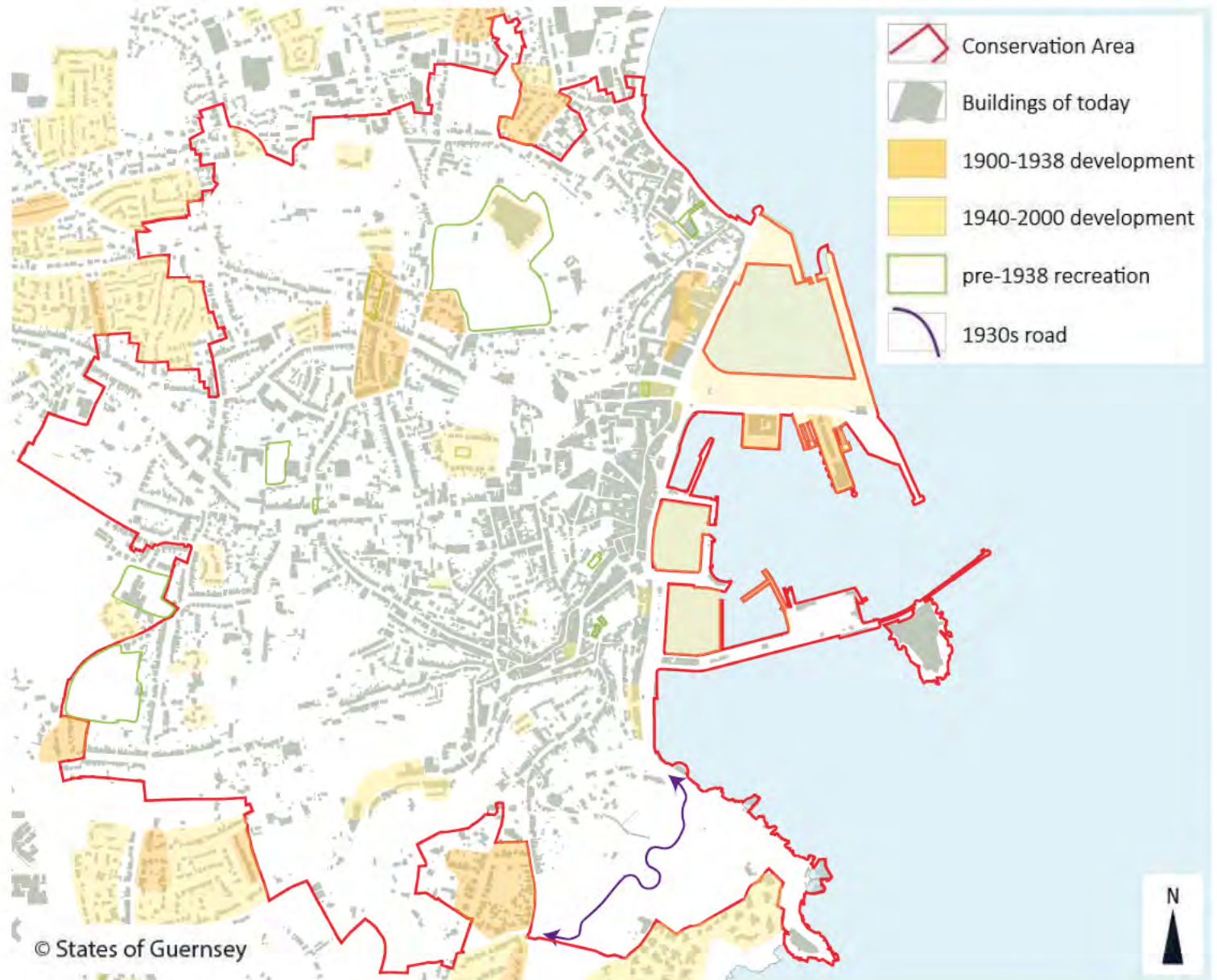
- Backland and infill sites
- Buildings on vineries, within older stone boundary walls
- Conversion of civic buildings
- States' housing

How transport gave Town:

- Further ribbon development
- Le Val des Terres
- Public car parks

How fashion gave Town its:

- Sequential development of styles, houses often in clos with on-site parking



21st century (2000-present)

5.58. The general trend of infill and redevelopment within Town has continued into the 21st century. A notable area of mixed use redevelopment occupies the area to the north of St Julian's Avenue and along Gategny Esplanade where the Savoy and Royal Hotels, the Salerie Inn and numerous warehouses have been replaced with modern office, residential and retail buildings. In some cases, such developments have resulted in the loss of historic buildings, for example the former Girls Grammar School in Rosaire Avenue and the Channel Island Tyres buildings on La Charroterie. In other cases, e.g. Les Vauxlaurens Brewery, the historic structures have been retained and continue to contribute to the townscape.

5.59. Beyond the boundary of the Conservation Area, by far the largest developments undertaken so far in the vicinity of Town during the 21st century have been those occupying flat land to the north. These constitute mixed use developments on the site of former industrial premises at what is now Admiral Park and redevelopment of primarily States' owned housing estates at Le Grand Bouet and Victoria Avenue. Otherwise, smaller residential developments have been undertaken on the periphery, e.g. La Vrangue, La Couture/Collings Road and The Hermitage.

5.60. Architectural styles have continued to evolve according to fashion, use of materials and proportions in some instances reflecting their historic setting and in others attempting to create a landmark feature.

Left: Marina Court, Regency Court & Gategny Court, redevelopments at Gategny Esplanade



Right: Redevelopment at Les Vauxlaurens Brewery site, St Julian's Avenue



Conclusion

5.61. St Peter Port has, including as result of fluctuations in wealth and population, defence requirements and changes in commerce, undergone many changes throughout its history, from layout of the mediaeval town, through 18th and 19th century expansion, to 20th century alterations to the Harbour.

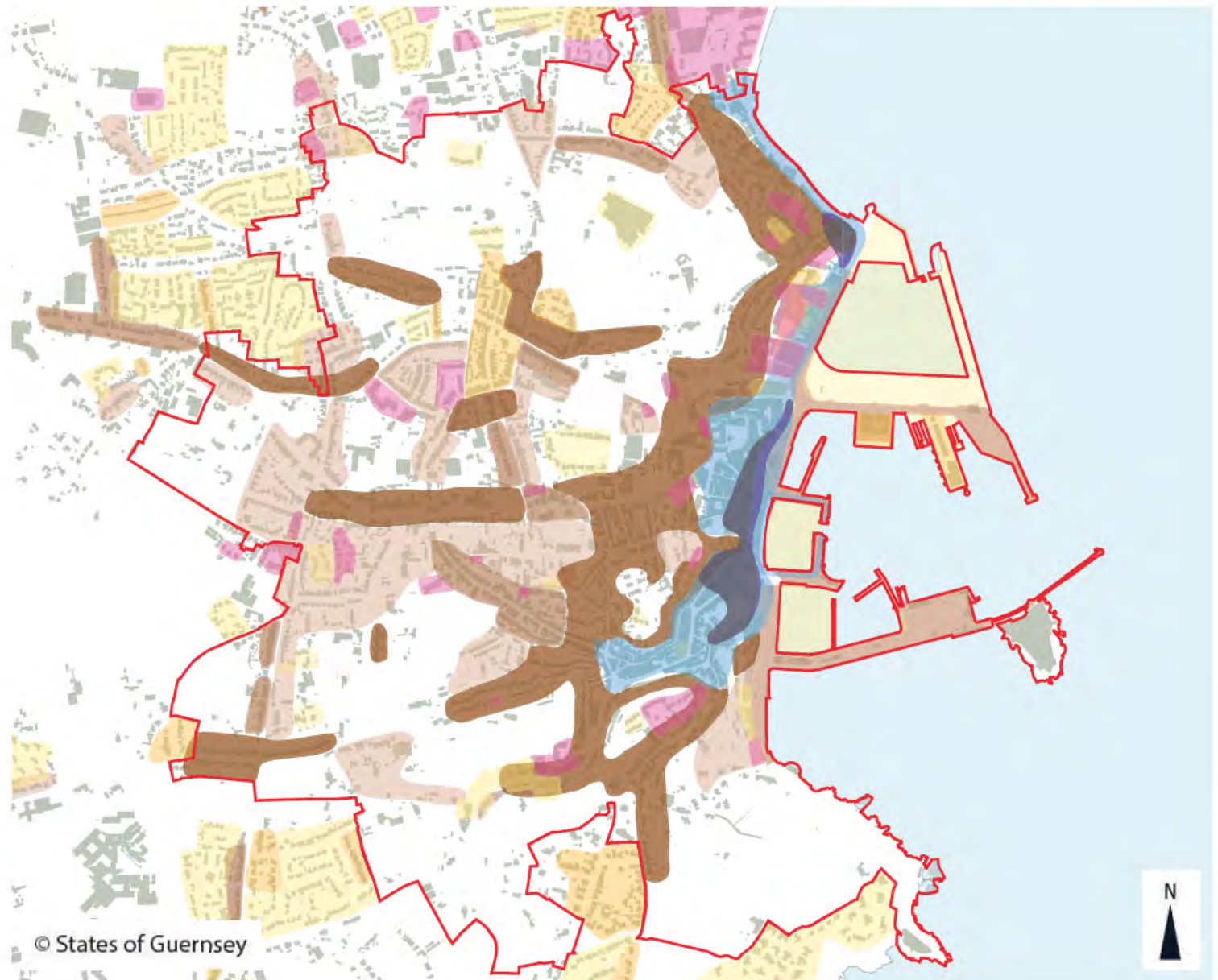
5.62. An appreciation of this complex history allows the observer to pick out and to understand the layout, features and character of Town as we see it today.



