



**ENVIRONMENT**

A STATES OF GUERNSEY GOVERNMENT DEPARTMENT

# The Guernsey Brewery Site

Havelet & The Strand, St. Peter Port

Development Brief

October 2010



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## 1. Introduction

### 1.1 Why is the Brief Being prepared?

- Policy in the Urban Area Plan (Review 1) - The development site exceeds the 2,000 square metre threshold set out in Policy DBE 2 and Annex 1 of the Urban Area Plan and therefore requires a Development Brief.
- Development of the site will result in a significant change to the character of the surrounding townscape.
- The existing buildings on the site form a prominent feature in the historic townscape of St. Peter Port, as well as being a key landmark which defines the southern edge of the Town's urban core. These features of the site dictate a development of the highest standard, if the requirements of the Urban Area Plan for a "positive contribution" to the townscape of St. Peter Port are to be satisfied.

### 1.2 What are the Objectives of the Brief?

- To provide site specific guidance, with regard to the policies of the Strategic Land Use Plan and the Urban Area Plan, on how best to develop a key, prominent site to make the best use of the land, ensure that the development compliments and enhances the character of the southern end of St Peter Port and makes a positive contribution to townscape quality and the urban environment in relation the particular constraints and opportunities of the site.
- To set out the planning policy context for the site and identify acceptable uses.



View of the site from Memorial Gardens above La Vallette



View of the site from the Half Moon Cafe

## 2. Policy Context

Any development within the area covered by this Development Brief will be primarily assessed against the policies of the States approved Urban Area Plan (Review 1) as amended (UAP), together with the requirements of The Land Planning and Development (Guernsey) Law, 2005 and associated Ordinances. In addition, the policies of the current Strategic Land Use Plan (2007) will have some bearing on the acceptability of any development proposals (though the primary impact of this plan, as its name implies, is at a strategic policy level which informs the preparation of the UAP)

Whilst individual policies of the UAP should not be taken out of context, the policies that are particularly relevant to this site are specifically referred to throughout this document. These policies are expressed in more detail within the Urban Area Plan which should be referred to when considering this Development Brief.



View of the site from Havelet

### 3. Site Context and Analysis

#### 3.1 Site Analysis and Characteristics

##### 3.1.1 The Site

This brief concerns an area of land and property as identified in Figure 1 and the aerial photograph. The area relevant to the brief includes the original brewery buildings on the site which are bounded by South Esplanade to the east, Havelet to the south and The Strand to the west. It also includes the building on the corner of Havelet and the Strand, to the west of the Strand which was used as a brewery storage building and manager's flat, and an extensive area of open land to the west of The Strand, running up behind the residential properties fronting onto Havelet. There is an existing pedestrian right of way serving a property known as 'May Trees' to the west of the identified site which gives access from that property to The Strand. Finally, it includes the residential property, 'Sea Lodge' on the east side of The Strand at the northern end of the site and the site frontages onto South Esplanade, Havelet and The Strand.

The whole of the site is within a Settlement Area and a Conservation Area in the Urban Area Plan. The site, excluding the brewery storage building and manager's flat and open areas to the west of The Strand, is also within the Central Area as defined in the Urban Area Plan.

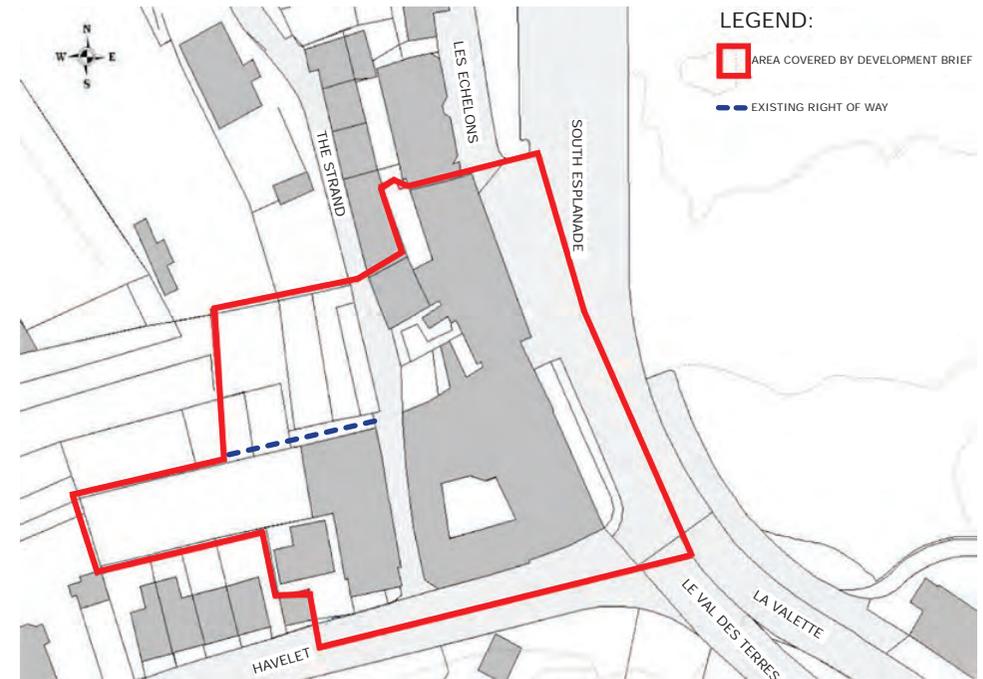


Figure 1: showing extent of the site covered by the Development Brief



Aerial photograph indicating the site

### 3.1.2 History of the Site and Buildings

The use of this site as a brewery dates from 1845 when the site was purchased by John Le Patourel, a St Peter Port merchant. At that time, the site was apparently occupied by a pair of dwelling houses and gardens built directly onto the foreshore and accessed from The Strand (South Esplanade being constructed shortly afterwards). Mr. Le Patourel carried out extensive alterations to the houses, combining them into one house, adding an extra floor and constructing the attached brewery buildings to the side and rear (onto the Strand) around a new yard contained within the site and accessed from two substantial new arched vehicular gateways in the east and south faces of the buildings.

