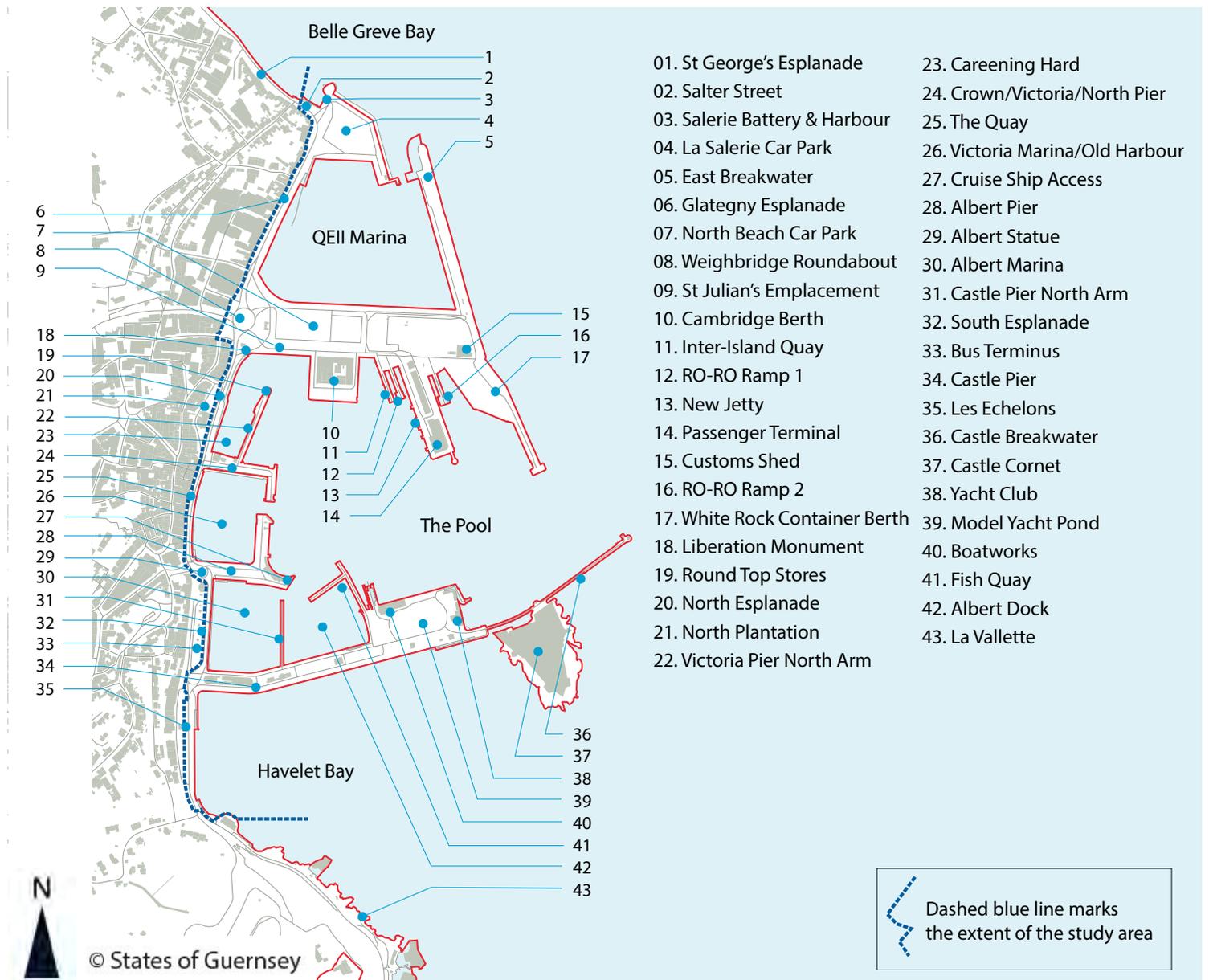


The Harbours and Marinas Character Area extends from Salerie Corner to Havelet. It includes the piers, quays and Castle Cornet with the western boundary line drawn close to the buildings that line the esplanades. The Plantations and Bus Terminus fall within other Character Areas but have strong associations with and contribute to the Harbours and Marinas Character Area, as do the sea, beaches and views across the area.

Orientation map showing key locations in the Harbours and Marinas Character Area



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1. Summary

1.1. The special character of the Harbours and Marinas comes from a combination of elements which are summarised below and expanded upon later. Strengths, issues and opportunities are set out at the end of the Character Area Appraisal.

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

1.3. Landscape. The flatness of the Harbour is a defining characteristic and a counterpoint to the sloping Hillside Town. Landscape and seascape shaped the harbour as it was designed accounting for the movement of the sea and pre-existing rocks and pools and exploits the shelter of the hills to the west.

1.4. Open spaces and planting. Areas of planting are few and hard-won but include public, planned and

unplanned spaces; scarcity means these areas provide important public amenity and are important as focal points as well as in wider views. The Harbour is the transition between land and water: there is access to tidal beaches and the open sea.