View of St Peter Port Town and Harbour (Alan Howell)

The sequence of development of St Peter Port as a town and harbour from mediaeval times to the present-day

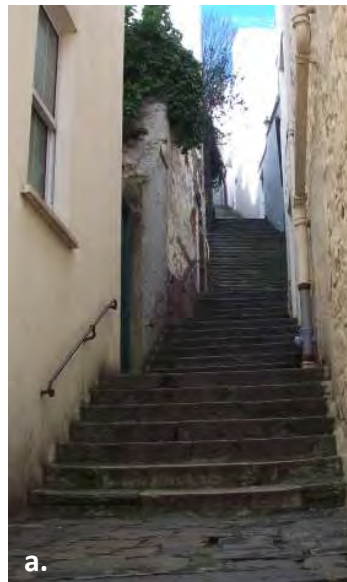
-  Conservation Area
-  Buildings of today
-  Mediaeval Town
-  post-Mediaeval Town
-  18th century Town
-  pre-1843 Town
-  pre-1873 Town
-  pre-1898 Town
-  early 20th century Town
-  1940-2000 Town
-  21st century Town



6. Designations

6.1. The St Peter Port Conservation Area includes a number of buildings, features and trees that have statutory protection. These range from the buildings that form landmarks on the skyline or within the townscape, such as Castle Cornet, to relatively small buildings that display the architecture of their era. There are protected monuments which can form a local landmark, such as a Victorian letter box, or can be pavements and steps that people walk over in their everyday life. Some trees contribute to the townscape, provide shade and shelter and help to break up the built up areas and are subject to a Tree Protection Order.

- a. Constitution Steps
(protected monument)
- b. Victorian letter box, Union Street (protected monument)
- c. Castle Cornet (protected monument)
- d. Protected tree, Grange Road
- e. Protected tree at Clifton Steps
- f. Lauder House, Park Street (protected building)



a.



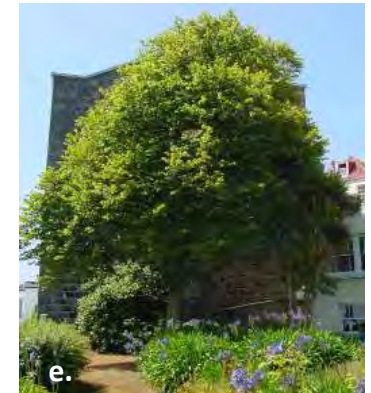
b.



c.



d.

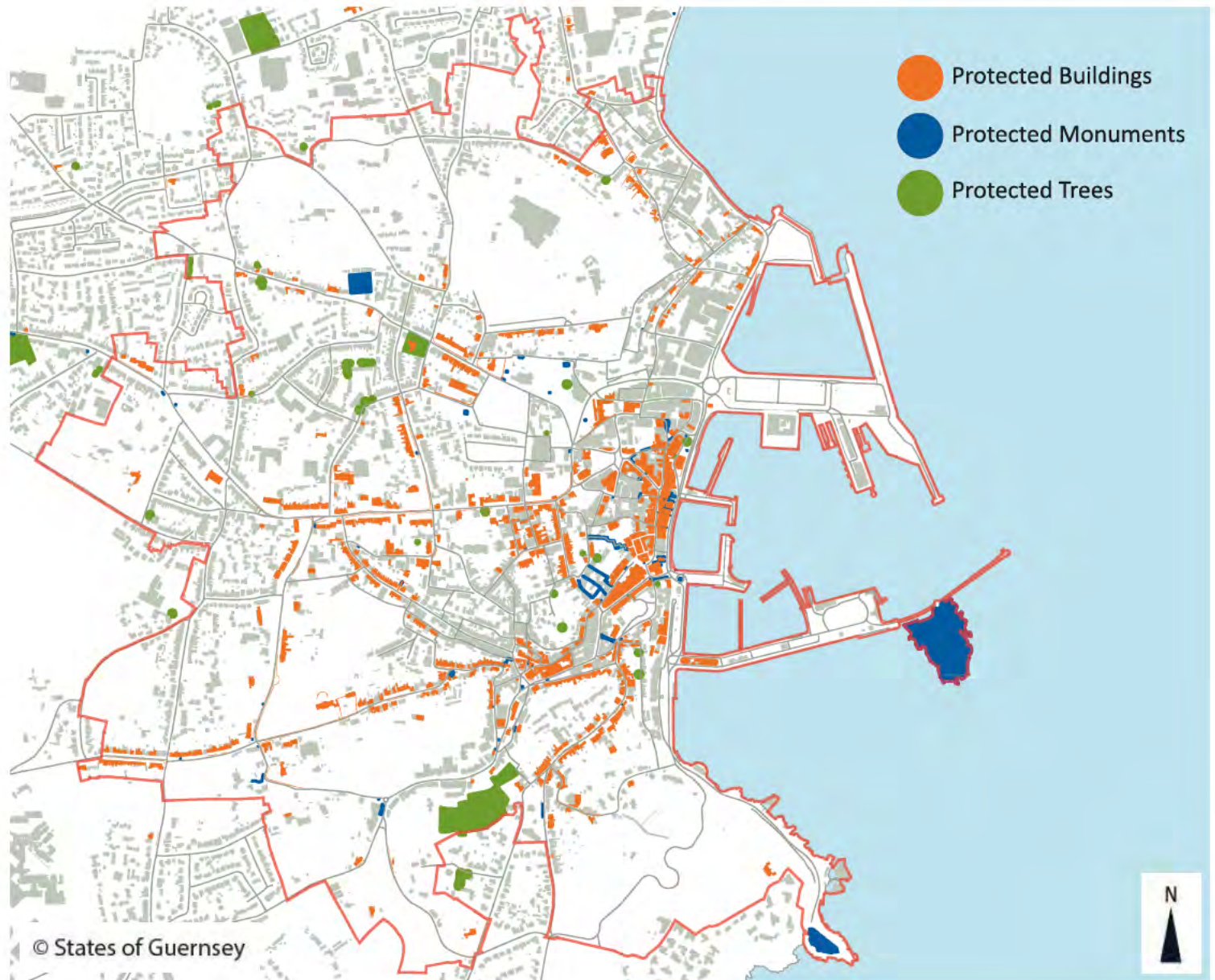


e.



f.