The brewery use continued and expanded through a number of different ownerships, culminating in the formation of the Guernsey Brewery Co. (1920) Ltd. The brewery buildings were significantly expanded by the addition of the large bottling plant and loading dock onto South Esplanade following the Occupation and the construction of the keg storage and filling facility to the west of The Strand in 1972 (see Figure 2 showing the historic development of the site). There has been no significant development of the site since 1972.

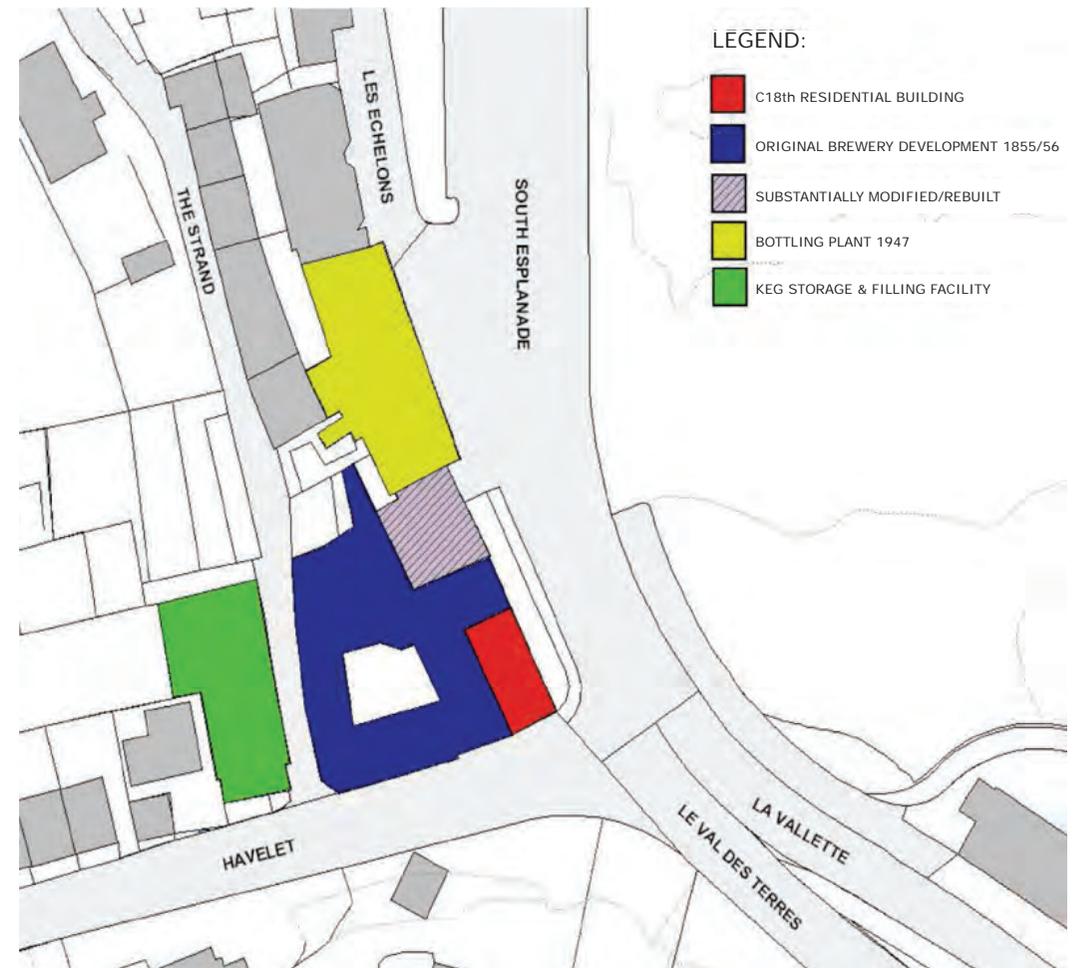


Figure 2: The Historic Development of the Site

### 3.1.3 Architectural Value

Little remains of the original pair of C18th Georgian dwellings other than as part of the exterior of the five bay, single depth, element on the corner of South Esplanade and Havelet, which was created during the major works carried out in the mid C19th. Notwithstanding this, the older domestic and brewery buildings on the site are important in architectural terms and include traditional features such as arched openings and dressed granite details. They are also very significant in terms of their scale and massing and contribution to the character of this part of St Peter Port.

To the side and rear of these earlier buildings, the brewery buildings were added around an internal courtyard. The original brewery buildings, facing onto The Strand and Havelet, are simple solid industrial/warehouse type structures, largely constructed in undressed granite, which have been altered over the years. Much of the fenestration of the original brewery buildings would appear to date from the C19th, though some replacement and alteration has taken place over the years, most notably by the substitution of modern aluminium/plastic windows to the top floor. The roof structures, and their predominantly slate coverings, show similar signs of pragmatic alteration and reconstruction over the years.