1.5. Enclosure and spaces. A primary function of the harbour is to enclose safe and calm marinas. Some buildings dominate the space around them, such as Castle Cornet, and there are enclosed spaces such as the Careening Hard and parts of the Castle Pier. The industrialised areas are physically enclosed.

1.6. Architectural styles and elements. The overriding style of the buildings and piers is Victorian, added to over the 20th century, notably in the 1930s and late-20th century. Most buildings are utilitarian but there are some amenity areas such as the Model Yacht Pond; some, such as Castle Cornet, are landmarks.

Definition:

The **Victorian** period was from 1837- 1901

View from Rue de Belvedere to the south, showing the Harbours and Marinas in the wider setting of the east coast



1.7. Materials. 19th century piers and walls are of very high quality materials with monolithic dressed stone setting the underlying character of the whole area; this includes cobble slipways and dressed stone walls. Concrete piers with open piles or lattice structures, large-scale steel structures and rock armour are modern, utilitarian elements. Most surfaces are tarmac with some paving, hoggin and grass. Buildings are typically dressed stone or rendered but there are concrete bunkers and metal clad sheds under slate/tar roofs; windows and doors are typically PVCu or aluminium with some timber. 19th century street furniture, including metal railings and boat moorings, contributes. Utilitarian infrastructure includes metal security fences, road lighting, bollards and pontoons.

1.8. Historic interest. Buildings and structures survive from every stage of the harbour's development from the Old Harbour to the QEII Marina. There are some protected buildings and monuments and many buildings/structures of merit.

1.9. Castle Cornet. Castle Cornet is a notable centre of historic interest. It is an iconic collection of buildings, founded on a rock at the harbour entrance, and developed to defend St Peter Port.

1.10. Use and activity. Car parking and traffic circulation is the predominant use and has a large and generally negative effect but provides access and so vibrancy for other uses, including moorings, leisure, travel and commerce. Pedestrianisation for events such as Seafront Sundays, on Liberation Day and for the Harbour Carnival and opening of Castle Cornet for summer evening events is inviting and alters character.

1.11. Traffic and movement. Busy roads cut through the harbour and run along the quays effectively cutting the Harbour and Marinas off from the rest of Town. There are fundamental conflicts between the multiple users of the area, e.g. pedestrians, traffic, freight movement, port operations, leisure and travel. Parking proliferates on all the quays and piers and dominates the landward use of the area.

1.12. Views. The harbour allows the sloping Hillside Town, which is an important contributor to its development and sense of place, to be seen in its entirety. Similarly, open views towards the Harbour, from onshore and from the sea and particularly from the south where it can be seen as a whole, enable an understanding of the Harbours and Marinas in their wider setting of Guernsey's east coast.

2. Introduction



Location and Setting

2.1. The Harbours and Marinas are the eastern boundary of the Conservation Area and are the connection with and barrier to the sea, the other Islands and beyond. It is a space with many uses which are competing and sometimes contradictory: it is both a connection and offers protection; it is a working harbour but also a public place.

2.2. The open character and location in front of the dense historic town makes this area a counterpoint to the rest of Town; it is the entrance to and focus of the wider town both in terms of views and use. It affects the character of much of the Conservation Area.

2.3. Part of the wider east coast, the area is visible from the Vale in the north to Fort George in the south but is glimpsed from the whole east coast and even from hills in the north west of the Island. The wider setting includes Havelet and Belle Greve Bays in Guernsey, the sea channels of the Little and Great Russel, Herm, Sark and the other islands. This reflects the historic and current use of the Little Russel as a safe haven for ships and the wider natural harbour which is protected from prevailing south westerly winds by the hills around Town, as is the town itself.