Locations of protected buildings,
protected monuments and
protected trees within St Peter
Port Conservation Area



7. Townscape Study

7.1. This part of the Appraisal seeks to study the overall townscape character of the Conservation Area. Its purpose is to give an overview of typical characteristics and to inform the Character Area studies that follow in Section 3. The following topics are studied:

- Urban Grain - this is the pattern of development that results from the network of streets and lanes, buildings and open spaces and the boundary walls that enclose those spaces and differentiate between the public realm and private properties
- Public Spaces/Private Spaces
- Green Open Spaces - the important open spaces, such as public parks, gardens and formal areas (e.g. Trinity Square), private gardens, trees, tree-lined streets, (e.g. St Julian's Avenue) and wooded areas (e.g. Le Val des Terres)
- Movement - how people move to, from and within the Conservation Area by a variety of means, such as by vehicle, bicycle and on foot
- Materials and Colour - the typical and feature materials and their colour, e.g. blue/grey stone or light-coloured render, used throughout for buildings and surfaces, such as roads and pavements
- Architecture - this explains the typical architectural styles of buildings within the Conservation Area
- Landmarks - buildings that, due to scale, three-dimensional form and/or materials, stand-out from their immediate surroundings and contribute to the overall townscape and its character
- Gateways - the buildings/places that give a sense of entrance or arrival to the Conservation Area or which define a character change within the Conservation Area
- Public Views - views to, through, across and out of the Conservation Area from public places.

Urban Grain

7.2. The adjacent map shows private areas in grey and public areas (where the public can move freely) in white.

7.3. The mediaeval core is characterised by a fine urban grain of narrow streets, lanes, steps and venelles.

7.4. Outside the mediaeval core the urban grain becomes increasingly coarse. At the edge of the Conservation Area the urban grain is very coarse, e.g. at the Charroterie Valley and at the Fosse Andre.

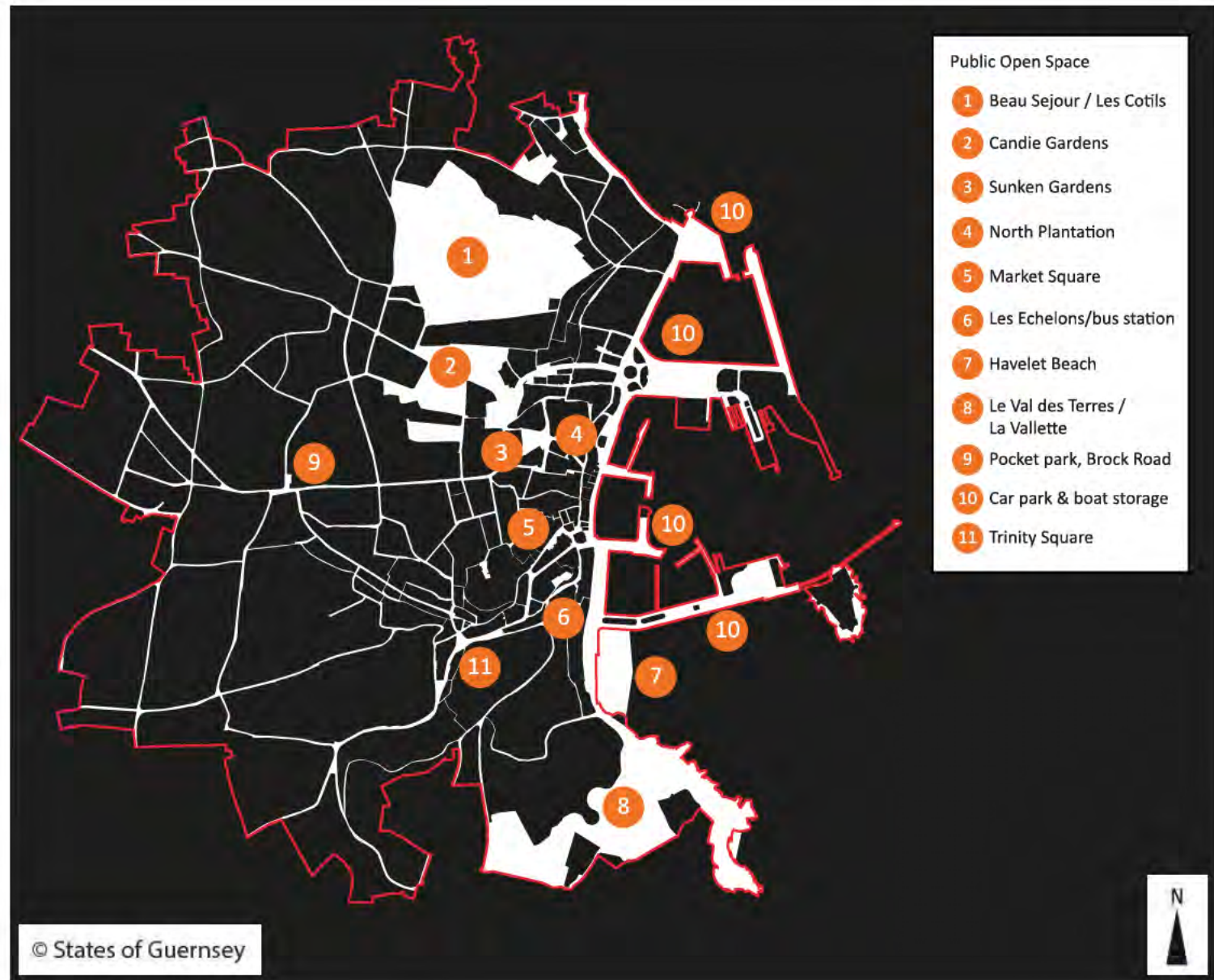
7.5. The urban grain affects the local character of the Conservation Area as well as movement, permeability and legibility (how the area is viewed by its users).



Public Spaces

7.6. The mediaeval core is characterised by densely packed buildings that enclose narrow streets, steps and venelles. There are few open spaces and many are used for car parking (e.g. La Plaiderie). Those not used for car parking include Market Square and the Sunken Gardens.

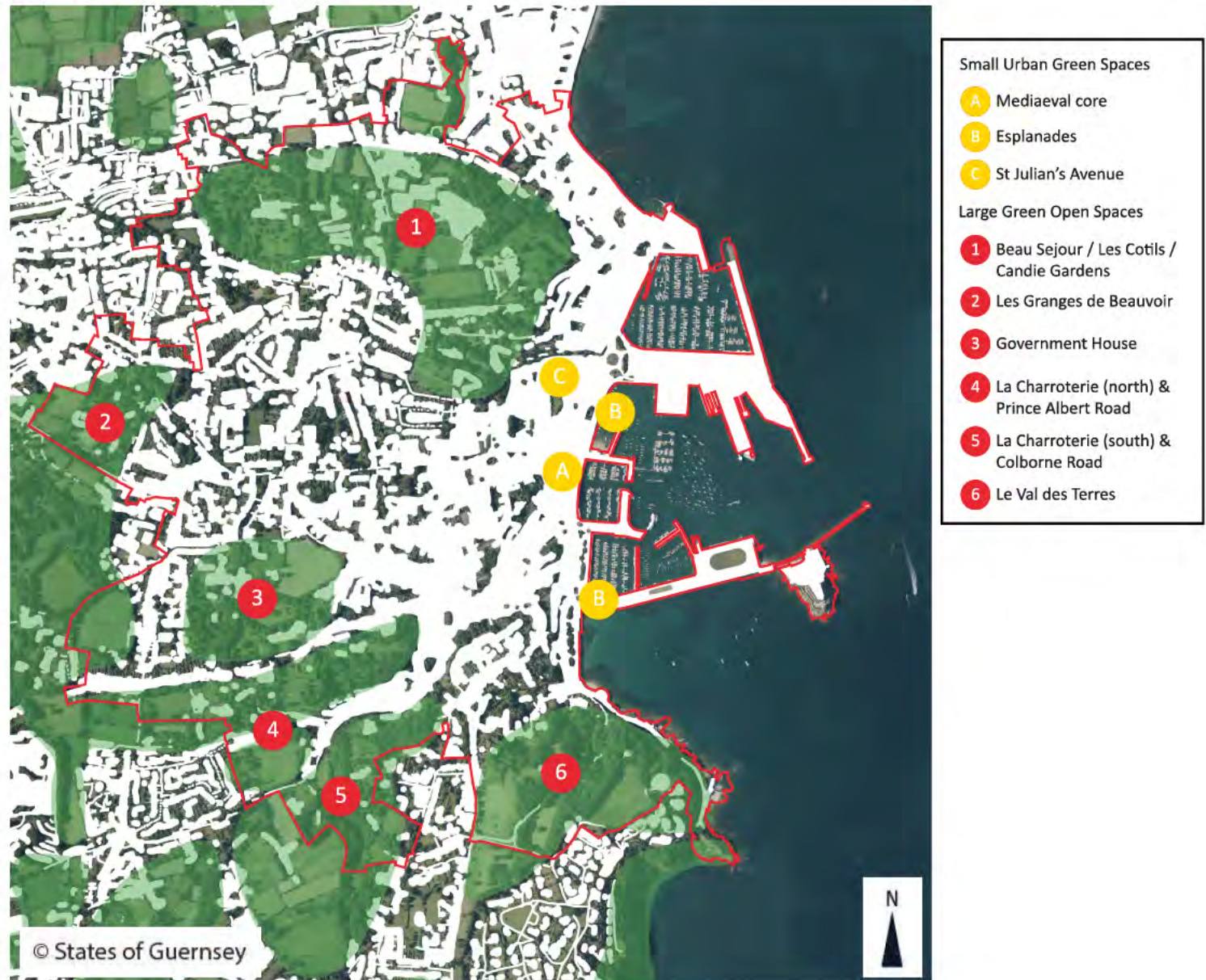
7.7. Outside the mediaeval core are larger areas of public space. Most notable are at Beau Sejour/Les Cotils/Candie (north) and Le Val des Terres/La Vallette (south). The Victorian esplanades at Les Echelons and the Plantations are important spaces fronting the Hillside Town, as is Havelet Beach at low tide. The piers seem to have open spaces, but are often used for parking cars and boats.