The 'Georgian' style building facing onto South Esplanade to the north of the arched gateway, has either been reconstructed, or very heavily modified during the construction of the bottling plant and loading dock building next to it. The later C20th buildings (bottling plant and keg storage/filling facility) are of no architectural merit and detract from the character of the area.



Example of traditional features on the existing brewery buildings



*Above:*  
Brewery buildings facing Havelet & The Strand

*Left:*  
Reconstructed or modified buildings facing South Esplanade

### 3.1.4 Existing Access Arrangements

Access to the site is currently from the South Esplanade, Havelet and The Strand. Primary pedestrian access to the main block of buildings is via the 'front' of the corner building onto South Esplanade. This access serves both the administrative accommodation of the brewery and a second floor residential flat. There are two arched entrances to the original brewery complex, one onto South Esplanade, giving vehicular access to the brewery at sub basement level, and one giving vehicular access directly onto Havelet from the original brewery yard (first floor level to South Esplanade). The other vehicular access to the brewery building is via the large loading dock which faces onto the South Esplanade.

The brewery building to the west of the Strand, which last functioned as a keg store/maintenance/vehicular loading area, is accessed via The Strand from Havelet. Above this area there is also separate residential unit accessed via The Strand. In addition there is a small bridge over The Strand providing a connection between the main brewery buildings and buildings to the west of the Strand.



*Above:*  
Arched vehicle accesses onto Havelet & South Esplanade.



*Left:*  
Vehicle access via the loading dock, South Esplanade.



The key store/vehicle loading area onto Havelet.



The bridge over The Strand

## 3.2 Site Context and Characteristics

### 3.2.1 General Site Context

The site is extremely prominent in townscape terms. It is located at the southern edge of the Town, where there is a marked and abrupt transition from the dense urban, quayside development to the steeply rising green landscape backdrop of Les Val des Terres and Havelet. As such the site marks the southern 'gateway' to the Town's strong urban character.

Its prominence is further enhanced by the steep rise of land behind the site to the west (East Scarp), which is a distinctive feature of the whole of the southern end of the Town Quayside (see figure 3). The building occupies a very prominent position in relation to the historic setting of Havelet Bay, Castle Cornet and St. Peter Port Harbour.

The wider setting of the site (including Havelet Bay itself, Castle Cornet and the later Victorian harbour, pier and Castle Emplacement) together form one of the most renowned and cherished historic aspects of St. Peter Port.

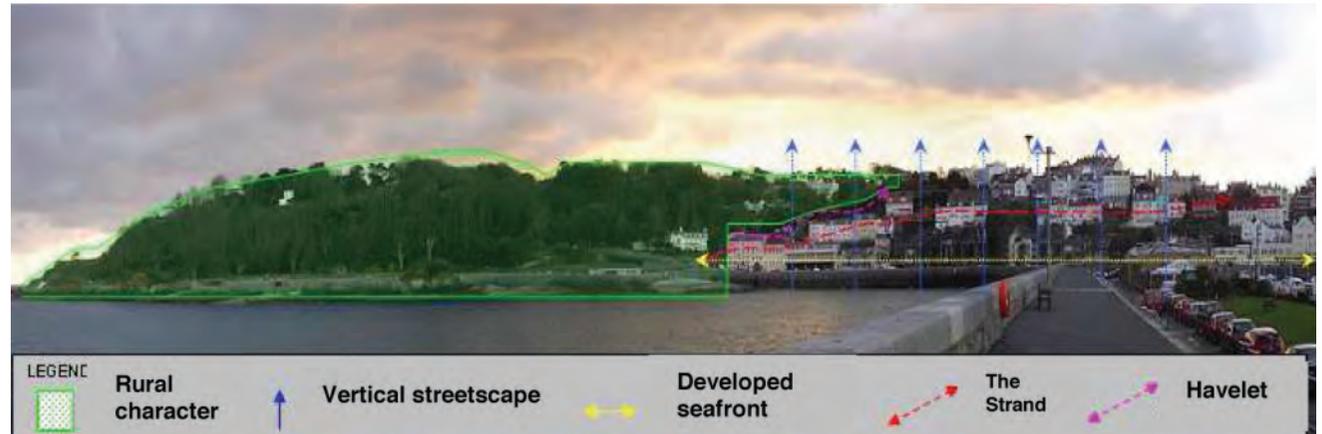


Figure 3 : Topography



The site with the backdrop of tiered development

Steeply terraced and tiered development, which is a key characteristic of St Peter Port, provides a backdrop to the site in long distant views from the harbour area and in the wider context. The tiered backdrop helps to soften the overall scale of development on the quayside, in these important long distant views of St Peter Port.

The character of the area is defined by the relationship of a number of key elements of the built form within the locality. These elements combine to create the familiar vertical rhythm and proportions that form the character of South Esplanade, Havelet and The Strand. The development of the brewery site will need to carefully consider and respect these key elements in order to ensure that an appropriately designed development is achieved.

The key elements to consider are the width or perceived width of building plots, the proportion and arrangement of fenestration including window to wall ratios, the height of buildings, the roof forms, the building lines, the quality of the landscape and built environment and the palette of materials used. These elements are analysed in more detail below.