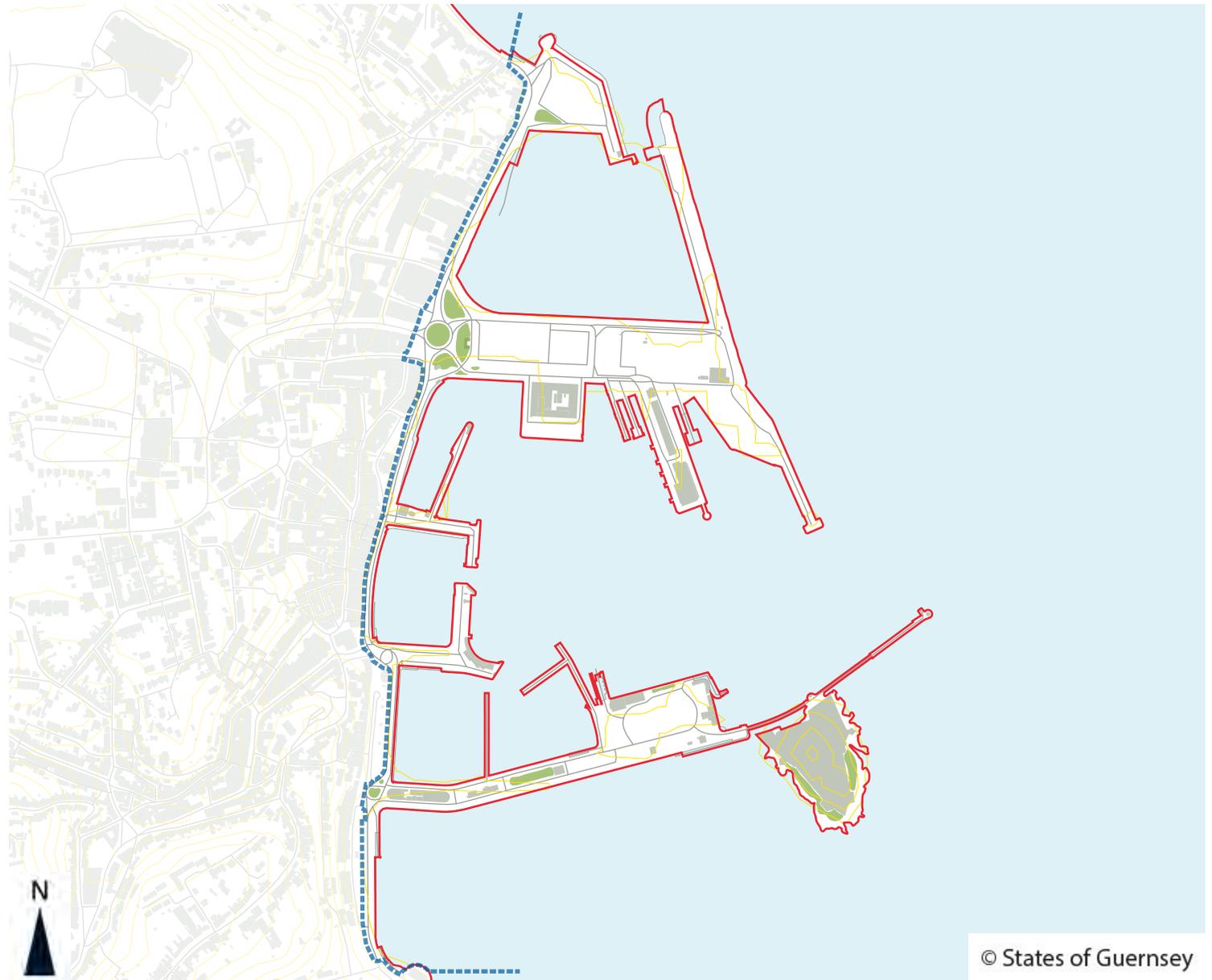
Top: View of Castle Cornet, the Little Russel, Herm and Jethou from La Vallette

Bottom: The Harbour and Marinas in their wider setting with Herm, Jethou and Sark in the distance, taken from Mignot Plateau



The layout, topography and green spaces of the Harbours and Marinas

- The Conservation Area boundary is drawn around the perimeter of the land due to mapping convention, but this study area includes the marinas and the sea
- Contours show the flat topography of the area
- There are comparatively few buildings in this study area
- Greenery is very limited



Development timeline

History and Development

9000-3000BC Settlements

13th century Castle Cornet

13th century South Pier

18th century North Pier

18th century The Quay

18th century La Salerie Battery

19th century Extensive re-development

20th century Bunkers

20th century North Beach car park, QEII Marina & La Salerie car park

The Old Harbour in the 19th century

2.4. St Peter Port Harbour is reclaimed land developed from the open beach over more than seven centuries with archaeological evidence of continuous inhabitation from the Neolithic period (c.9000-3000BC).

2.5. Construction of forts, including Castle Cornet, began in 1206 necessitated by French raids during the 13th-15th centuries. The south (Albert) pier existed in the 13th century (Sharp, 1967) and was completed in 1590 amongst general improvements to the harbour. The North Pier and first quay were built in the 1770s.

2.6. At the start of the 19th century a danger was still posed by the French. Roads were upgraded and coastal fortifications were improved, including those originally built in the late 18th century at La Salerie.

2.7. Between the years 1850-1870, much work was done to expand and improve St Peter Port Harbour. Improvements included sea walls, piers, breakwaters, slipways and Gategny and South Esplanades, the Castle Emplacement and breakwater. The Plantations, Bathing Pools and the original Model Yacht Pond are also of this era and reflect the growth of leisure and tourism.

2.8. The early 20th century saw construction of the New Jetty and upgrade of the Cambridge Berth and associated buildings. German occupation (June 1940-May 1945) saw construction of concrete bunkers: some built in Town and many removed following Liberation. There are prominent bunkers at Castle Cornet, on the Castle Emplacement and on the Albert Pier.

2.9. The Harbour saw striking changes during the 1970s and 1980s. The Victoria and Albert Marinas were created, RORO ramps installed and the Fish Quay built. Substantial areas were reclaimed for the Queen Elizabeth II Marina and car parking at North Beach and La Salerie. The Weighbridge Roundabout was built.