Green Open Spaces

7.8. The adjacent map is based on 2016 aerial photography. Buildings and hard surfaces are blocked out in white, which reveals the extent of green open space.

7.9. There is little green open space within the mediaeval core. Immediately outside the core, green spaces are limited to private gardens, the Plantations forming part of the Esplanades and tree-lined avenues. There are also several large areas (both private gardens and public open space) that combine to create swathes of green space. Many of these spaces include groups of trees that combine to create an overall impression of woodland.



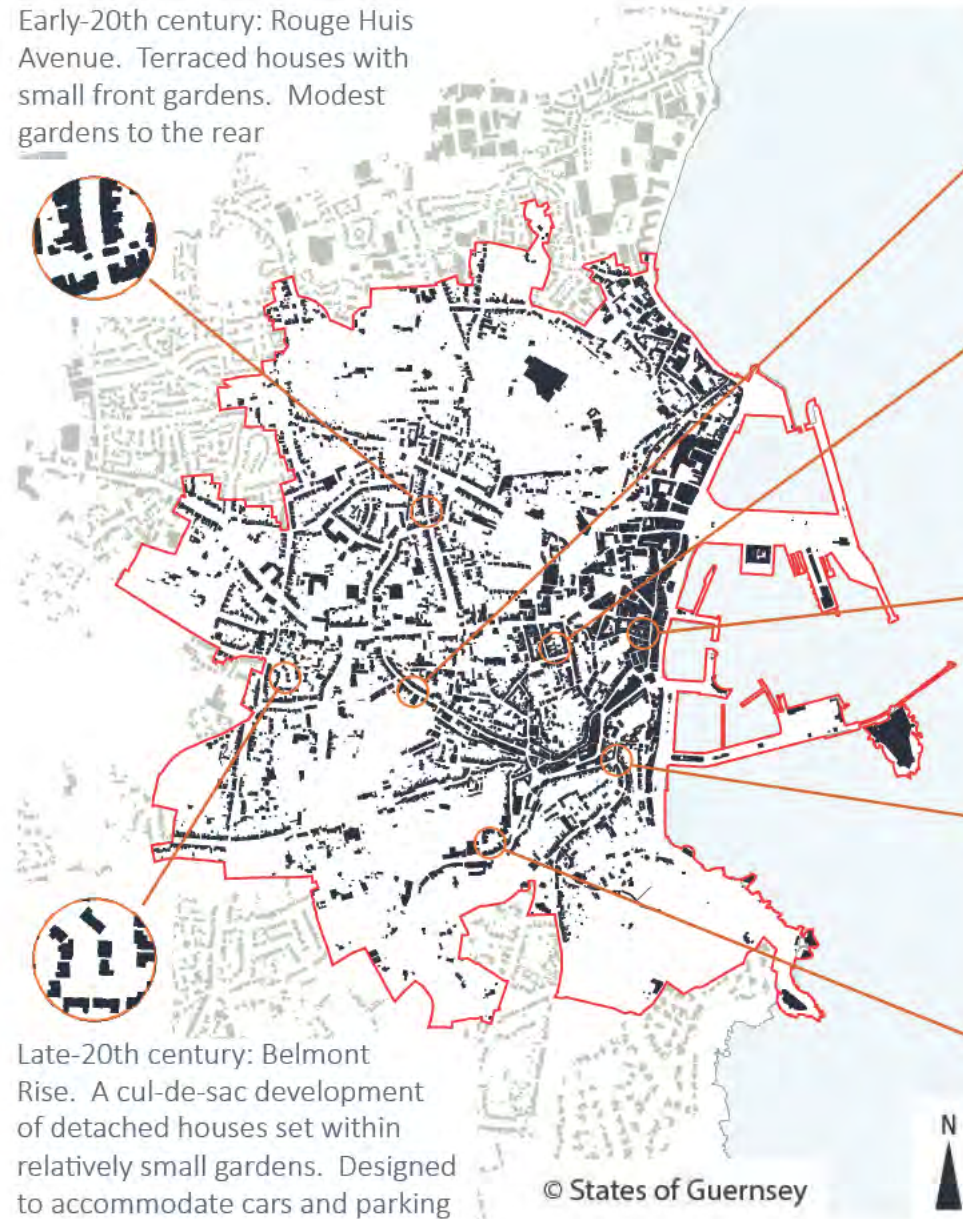
Map study of buildings

7.10. This part of the appraisal shows the footprint of the buildings from which their characteristics, and the character of the particular area, can be derived.

7.11. The age of development is broadly readable through change in the footprints of buildings, these becoming progressively less dense the further ones moves from the mediaeval core.

7.12. The footprint of a building and pattern of development often reflects the contemporary means of travel, which was initially by foot or horse and, more recently, by vehicles and incorporates parking.

Early-20th century: Rouge Huis Avenue. Terraced houses with small front gardens. Modest gardens to the rear



Late-20th century: Belmont Rise. A cul-de-sac development of detached houses set within relatively small gardens. Designed to accommodate cars and parking

Mid-19th century: Victoria Road. Mixed use, predominantly houses set within gardens. Wider roads

Early-19th century: New Town. Densely-packed buildings built to the edge of narrow streets. Private gardens to the rear. Occasional stables and cart-sheds

Pre-18th century: High Street. Mixed-use dense buildings built up to boundaries, gable to street, with narrow streets and small public squares

18th century: Lower Hauteville. Large terraced houses fronting the street with small front gardens. Relatively large private gardens to rear

21st century: Charroterie Mills. Infill development of flats with underground car parking. Some communal open space

Traffic and Movement

7.13. Vehicular. Several vehicle routes head north, west and south out of St Peter Port. These carry a significant amount of vehicular traffic. The Inter-Harbour Route carries a large amount of traffic, including HVGs transporting freight, toward the north. These routes can have a substantial effect on the character of the area, especially as a result of congestion at peak times.

7.14. Due to the topography and numerous one-way streets, vehicle movement north-south is channelled along the Esplanades or to Mont Arrive/Doyle Road/Queen's Road. This results in a great deal of vehicle movement along these routes and congestion at peak times, which in turn results in vehicles using smaller streets in order to avoid the congestion.