Brewery building with green landscape backdrop

### 3.2.2 Plot Widths

The quayside environment of South Esplanade is characterised by buildings that have a deep plan and narrow plot width, typically resulting in tall fronted buildings with strong vertical emphasis. Generally plot widths vary between 5.0 metres and 10.0 metres. Where plot widths exceed 15.0 metres the buildings do not integrate successfully unless carefully designed to do so. The effect of this can be seen in the buildings at 4 South Esplanade and Norman House.

The Credit Suisse office development, situated close to the site on the quayside, is popularly regarded as one of the more successful examples of recent infill development in terms of its architectural approach. This development occupies a large, wide site on Les Echelons, and yet has successfully created the impression of the narrower plot widths characteristic of the area. This has been achieved by creating a series of gables, introducing some subtle modulation to the building line, and carefully using an appropriate mix of materials.

In contrast buildings on The Strand and Havelet are generally of much simpler form and domestic scale with a shallower plan.



Norman House and 4 South Esplanade - Wide plots out of context on the quayside.



*Above and Left:*

The Credit Suisse development, Les Echelons

### 3.2.3 Proportion and Arrangement of Fenestration

Another feature of the area that contributes to its overall character is the pattern of fenestration, that is, the window to wall ratios and proportions of window openings in buildings along the South Esplanade. The number and spacing of windows and the relationship between windows and masonry work together to contribute to the overall visual character.

The majority of properties along South Esplanade/Les Echelons either adopt a fairly domestic approach to window/wall ratio, with windows being formally arranged with a greater area of wall to window, or they have a more commercial appearance. Albert House is typical of the latter with strong vertical glazed sections within the centre of gable facades with smaller windows arranged either side.

Albert House also illustrates the strong vertical emphasis of window apertures which is a key characteristic of the buildings fronting the quayside. (figure 4) In some cases windows heights diminish on upper floors to increase the illusion of verticality. Where infill buildings have not adopted this strong vertical emphasis, such as at Norman House, they appear out of context and have a negative impact on the character of the area. (figure 5)

The more domestic scale and simple form of buildings in The Strand and Havelet is reflected in smaller window openings and higher wall to window ratio.



Figure 4: Albert House illustrating strong vertical emphasis of windows typical on the quayside.

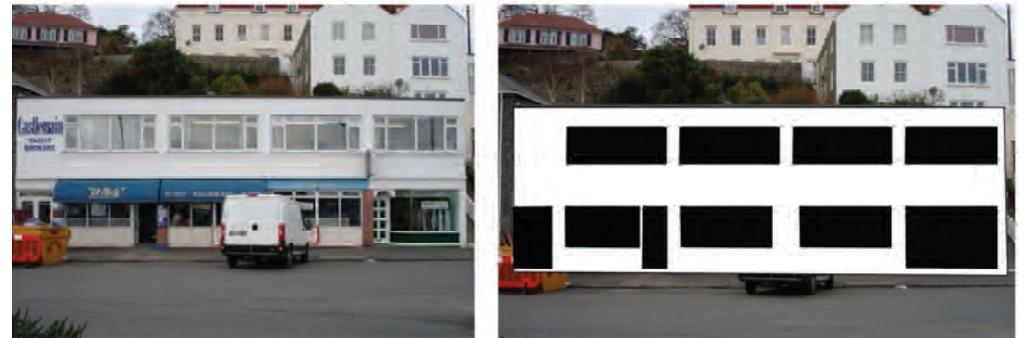


Figure 5: Norman House illustrating horizontal window pattern which is out of context on the quayside.



The domestic scale of buildings along The Strand

### 3.2.4 Building Heights

Building heights along the quayside vary from a modest two storey domestic scale up to a dominant five storey commercial scale. The predominant scale, however, generally averages three commercial scale storeys to eaves, with some form of roof level accommodation expressed as dormers or gable fenestration. The height of buildings vary from plot to plot and, within the wider plots, building elements vary in height, which results in an interesting frontage and breaks up the mass of buildings. The existing brewery building, with its grand, four storey corner building provides a strong visual end stop to the urban quayside frontage.

Buildings along The Strand and Havelet are more domestic in scale and are generally two and three storeys in height, sometimes with roof accommodation.

### 3.2.5 Roof forms

Conventional pitched roofs are the predominant roof form in the locality. In some cases these are hipped. Along the South Esplanade there are many instances where the ridges of the roofs are orientated so that gables present themselves to the main frontage which is a particular characteristic of this frontage.



Varying building heights along the quayside with pitched roofs and gables to main frontage.

### 3.2.6 Building Lines

There are strong building lines along South Esplanade/Les Echelons, The Strand and Havelet. (figure 6)

Along the quayside typically buildings are situated immediately on the back edge of the pedestrian pathway (or the service road along Les Echelons) with only subtle modulation giving interest, definition and character to the buildings but not detracting from the very strong urban 'wall' of development that largely screens longer views of the tiered townscape behind from pavement level. The exception to this is the paved 'square' formed as part of the Credit Suisse office development which affords views through to the escarpment of higher land to the west.



Figure 6: site character Appraisal Plan

The Strand bi-sects the site and there are particularly strong building lines on both sides of this lane. At the southern end of The Strand both sides of the road are defined strongly by buildings located immediately on the edge of the highway and, further to the north, by buildings and high granite walls on the edge of the road. The very limited width of the road and particularly strong building lines defined by buildings and high walls built immediately on its edge result in a marked sense of enclosure which is an important and defining feature of this area, with narrow views to the north, along the public thoroughfare, and to the south, out towards Havelet.