Part 3. Character Areas: 7. Harbours and Marinas

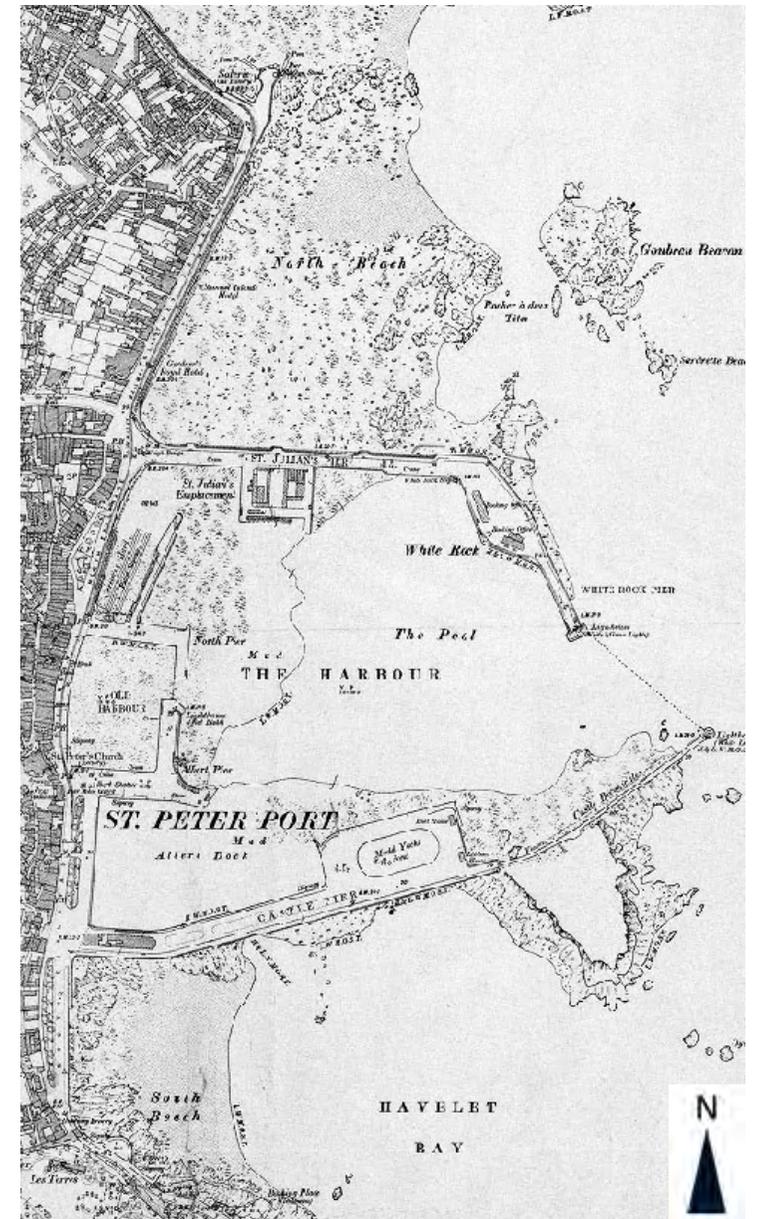
St Peter Port Conservation Area Appraisal

Right: 1898 map

Left and below: Dates of the different parts of the Harbours and Marinas

- This map shows that most of the Harbour and Marinas dates to the mid-19th century
- The Victoria Marina is shown as pre-18th century as this was the earliest harbour. The ancient North and South Piers have been covered by the mid-19th century structures we see today
- The 19th century parts of the Harbour tend to be made of high-quality materials and include most of the better quality amenity areas

- Pre 18th
- Late 18th - early 19th
- Mid 19th
- Early 20th
- Late 20th - early 21st



Ambience and Use

2.10. The Harbour and Town are in full light in the morning and during the day southern features, such as Castle Cornet and Le Val des Terres hill, can be in silhouette with features difficult to make out. In the evening the western hill blocks the sunset and the harbour is in shadow; the sunlight lasts for longer the further east the location.

2.11. The open Harbour and quays can be exposed and windy but the prevailing wind in Guernsey is from the south west and so the Harbour is most often sheltered from this by higher ground. In turn the deep-water channel of the Little Russel is sheltered between the islands.



2.12. The whole area is surrounded by open sea and tidal beaches which are important for easily accessible amenity and leisure use as well as their environmental and visual value. This is particularly true to the north and south of the harbour at La Salerie and Havelet. The Careening Hard is a valued beach, but the rest of the central harbour is more restricted in terms of leisure access. Open views to and from the sea and the islands beyond are a fundamental aspect of the character of this area.

2.13. Sounds vary noticeably, trafficked areas have constant vehicle and background noise but there are sudden changes, particularly in the Marinas which are notably quiet and tranquil with sounds of water and boats but also in the less trafficked areas such as the Round Top Stores or the Castle Breakwater in which natural and distant sounds predominate. A wall can provide a notable barrier to noise, such as the seating area on the Careening Hard.