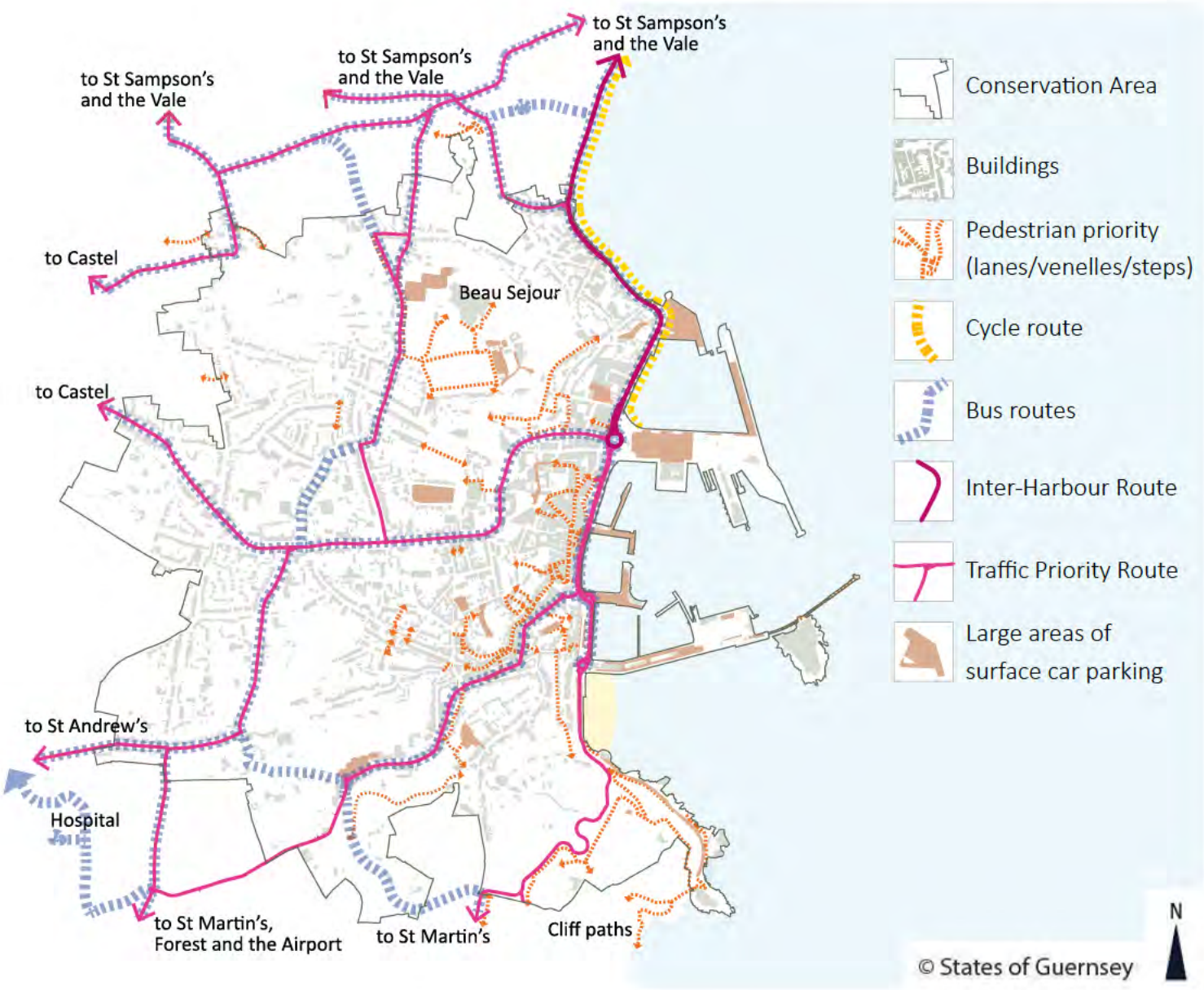
Traffic congestion along the Quay

7.15. Pedestrian. Overall, St Peter Port is a compact, walkable settlement. The mediaeval core has some traffic restrictions which, together with the steps, lanes and venelles, prioritise pedestrian movement. However, the underlying topography, steep hills and the escarpment can deter walking and limit accessibility. Outside the mediaeval core and above the escarpment the topography is relatively flat and walking easier.

7.16. Cycling. The underlying topography and relatively steep hills make cycling difficult for most people, although the recent introduction of electric bikes makes cycling easier. There is only one dedicated cycle path which connects St Peter Port with the Bridge to the north. However, this cycle path narrows in places resulting in conflicts between cyclists and pedestrians and there are points at which there are conflicts between cyclists and vehicular traffic.

7.17. Marine. The Harbours and Marinas are one of the gateways to the Island when arriving by private boat or one of the ferries that connect Guernsey with England, France and the other Channel Islands. The waters represent both a barrier to pedestrian, vehicle and cycle movement and an enabler to those travelling by boat.

Traffic and movement to, from, within and through the Conservation Area



Materials and Colour

7.18. This section provides a summary of the materials used across the Conservation Area. A more in-depth study of building and surface materials is provided in the Character Area sections.

7.19. There is a limited palette of natural materials that over time have patinated. Initially, the materials would have been limited to those that could be locally sourced, but over time materials have been imported.

7.20. Those materials typically used are:

- Stone - quarried in the Island and used for walls of buildings, boundaries and harbours and surfaces for streets (e.g. cobbles, steps and kerbs). Where not rendered over its natural colour shows, varying according to its place of origin. It can be laid randomly or in courses and occasionally in decorative courses or neat ashlar
- Stucco and render - usually painted white, off-white or cream. Typically it is has a flat finish and is sometimes scored to mimic stone

- Natural slate and clay pan-tile - used as a roof finish that gives a grey and orange roofscape

- Tarmac - used for roads and pavements

7.21. A number of feature materials are occasionally used, often in landmark buildings, but sometimes in ordinary buildings. Those feature materials are:

- Copper - typically used in the roofs of buildings
- Lead - used throughout the area for detailing roof junctions, and occasionally used in a whole roof
- Brick - used throughout the area for chimneys, window and door openings. Rarely used for a whole facade, but where used can be laid decoratively
- Roman cement - a specially mixed render with a brownish colour, used in buildings such as Elizabeth College, St James Church and Bonamy House

7.22. Mid-late twentieth century buildings introduced new architectural styles and forms of construction, some breaking with the traditional materials, but usually respecting the character of the area.

Part 1. Overview

a. Stone is used throughout, here a 'random polygon' pattern



b. Brick is rarely used for the whole facade (Mount Durand)



c. Copper roof and ashlar stone (Lloyds Bank, High Street)



d. Roman cement (Bonamy House)

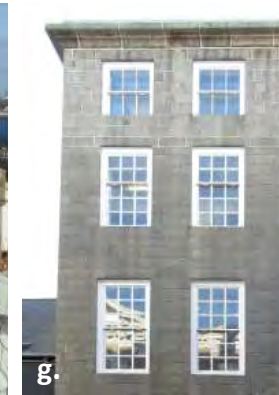
e. Smooth render: white, off white and cream. Slate and tiled roofs



f. Slate and tile (grey and orange) roofs, with copper and lead used for feature buildings (Lloyds Bank, Town Church)



g. Ashlar stone and vertical sliding windows

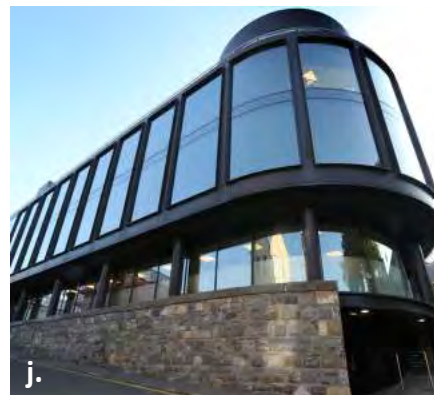


h. Stone pavement and kerbs

i. Stone harbour walls



j. Modern materials mixed with traditional stone (Hirzel Street)



k. Hatched clay paving tiles



l. Coursed stone boundary wall



Architecture

7.23. Around 1800 Guernsey began to break with its traditional (or vernacular) architectural style. Styles were imported, mostly from England and often originating in turn from mainland Europe. These styles were applied by local designers and craftsman and were adapted to suit local climate and availability of materials and skills, giving a local variation. This reduces the precision of dating of architectural style.

7.24. Traditional architecture (up to c.1800).

Although St Peter Port is founded on a mediaeval pattern of streets, lanes and venelles, very few pre-1800 buildings appear to survive. The front of most of the traditional buildings were altered during the 18th and 19th centuries to reflect fashionable Georgian and Regency architecture. As a result, jettied façades seen in many paintings of this era are hard to find. It is possible to trace back the origins of these buildings through distinctive characteristics, such as plot width and the tendency for gables to face onto the street.

7.25. Outside its mediaeval core, some traditional farmhouses and groups of buildings survive, subsumed within 18th and 19th century expansions.