At the lower end of Havelet, although the highway is wider than in The Strand, a sense of enclosure is also achieved with strong building lines, particularly defined by roadside walls and the brewery building itself.



Strong building lines along Les Echelons (*above*) and The Strand (*right*)



### 3.2.7 Building Materials

There is a fairly restricted palette of materials used in buildings on South Esplanade/Les Echlons and along The Strand and Havelet. Roofs are predominantly finished with natural blue/black slate or natural clay pantiles. Building walls are generally granite, in some cases painted, or finished with smooth cement render and painted. There are examples of both coursed and random granite construction on the buildings fronting the quayside. In some cases these buildings also have dressed granite lintels and window surrounds and quoin details. The brewery buildings have particularly fine dressed granite arches.

Along Havelet and the Strand, which are more domestic in character, building materials tend to be used in a less formal way and are predominantly finished using smooth cement render or are of random granite construction.

### 3.2.8 Quality of the Existing Landscape and Built Environment

The existing landscape in the area of the brewery site can be divided into two main characters. The steep rise of land behind the site to the west (East Scarp) is a distinctive feature of the whole of the southern end of the Town Quayside and provides a valuable green space around buildings and an important green backdrop to development when viewed from the harbour and quayside.

The mature landscape area of the Plantation on the quayside, with its substantial trees and other shrubs, terminates to the north of the site and is typical of Victorian development as a public amenity space as part of the thoroughfare improvement. It provides an important public and visual amenity and a valuable pedestrian link to the main centre of St Peter Port.

There are various elements within the existing landscape setting and built environment which contribute to the site context. These principally relate to the types of surfacing used, the form of boundaries and materials used and the type of existing landscape and planting.



Above: The East Scarp green backdrop

Below: Plantation Gardens



There are number of different surface materials used on roads and pathways in this locality. Along the quayside Tarmac is used on pavements and roadways adjacent to the brewery site and along South Esplanade to the north of the Plantation gardens. The brewery site adjoins the junction of a number of vehicular routes and a parking area which come together in an exceptionally wide expanse of tarmac which acts as a barrier to pedestrian movement. The area of service Road (Les Echelons) in front of the Credit Suisse office development has been surfaced with high quality paving setts as part of the development and this has resulted in a notable and positive enhancement of the character of the area. The pedestrian route through the Plantation gardens is surfaced with a 'softer' and less formal hoggin.

The Strand has had a Tarmac surface applied to it. However this does not extend right to the edges of the road in many places and the original granite gulleys and edgings can be seen which contribute to the historic context and character of the area and considerably reduce the impact of the more recent Tarmac surfacing.

Along the seaward side of South Esplanade natural granite flagstones are used and granite kerbstones are typically used throughout the area.

Boundaries within the public domain in the locality are generally marked by the buildings themselves or by strong granite walls. The sea wall, walls on the west side of The Strand and on the south side of Havelet are notable examples. An exception to this is at the brewery site where the front boundary of the older brewery buildings is more formally defined by detailed railings and substantial granite pillars which emphasise the formality of these buildings and contribute to the character of the area.



Paving along Les Echelons



Wide expanse of Tarmac in front of brewery buildings



Granite edges along The Strand



Railings in front of the brewery buildings

## 4. Change of Existing Use and acceptable alternative uses

### 4.1 General Considerations

The predominant authorised use of the site is as a commercial brewery, although in practice that use ceased about 10 years ago. In considering applications for change of use from industry, Policy EMP9 will be particularly relevant. The States Commerce and Employment Department will be consulted on any development proposals which will result in a change of use from the current authorised use.

The UAP makes policy provision for a range of alternative uses including residential, tourism, retail, leisure and entertainment, which would contribute to the vitality of the Central Area. Uses must be compatible with the amenity of surrounding areas with particular regard to the existing residential properties in The Strand and Havelet (CEN1, CEN3 and GEN12). In line with policy ETL 4 of the UAP, opportunities should be taken to incorporate an appropriate mix of public uses, such as retail, catering and leisure, at ground floor level as part of any development fronting South Esplanade, to contribute to the attractive and lively Town quayside environment.

### 4.2 Residential Development

In general policy terms the site may accommodate residential development either on the whole of the site or as part of a mixed use scheme. The sensitive conversion and sub division of the older buildings at the southern part of the site and the sensitive refurbishment and selective redevelopment of the more recent C19th brewery buildings to provide residential accommodation would, in principle, accord with the policies of the UAP.

Where it is proposed to demolish buildings on the site to provide new residential units, careful consideration will be given to the contribution that the existing building makes to the character and interest of the area and proposals for demolition will need to demonstrate that the removal of the existing building and the erection of the new development will conserve or enhance that character.



The predominant authorised use is a commercial brewery.

Where residential accommodation is part of a mixed scheme it should, where practicable, have separate and independent entrances and should achieve a satisfactory living environment and standard of living (HO2 and HO3).

Any residential development will be expected to be developed at a higher density to reflect its urban setting and to maximise the potential of the site to provide high quality residential accommodation within the urban Settlement Area. However, whilst UAP policies HO10 and HO11 would normally seek to ensure that the majority of residential units are no more than two bedroom and are designed to meet the needs of smaller households, owing to the exceptional position and nature of this site and the context of a mixture of dwelling types and sizes, an element of larger residential units may be acceptable.