Top: Looking south, Castle Cornet and Le Val des Terres hill are sometimes seen in silhouette

Bottom: Seating at the Careening Hard

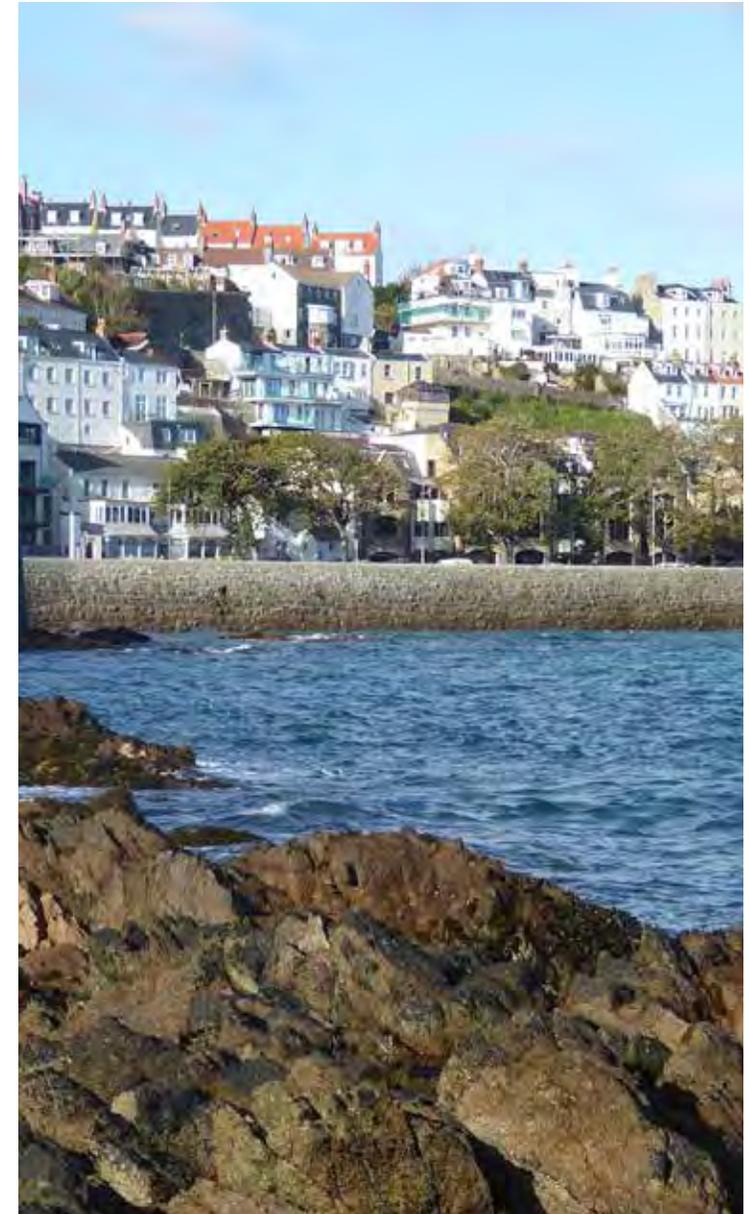


2.14. Green spaces are rare, elevating importance in terms of amenity and character and all contributing to the wider area. Trees in general, but particularly mature or large trees, are precious and hard to replace as they have managed to establish despite growing in difficult conditions on reclaimed and poor soil.

2.15. Use is split between industrial and secure areas, which are heavily trafficked and include car parking, and amenity leisure use which are often pedestrianised. Removal of traffic for Seafront Sundays, Liberation Day and the Harbour Carnival change the use and feel of the area between North Beach and the Albert Pier. Effects of these different uses on the physical environment are obvious and can clash and detract. At night the quays are self-policed as they are overlooked by an active frontage and are light but piers extending east are more deserted with little self-policing and so feel less safe.

2.16. The harbour represents boundaries of use and physical appearance: the transition from the built up and enclosed town to the open seafront, and the boundary between the harbour and the open sea. Boundaries between places tend to be interesting and characterful and in this case the harbour is both protection from and access to the open sea.

View north west from La Vallette across Havelet Bay to Les Echelons, the Strand and Hauteville



3. Designations

3.1. Protected buildings. There are relatively few buildings within the study area and correspondingly few that are protected. These are iconic in Guernsey with dates ranging from mediaeval times to the early 20th century: the clock-tower and pissoir at St. Julian's Weighbridge (PB 956), The Slaughterhouse (PB 958) and the Married Quarters, Castle Cornet (PB 1724).



Top left: The Castle Pier lighthouse, a building of merit

Bottom left: Commemoration of the landing of the Connaught in 1900, a feature of merit

Top right: The western part of the Slaughterhouse (PB 958)

Bottom right: Stonework at the Crown Pier, a feature of merit



3.2. Buildings and features of merit. There are numerous buildings and features, shown on the following map, that do not have sufficient special interest to be protected but which contribute to the character, architectural and historic interest and appearance of the Character Area. These include: La Salerie Battery and piers; parts of the buildings on the Cambridge Berth; various plaques, plinths and stones marking places, dates and events; the pre-20th century harbour walls and slipways; the Model Yacht Pond; evidence of the German Occupation and lighthouses.

3.3. Protected monuments. The following features are protected monuments: Victoria Landing Memorial Stone, Albert Pier (PM 66); The Albert Statue, Albert Pier (PM 48); Castle Cornet (PM 74).