Top left: Re-fronted buildings in Fountain Street

Top right: Jettied buildings in Cow Lane (section of watercolour by Captain C Montague taken from guernseydonkey.com)

Bottom: Traditional building, surrounded by 19th century development in La Gibauderie

7.26. Georgian and Regency (1780–1840). The overall impression of the architecture in this Conservation Area is of Georgian and Regency style. This is because the style endured in Guernsey beyond its recognised period (1780–1840) and most traditional buildings were re-fronted using these styles. The buildings are built from local stone and often rendered over.

7.27. Building types take the form of terraced housing (such as the New Town) or grand individual houses. Some are within substantial estate grounds others are within large, but relatively modest, gardens.

7.28. Numerous civic buildings, such as hospitals, courts, schools, churches and markets, as well as several military buildings and monuments, survive.

7.29. This period saw the rise of many locally-based architects. John Wilson is probably the most notable architect of this period who became known as ‘Guernsey’s Architect’ because he designed many of the landmark buildings in St Peter Port, such as Elizabeth College, Castle Carey, St James, Les Arcades and the Meat Markets.



Top: La Porte - a Georgian-style building set in large, but modest, gardens, in Elm Grove

Middle: Georgian-style terraced houses in Sausmarez Street

Bottom left: The Meat Market, by John Wilson

Bottom right: St James, designed by John Wilson

7.30. Although the predominant architecture styles in St Peter Port are Georgian and Regency, there are other pockets of architectural styles that reflect the period of construction.

7.31. Victorian (1840–1900). Building types include terraced houses, large villas and some formal industrial buildings. Ornamentation, so typical of this style, is often minimal although some buildings incorporate Gothic elements.

7.32. Edwardian (early-20th century). Building types include terraced housing and some grand houses set within large grounds.

7.33. Mid to late-20th century and early-21st century. New building in the Conservation Area has been limited to infill development or replacement of buildings. Architectural styles, such as Art Nouveau, Art Deco and Modernism, were rarely introduced (and do not survive). Some buildings are unsuccessfully Georgian pastiche. Cour du Parc is the only example of high-rise housing. Early-21st century buildings tend to be more respectful of the Conservation Area and there are some good examples of contemporary architecture.



Top: Victorian-style buildings in Brock Road

Middle: Edwardian-style buildings in Rouge Huis Avenue

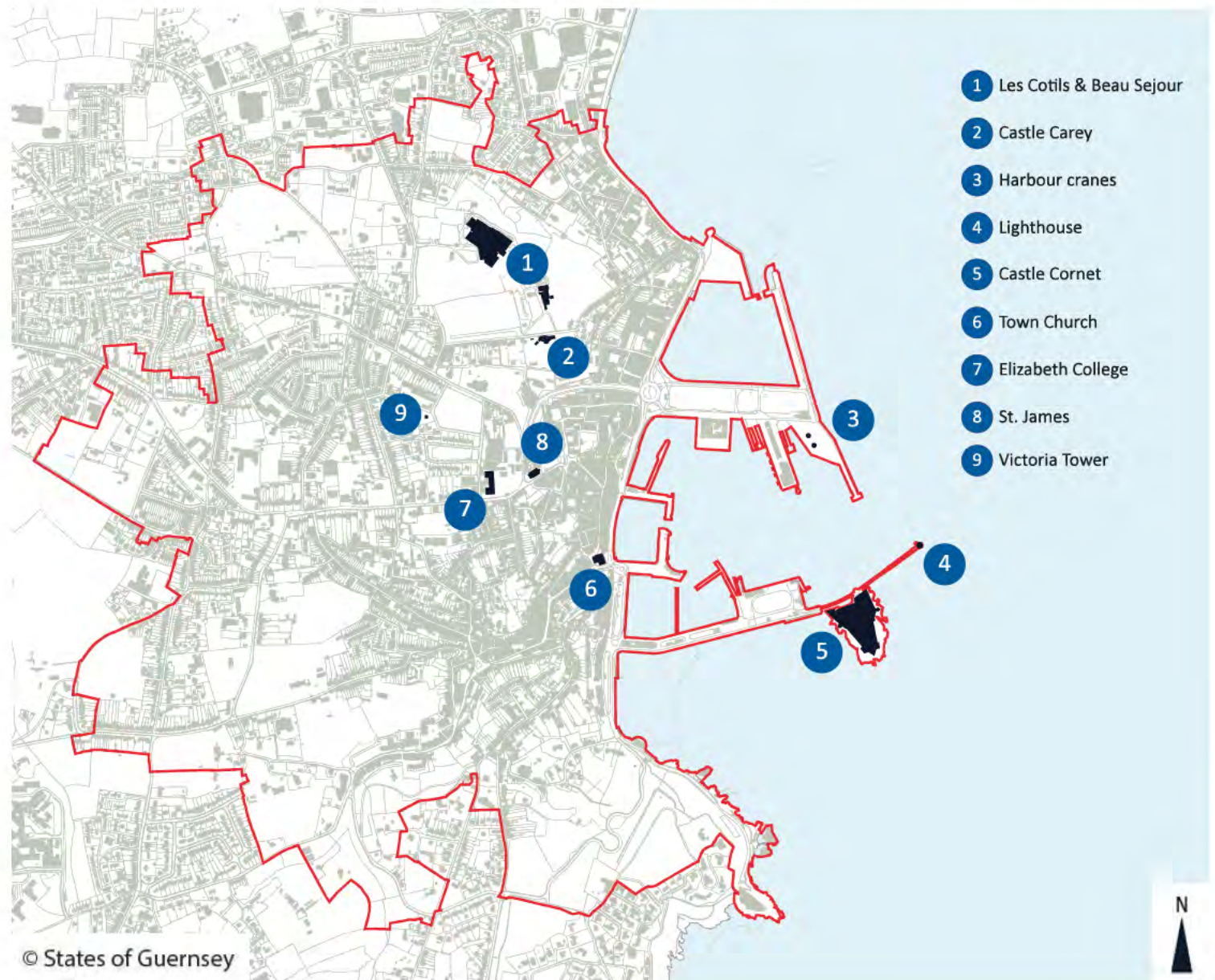
Bottom: Havelet Waters, Havelet

Major Landmark Buildings and Structures

7.34. Major landmarks are the buildings and structures which, due to their scale, three-dimensional form and/or materials, stand-out from the immediate surroundings and make a substantial positive impact on the overall townscape and its character.

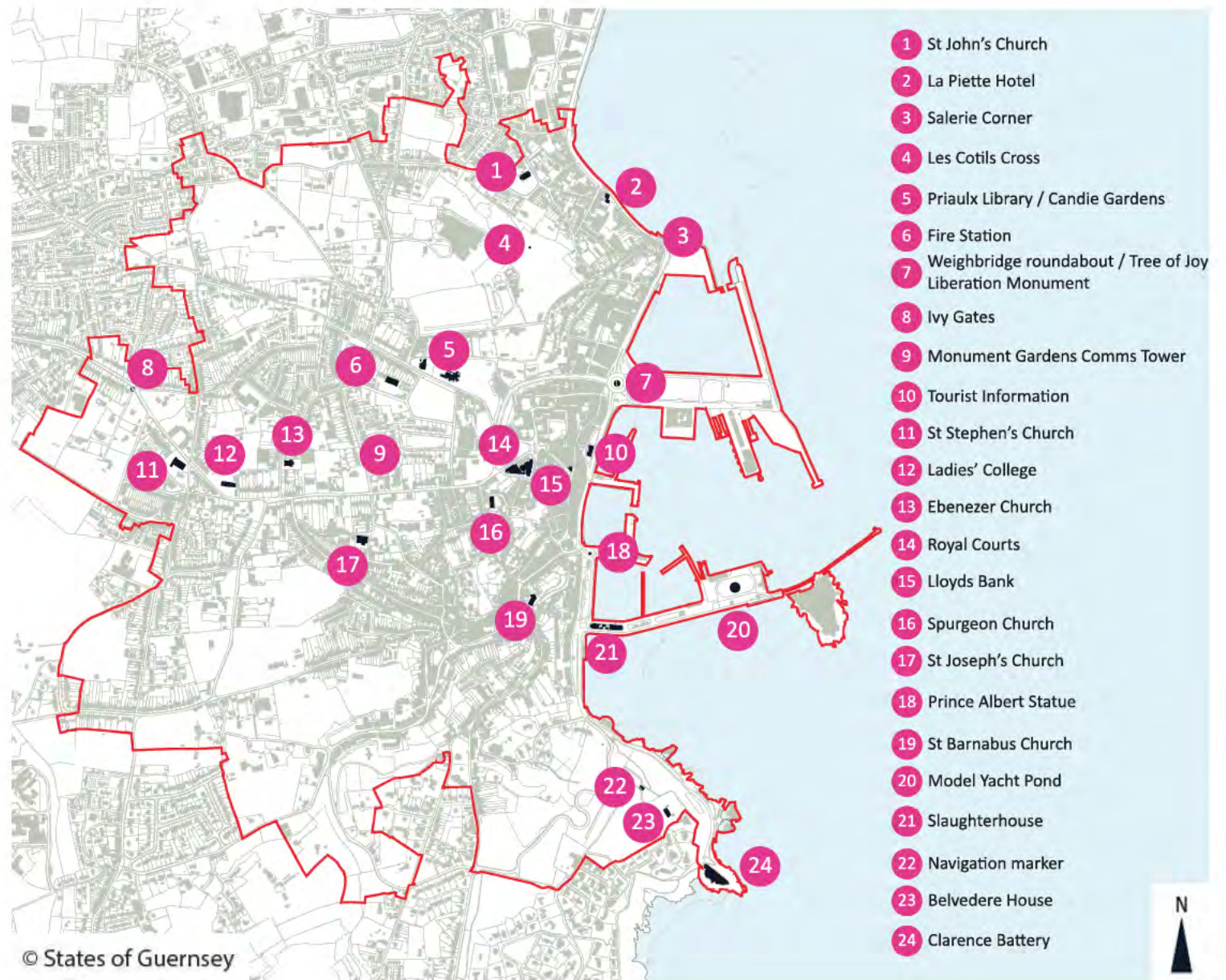
7.35. Such buildings aid the orientation of people moving through the Conservation Area.