Included within the existing site are three residential units. Two of these units were closely associated with the operation of the site as a brewery. The third is a large detached dwelling on the east side of The Strand known as 'Sea lodge'. There is a presumption against the loss of residential units from the site. Development proposals will be required to comply with policy HO9. Consideration may be given to the conversion or replacement of existing residential properties within the site to provide staff accommodation associated with any new commercial development on this site(HO7).

#### **4.3 Visitor Accommodation Development**

The site is a prime location for new tourist accommodation, taking advantage of its waterfront position and its relationship to the main centres for business, shopping and entertainment. A comprehensive and sustainable plan for the foreseeable future development of the site will be required with development proposals for this use (EMP13). The provision of satisfactory access, parking and servicing arrangements will be a key consideration (GEN7, GEN8, GEN9, EMP13, and Annex 2 of the UAP).

#### **4.4 Other Uses Acceptable under Policy**

There is also policy provision in the UAP for retail and leisure and entertainment uses which will be considered against the requirements of policies CEN1, ETL4 and SCR6 of the UAP.



View from the site to Castle Cornet



View from the site to Castle Pier

## 5. Development Guidelines

### 5.1 General Considerations

The site is of exceptional importance in townscape terms and warrants development of particularly high quality and design distinction. Development proposals should respond to the character of the area in terms of design and visual amenity and should enhance its setting and context (GEN 5 and DBE7).

New buildings should seek to reinforce the visual harmony and cohesiveness of the waterfront (DBE1 and DBE 2) and make a positive contribution to the character of South Esplanade, The Strand and Havelet. Development proposals should include a comprehensive survey and assessment of features that contribute to the character of the area such as railings and granite walls, which should be taken into consideration when formulating proposals for the site and which may be required to be retained where these are important to the character of the area.

Development proposals shall be in the form of comprehensive proposals for the whole of the site as the development of the site in a piecemeal way would be likely to prejudice future development opportunities (GEN 2).

The safety and security of the public should be considered having regard to the principles of 'designing out crime'. Active frontages and natural surveillance of The Strand in particular should be considered (DBE 1, DBE 2).

Development should meet modern standards in terms of access for the mobility or visually impaired (GEN 8 and HO12).

Particular consideration will need to be given to the impact of development of the site on existing nearby occupiers, particularly existing residential properties in The Strand and Havelet. A satisfactory relationship with adjacent properties should be achieved (GEN 12).

## 5.2 Retention of Buildings

There is a general presumption in favour of retaining buildings and features that make a positive contribution to the character and appearance of the area (DBE 9). The site at present accommodates a number of buildings of different periods. (see figure 2). The later C20th additions (Bottling Plant and keg storage/filling facility) are of no architectural merit and there would be no objection to the principle of demolition of these elements as part of a comprehensive development of the site.

The older domestic and brewery buildings on the site make an important architectural statement and are very significant in terms of their scale and massing and their important function as a 'gateway' to the quayside with its distinctive urban character and townscape quality. The sensitive conversion of the older buildings on the site, with selective elements of redevelopment where necessary would ensure that the character and interest of the area is maintained.

The intention is not to prevent new development, however any new development must respect existing architectural details and other features, such as walls and railing, street furniture and trees, where these contribute to the special character of the area (DBE 7). Consideration should be given to enhancing existing architectural features at the site such as the granite archways and details and the internal courtyard as part of development proposals.

In considering proposals for demolition of buildings on the site, particularly careful consideration will be given to the contribution that the existing building makes to the character of the area, the contribution that the proposed building would make to the character of the area, the condition of the building (a structural survey may be required), the cost of repair and maintenance, the viability and economic value of the building if converted and whether it would result in substantial benefits to the community (DBE 9). Any new development will be required to demonstrate that the demolition of the existing building and the erection of the new building will conserve or enhance the character and appearance of the area in terms of size, form, position, scale, materials, design and detailing (DBE 7).



Existing brewery buildings viewed from Havelet.

### 5.3 New Buildings

Any new buildings will be expected to achieve a high standard of architectural design which will respect the scale and massing of the original Georgian brewery buildings and the context of the built environment along South Esplanade, Havelet and The Strand.

This context has been analysed in the earlier sections of this brief, which show how the character of the area is built up of elements such as building heights, building lines, proportions, roof profiles and the way the overall massing and fenestration is handled to create a vertical rhythm.

The tiered effect of buildings in The Strand rising above buildings on South Esplanade is also a particularly important townscape feature which should be taken into consideration when considering development of the site (GEN5, GEN 6, DBE 2, DBE 7). The redevelopment of the C20th buildings on the site, in particular, provides the opportunity to enhance the character of the site and the contribution it makes to the quality of the urban environment.

New buildings must respond to this context, whether through traditional design solutions or through good, high quality and appropriate contemporary design that respects the character of the locality and responds to it in a fresh and innovative way.

Building heights will be considered very carefully. Some variations in building heights should be considered, however the overall height of any new development should respect its context and the scale and character of surrounding buildings including the existing traditional buildings on the site (DBE 3). The impact of any development upon public views from the Strand and on the skyline needs to be assessed and, where appropriate, mitigated (DBE 6).

Opportunity exists to minimise energy consumption through innovative and technically sophisticated design, construction and services provision. However, the requirements for on site parking may need to be balanced with the minimisation of inert waste by limited site excavation (GEN 1).



The site and surrounding development viewed from Les Val Des Terres

## 5.4 Landscape and the Public Realm

The site lies within the East Scarp/Valleys landscape character area (Annex 8 of the UAP). Even with the high density of development in the area trees remain an important element of the landscape providing a green backdrop to development when viewed from the harbour and quayside.