3.4. Archaeology. The whole harbour, the water around it and much of the Old Town is an Area of Archaeological Importance identified in the IDP Annex VIII as area 119. It is noted to contain: prehistoric and Roman settlements; the mediaeval town, harbour, church and Castle Cornet.

3.5. Trees and green spaces. There are several non-protected trees and green or open areas which contribute to the character and appearance of the Character Area. These include: the intertidal shore and beaches throughout the Harbour; public green spaces; the Model Yacht Pond and Havelet Beach.

Left: Commemoration of the landing of Victoria and Albert in 1846 (PM 66)

Top right: Castle Cornet (PM 74)

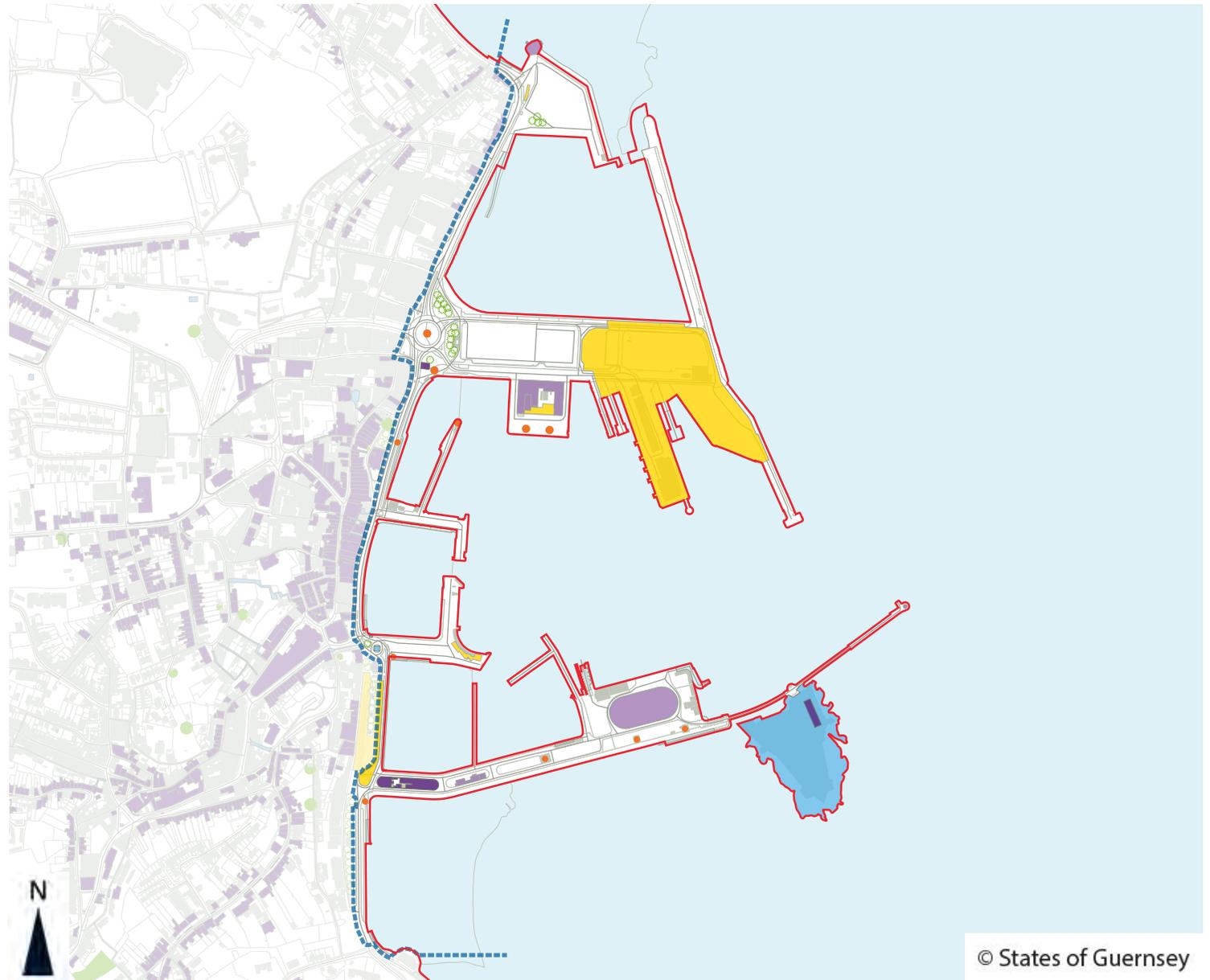
Middle right: Prince Albert Statue (PM 48) and green space at St Julian's Weighbridge

Bottom right: Beach at Havelet



Statutory and non-statutory designations and features of the Harbour and Marinas

- Few buildings are protected but there are many buildings and features of merit
- There are many protected monuments, generally related to the defence or use of the Harbour
- Detractors relate to modern industry and security
- Trees and green spaces are few and hard-won



4. Streets, Spaces and Views

4.1. The Character Area comprises numerous streets, spaces and footpaths. These have their own character and are described below. For practical reasons some are grouped.