7.36. This part of the study does not identify buildings that have a use that attracts people to visit the area.



Local Landmark Buildings and Structures

7.37. Local landmarks are buildings and structures which, due to their scale, three-dimensional form and/or materials, stand-out from their immediate surroundings. However, unlike major landmarks (see above), these have an impact only on the immediate townscape and its character.

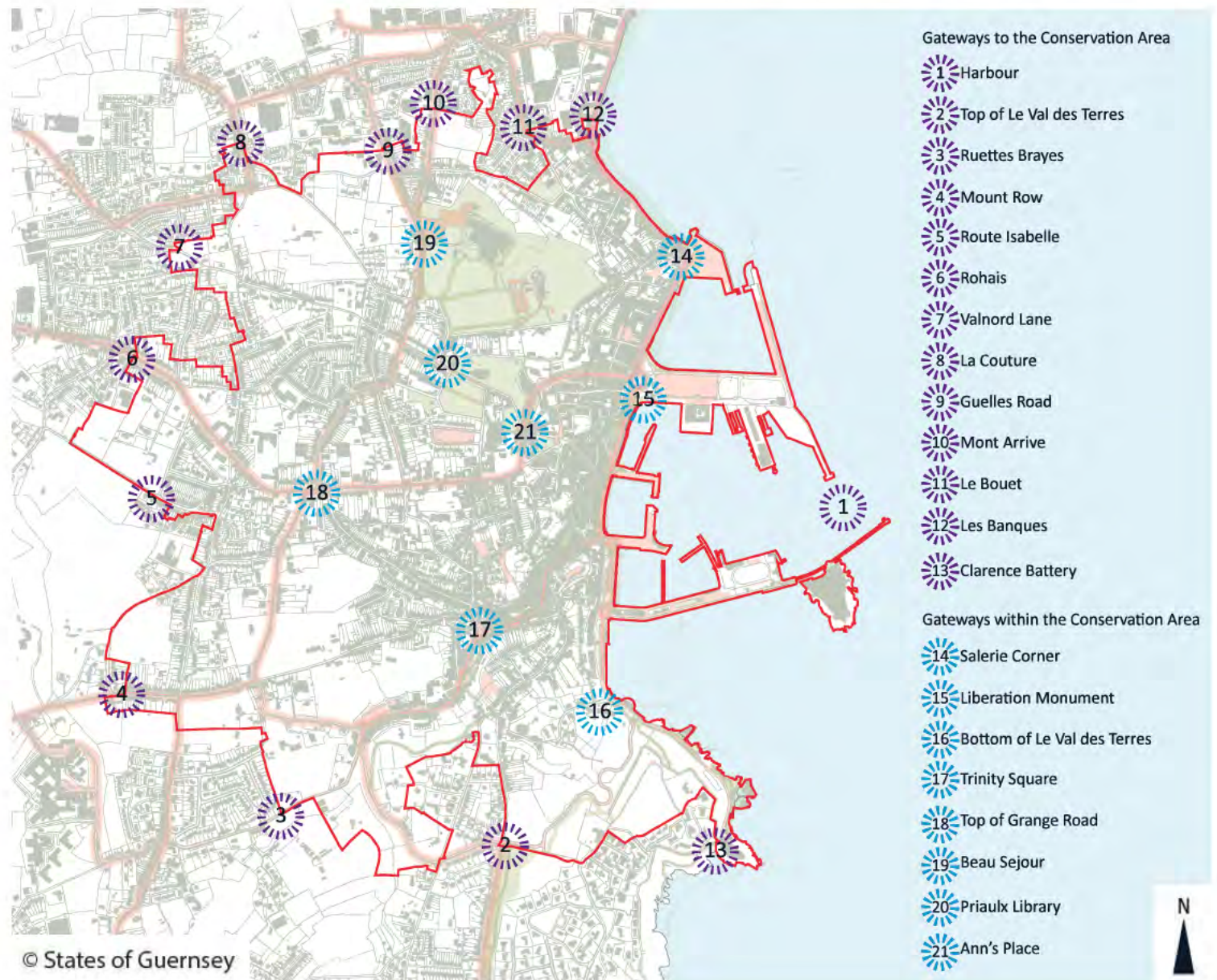


Gateways

7.38. The most distinct gateway to the Conservation Area (and to the Island) is from the east via ferries and leisure boats. This is a dynamic view, where the breadth of the Island is first seen and the character of the Conservation Area is slowly revealed. The striking stone walls and Castle Cornet frame the entrance to the harbour.

7.39. Approaches from the north, south and west are less distinct because the Conservation Area merges into 20th century development on its boundary.

7.40. Within the Conservation Area there are few gateways and those present tend to represent a gradual transition between character areas.