The development of the site should respect the character of the landscape and maintain its distinctiveness and visual quality by appropriate conservation, management and enhancement (CO 3). Development proposals should include a detailed landscape scheme/s at an early stage as part of initial proposals for the site which should include an assessment of any existing landscape features and trees, and which should aim to create an attractive public realm and setting for the development (DBE 4).

The site is prominently located on a main through route at an important 'gateway' to the Town. The wide hard surfaces and tarmac forecourt area and road junction between South Esplanade and Les Echelons represents a significant opportunity for environmental and landscape improvement works to enhance the setting of the site, reinforce the character of the area and enhance the public realm as part of the development of the site together with improved pedestrian links to the centre of St Peter Port (see figure 6 and Cycling and Pedestrian Movement below) (GEN 3, GEN 11, and CEN 9).

Consideration must be given as part of development proposals for the site, to the landscape value of land to the west of The Strand and how this should be enhanced to reinforce and contribute to the existing green backdrop which is a feature of the East Scarp landscape character (DBE 5).

A high standard of materials, finishes, street furniture, lighting and other features, which respect and compliment the character of the area and make a positive contribution to the quality of the urban environment, will be required as part of any works to public realm, as part of the development (CEN 10).



Trees are an important element of the backdrop of the site.



The wide tarmac forecourt represents opportunity for environmental and landscape improvement.

## 5.5 Archaeology

The former Brewery site has been extensively built over but a few areas appear to have remained undeveloped, particularly on the east side of The Strand, where there are yards between the buildings. There are also developed patches west of The Strand, but this part has been extensively used for glasshouses and small buildings.

There is no known prehistoric archaeology in this part of St Peter Port although as the site is situated at the bottom of a valley it is a likely place for settlement similar to the former Royal Hotel site. Also Roman and medieval pottery was recovered from below the building that currently houses Credit Suisse. Historically The Strand was the top of the beach and the area in front of it was used as ship docks and building yards.

The site is not known to be archaeologically sensitive, but as stated above, it is in an area where archaeological remains would be expected and also lies in an historic part of St Peter Port. There is a possibility that remains associated with early shipbuilding may also survive on the site.

Plans for development will need to be made available to the States Archaeology Officer at an early stage to assess the likelihood of archaeology surviving and to consider appropriate action in the form of non intrusive survey, fieldwork and/or a watching brief with the opportunity to record any significant archaeological finds.

If finds of significant archaeological importance are found the Developer will make appropriate and satisfactory provision for mitigation measures to avoid damage to the remains, or for archaeological investigation and recording, in accordance with a scheme to be agreed with the Environment Department (policy DBE 10 and Annexe 4 of the UAP).

The 19th Century brewery building and equipment are potentially of interest as part of the history of Guernsey's industrial development. A record of the industrial archaeological significance of the site, prepared by an appropriate expert, must be submitted to the Environment Department before the site is redeveloped.

## 5.6 Traffic and Access

In terms of sustainable development the site is well located in relation to the Town centre and the harbour. The site has good connections by public transport and a network of routes offers good pedestrian links to the centre of St Peter Port and the water front (GEN 1).

Certain proposed development, as identified in Annex 6 of the UAP, will require a Traffic Impact Assessment to be carried out, the results and conclusions of which shall be submitted with development proposals. However, any additional traffic attempting to access the development through the very narrow, one way section of Havelet could have some road safety implications and development proposals should, where possible, discourage use of this restricted route.

The site is bounded on two sides by public highways (Havelet and south Esplanade) and is bi-sected by a public thoroughfare (The Strand), to the west. There is an existing pedestrian right of way serving a property to the west of the site which gives access from that property to The Strand. South Esplanade is identified as a Traffic Priority Route in the Traffic Management Road Hierarchy, State of Guernsey Traffic Engineering Guidelines. It is important that all public thoroughfares are maintained, that their use is unimpeded for vehicles, cycles and pedestrians and that no development encroachment onto public thoroughfares is allowed to take place. Consideration should be given to the maintenance of existing acknowledged rights of way in any development proposals. Development proposals must demonstrate the provision of adequate and safe access for refuse, delivery, service and other vehicles associated with the development, in such a way as to not prejudice the free flow of vehicles, pedestrians and cycles on the public thoroughfares. The narrow width of The Strand and weight restrictions in this road should be taken into consideration when formulating development proposals (GEN 7).

Every effort should be made to maximise visibility for vehicles exiting the site from any on site parking or service areas onto



The site lies at the junction of public highways



The Strand is a public thoroughfare and bisects the site

## 5.7 Car Parking

The Urban Area Plan Review no.1 standards for on site car parking are set out in Annex 2 of the Plan. The UAP allows these standards to be applied flexibly depending on the individual characteristics of each site, where the circumstances of the development and its location warrant it and where it is considered that, as a result, a better development could be achieved. The criteria for assessment include, the built environment, on street parking capacity and proximity to public car parks, access and amenity implications for other residents, highway safety, type of development proposed, accessibility to the Central Areas by foot or cycle and the level of public transport provision.

There is an acknowledged shortage of parking at the southern end of Town which led to a States Resolution on 9th January 2002. This stated, amongst other things, “that additional investigations and consultations on the subject of parking and quayside enhancement in St Peter Port, shall be carried out and that further work shall concentrate on opportunities at the southern end of Town as identified in that report” (Report dated 30th October 2001).