Top left: Outside of the Old Harbour viewed from the New Jetty with the Quay and Hillside Town behind

Old Harbour

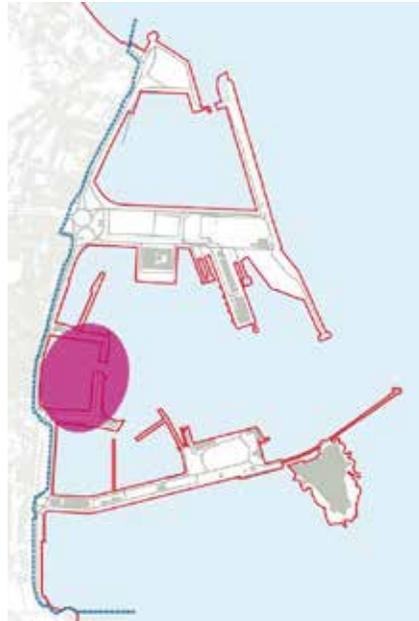
4.2. The Victoria Marina and the Victoria and Albert Piers which contain it are the historic heart of the Harbours and Marinas and together make up the Old Harbour. Its relationship with the Quay and the Old Town is strengthened by the lack of a sea wall which opens views across the harbours and out to sea. The Town Church has a strong presence from this position and there are visual links to Fountain Street and the Markets.



Top right: Panoramic view of the Old Harbour from the north arm of the Albert Pier



Bottom: Panoramic view of the Old Harbour from the south arm of the Crown Pier



4.3. The walls of the Piers and Quay are clad with large, high-quality stonemasonry with cut stone details and include the Connaught landing slipway (1905), historic stone pavements and metal railings and bollards. Despite use as car parks, there is positive amenity use on the Piers, including pontoon access to the quiet, more natural-feeling Marina, the wider harbour use being highlighted by a small lighthouse. The Harbour Carnival, held in the Old Harbour and entailing closure of the road, draws crowds.



Top left: View west, Crown Pier



Bottom left: View east, Albert Pier

Top right: Stonework of the Old Harbour



Bottom right: Commemorative stone at the south west corner of the Old Harbour

4.4. Buildings on the end of the Albert Pier have some high quality materials but were extended less sympathetically in the mid to late 20th century. The restaurant and the wide walkway to the south side have planting and benches and are well used.

4.5. The Quay, between the two old piers, is dominated by traffic which means that historic plaques and monuments are sometimes lost amongst street furniture which varies in quality. Views into the Victoria Marina are picturesque against the historic core of the Hillside Town.



Careening Hard

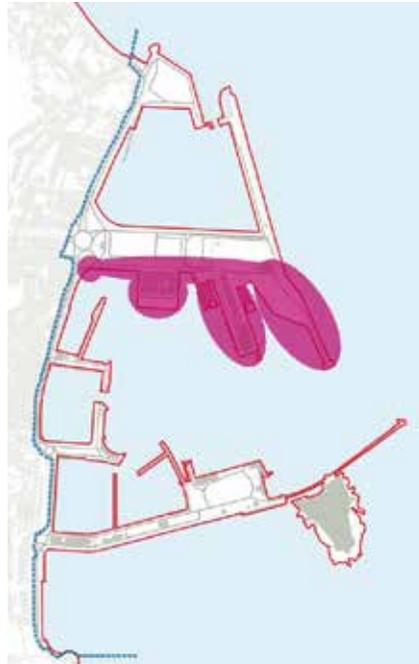
4.6. The Careening Hard beach gives a sudden change in character below the level of the busy road, to picturesque utility and amenity where traffic noise is significantly reduced. Behind the roadside wall the area is markedly quiet and tranquil. The Boathouse and terrace set an informal atmosphere and the Victorian buildings are characterful.

4.7. High-quality materials and workmanship, in particular the sloping walls and shaped stones of the Victoria Pier North Arm and the pathway and seating to the west of the Hard, are notable. Whilst, with the exception of parking, the North Arm is underused, the Round Top Stores at the end are central in the Harbour with views to and from much of the Harbour and Hillside Town.



Photographs showing the change in character behind the sea wall: a tranquil tidal beach edged by high quality stonework and seating with the water and boats below; access is sometimes impeded by street furniture and dinghies





St Julian's Emplacement

4.8. St Julian's Emplacement and the Cambridge Berth are on the south side of North Beach Car Park but divided from it by the now landlocked sea wall. There is a change in character to an active historic 19th century pier of high-quality materials, designed at a human scale and with open views across the tidal Pool and Careening Hard. This brings a dynamic and natural character to the area and strong visual links with Town in the west.

4.9. The solid stone walls presented to arriving ferries are high quality and contrast with more recent open concrete piles: the latter are an extension over the sea rather than land reclamation, visually busier and display less craftsmanship in their construction. The east part of the pier is topped with an active industrial scene of containers and cranes.



4.10. Some of the buildings at the Cambridge Berth are high quality and of simple materials with a strong symmetrical façade which dominates and contributes strongly to the character and sense of place. On the New Jetty, buildings are flat roofed and in a minimal Art Deco style and have been patched and extended.

4.11. There is some access to the underside of the jetties and RO-RO Ramps where the character becomes more natural and quiet, but the industrial nature of the area makes these spaces less inviting.