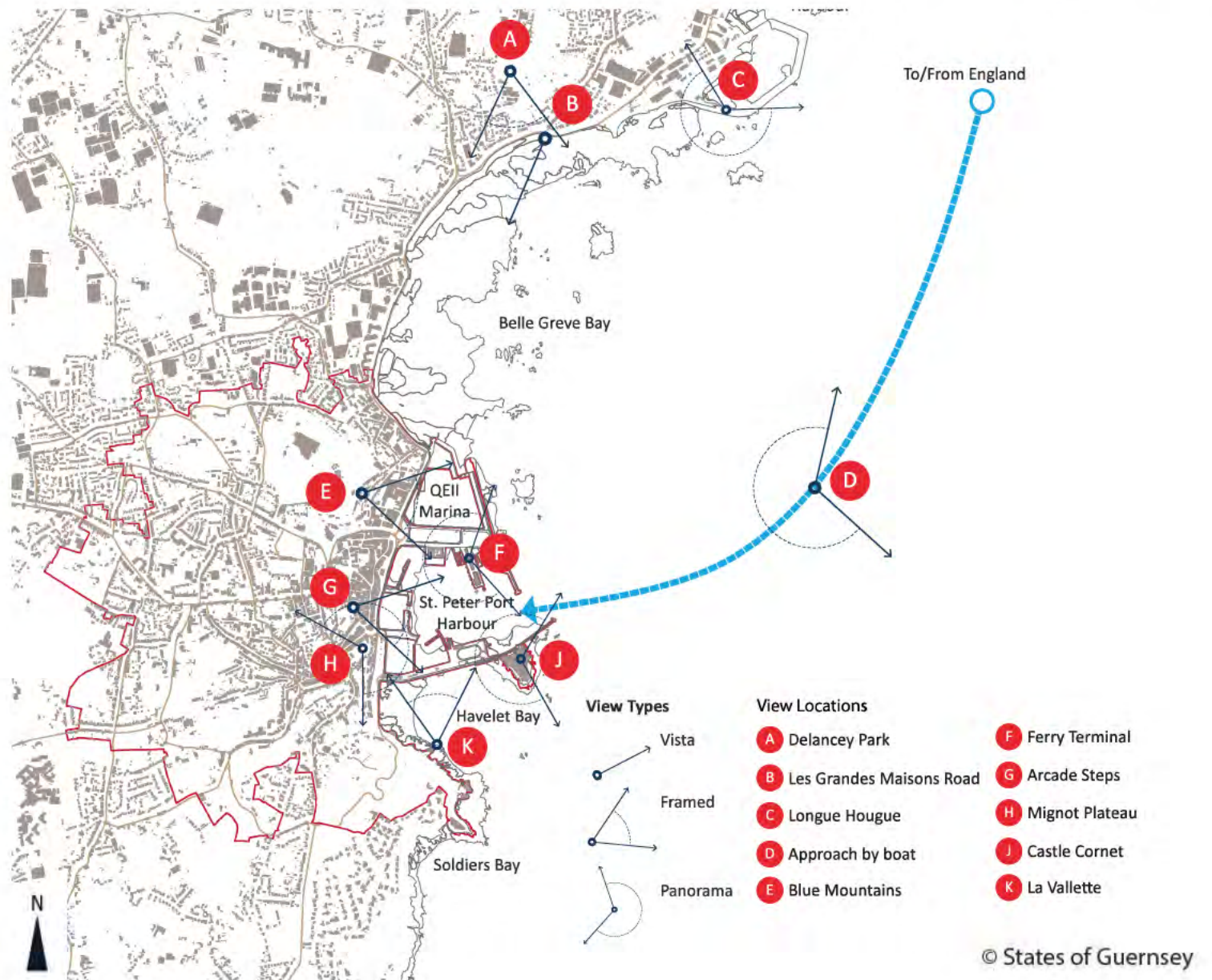
Public Views

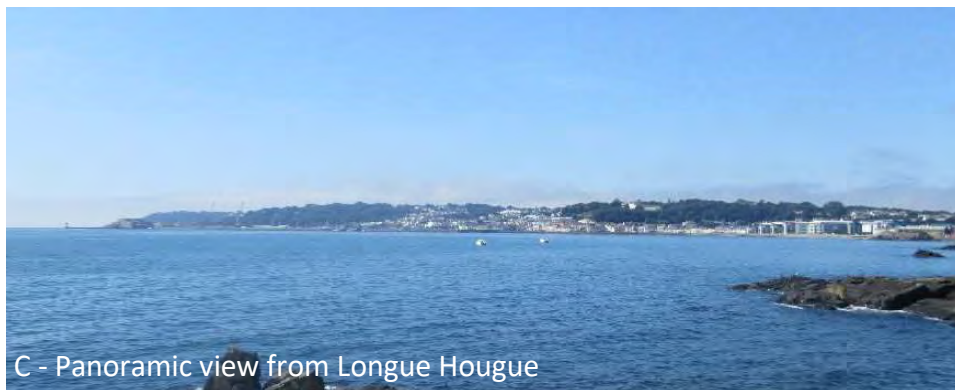
7.41. Underlying topography and townscape combine to create numerous views to, from and across the Conservation Area. Those shown opposite are some iconic views available from public places.

7.42. Three different types of view have been identified:

- Vista - a generally narrow field of vision; viewer's focus is drawn to a particular point
- Framed - a wide, but contained, field of vision
- Panorama - an expansive field of vision

7.43. A detailed study of views is provided in Part 2. Study of the Hillside Town and Part 3. Character Areas.

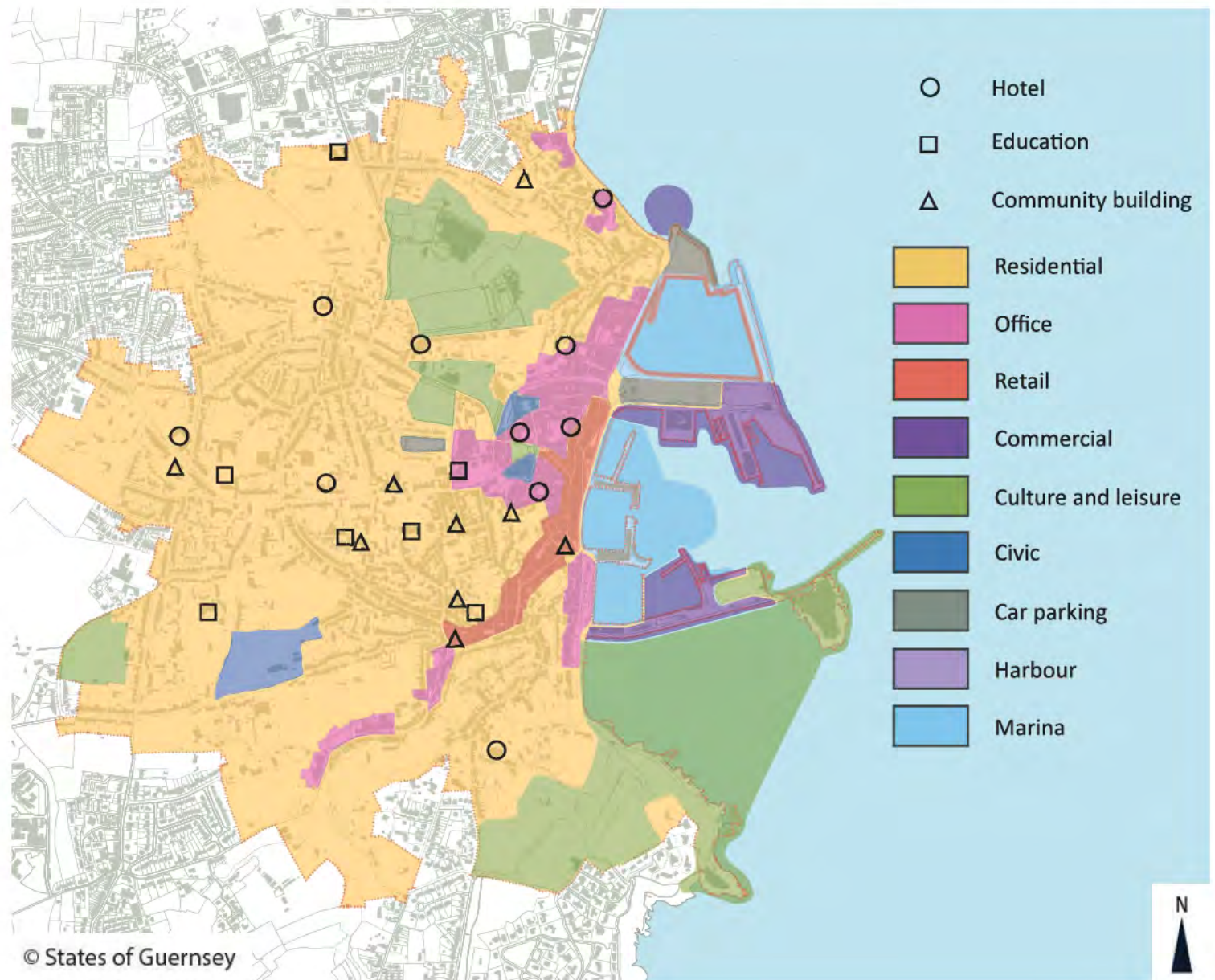




8. Contemporary Land Use

8.1. St Peter Port has a central core of retail and commercial uses. West of the core the predominant use is residential with some smaller areas of civic and open recreational space. To the east are the commercial port and marinas with some areas used for leisure.

8.2. The differing uses throughout the Conservation Area have a significant bearing on character which can change throughout the day, week and year.



9. Character Areas

9.1. Review of the historic development of St Peter Port and study of its townscape have identified 16 character areas within the Conservation Area.

9.2. The Hillside Town spans across a number of these character areas and is appraised in Part 2 of this document.

9.3. Part 3 then studies in greater depth the 16 character areas and gives consideration to their management.