Whilst the UAP offers flexibility for parking provision within the UAP Central Areas, the developers will be required to demonstrate that the level of parking provision proposed on the site in relation to development proposal, is adequate, bearing in mind potential times of competition for public parking in the surrounding area from shoppers and commuters etc and the displacement of any car parking as a result of the development (GEN9 and CEN6).

The developer is expected to explore the potential for providing parking in accordance with the standards set out in Annex 2 of the UAP and may wish to consider, for example, the option of modifying existing site levels and topography to provide basement car parking (although this will need to be balanced with the requirement to minimise inert waste production (GEN 1)) and the use of automated parking systems.



On-street parking in the area of the site.

## 5.8 Cycling and Pedestrian Movement

There are few dedicated cycle facilities in the immediate area. The local road network is generally busy and the hilliness of Havelet and the Val de Terres, together with the proximity of public transport services and the centre of St Peter Port mean that cycling to or from this site is unlikely to be a popular mode of transport. The Department expects development proposals to include provision for cycle parking, but in view of the above a minimal provision appropriate to the type of development proposed, will be accepted.

The majority of pedestrian trips will be between the development site and the centre of St Peter Port to the north. The most likely pedestrian route is along the west side of South Esplanade, through the plantation gardens, which is a pleasant route and affords views of the sea front. At present a footpath is provided on the northern side of the Havelet which continues onto South Esplanade in front of the site. The footpath terminates part way across the frontage of the development site with a parking area and vehicle access to the slip road (Les Echelons) to the west of the plantation which presents a barrier to pedestrians. The footpath continues beyond this area along the South Esplanade, through the plantation gardens (figure 6).

There is a pedestrian footpath along the east of the main carriageway. However this can be exposed in inclement weather and at high tide and, with no pedestrian crossing across South Esplanade in the vicinity of the site provides a far less satisfactory route into the centre of St Peter Port.



Footpath terminates at the front of the brewery site with a parking area (above). The pedestrian route continues through the Plantation (below).



The developer of the site is expected to investigate the potential to improve the existing pedestrian footpath network by extending the pedestrian pathway further across the frontage of the site in order to narrow the extent of vehicle access in this area, as part of a comprehensive extension of the plantation area. The extension of the pedestrian network will provide an opportunity to introduce additional soft and hard landscaping to enhance the character of the area, the setting of the site and to define the main pedestrian route from the site into St Peter Port.

The Strand, which bi-sects the site also provides a valuable pedestrian link into the centre of St Peter Port (figure 6) and development of the site should ensure that an attractive and pleasant environment is maintained along both sides of The Strand. Development proposals will be required to provide attractive, safe and convenient access for pedestrians, including those with mobility problems. Adequate lighting of pedestrian routes should be provided (CEN8 and GEN8).



The Strand also provides a valuable pedestrian link.

## 6. Infrastructure

The electricity infrastructure is well developed in this area and should not present any major problems to development of the site. Developers are advised to approach Guernsey Electricity in the usual manner at the appropriate time.

The site is situated outside of the water catchment area. Aspects relating to the design of the foul drainage system and potable water supply to serve the development site should be discussed by the prospective developer with Guernsey Water at an early stage. Foul drainage should also be discussed with the Public Services Department of the States of Guernsey at an early stage.

Wherever possible the existing foul water connections shall be utilised. Surface water shall be kept separate and discharged through existing surface water pipe work into the road to discharge into Havelet Bay.

All plumbing which uses the public water supply must fully comply with "The Water Byelaws (Guernsey) Ordinance 2003". A permit will be required from Guernsey Water under "The States Water Supply (Prevention of Pollution) Ordinance 1966" and "The Prevention of Pollution (Guernsey) Law 1989".

## 7. Construction

The site lies in an important and prominent position marking the southern 'gateway' to the Town. It is bounded on two sides by public highways, one of which is a busy Traffic Priority Route, and is bi-sected by a narrow public lane which has weight restrictions. Parking in the immediate area is limited.

Due to the size of the site and its position there is potential for a considerable impact in the construction phase of any approved development on traffic flow and management, including the impacts of the potential use of large scale plant and machinery both in terms of getting to the site and operating in and around it. The development of the site may also generate a requirement for parking for tradesmen and construction workers which could have a significant impact in an area where there is already an acknowledged shortage of parking.

There are many residential and commercial properties in close proximity to the site, the amenity of the occupiers of which could be affected in the construction phase.

The site and its topography may result in development proposals requiring demolition of substantial existing buildings and excavation. This potentially raises waste management issues particularly in relation to disposal of demolished and/or excavated material.

In view of the potential significant impacts that the development of this site may have on the environment and surroundings during the construction phase a Construction and Environmental Management Plan (CEMP) will be required to be submitted with development proposals. The CEMP should set out aims for the construction phase in order to

- Minimise the impact on traffic flow, traffic management and safety and public parking
- Minimise the negative impacts on residential and business occupiers
- Address issues of waste management and disposal including demolished and/or excavated material

The CEMP should set out proposals to address the above aims including matters such as hours of operation, noise and vibration limiting measures, site lighting and light pollution, dust management, traffic and parking including the movement and use of large scale plant and machinery and parking for site workers. This is not intended to be an exhaustive list and additional matters may need to be addressed.

Any approved development for the site will include a planning condition requiring site contractors to adhere to the measures set out in the CEMP.