Top: Solid stone harbour walls and modern piling of the New Jetty

Bottom: Buildings at the Cambridge Berth with the old sea wall extending east, towards the New Jetty and west towards Town





4.12. Industrial use makes the east part of the Pier an unwelcoming space for other users. However, there is a benefit to the Island from the import/export of goods. There are some positive pedestrian spaces further west, such as the benches overlooking the Harbour, and the wide pavement.

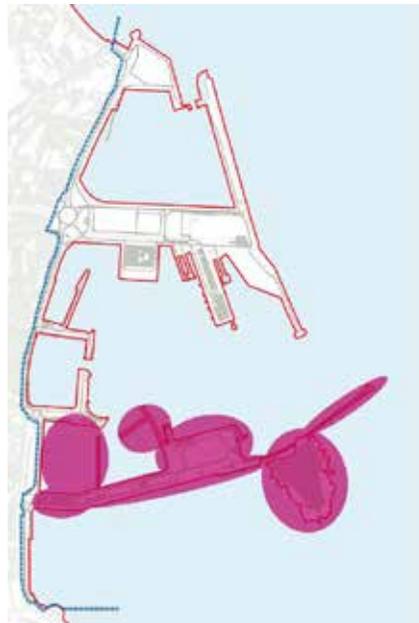
4.13. Pedestrian amenity use and storage/industrial use clash and detract in some ways and there is a general sense of dilapidation in utilitarian areas, although there are some good spaces and these working places bring activity and authenticity to the Harbour.

Top: 1930s buildings at the New Jetty with the seating area for the Inter-Island Quay in front

Bottom left: Industrial storage and use at the New Jetty

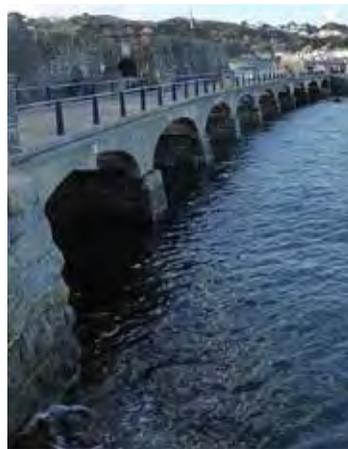
Bottom right: Positive transition and amenity space at the Liberation Monument





Castle Emplacement

4.14. The Castle Pier connects, via an arched causeway, Castle Cornet to Guernsey. Extending further east, the Castle Breakwater leads to a lighthouse and there are numerous stone slipways and steps down to the harbour bed and beach. More than any other pier this is an extension into open sea. Projecting out from the rest of the Harbour it feels more exposed, especially to strong winds and as waves splash over it.



4.15. These walls protect St Peter Port Harbour from the south and enclose the quiet Albert Marina and the Pool. Of high quality materials, often dressed stonework, the whole includes a raised walkway on the south side which shelters formal buildings, the Model Yacht Pond and less formal parking and boat storage areas.

Top: The iconic Castle Cornet

Middle left: Arched causeway between the Castle and Pier

Middle right: Breakwater and lighthouse- used for fishing

Bottom: Sea wall, raised walkway and Victorian buildings



4.16. Castle Cornet is a protected monument of significant heritage value to Town and to Guernsey as a whole. It is a tourist destination with spectacular views of the east coast and Town and features in many, often iconic, views to, from and across the Harbours and Marinas.

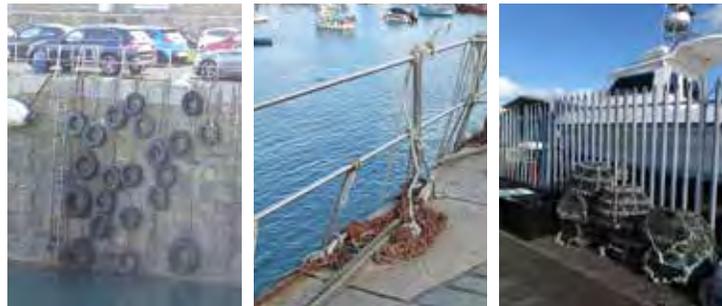
4.17. Buildings at the entrance to the Castle Pier are striking Victorian structures in stone with curved ends – part of the wider character of Town – and a simple utilitarian quality which reflects their former uses. Further east, the Vivier Bunker is a prominent concrete bunker, one of several Occupation-era structures on the Castle Pier.



Top left: Albert Dock (left) and Albert Marina (right) divided by the Castle Pier North Arm



Middle left: Boats and cars parked next to the Model Yacht Pond with Castle Cornet behind



Bottom left: Paraphernalia associated with the commercial fishing use of the area

Right: The Model Yacht Pond with Boatworks behind and lawned viewing area to the right

4.18. The Model Yacht Pond is a well-used and characterful space which appears to bring the sea onto the Pier. It frames views of the Castle and gives cohesion to the Yacht Club building and informal jumble of leisure dinghies and sheds. Lower quality lawns with seating are also present, surrounded by traffic but offering iconic views.

4.19. The North Arm and Fish Quay are more recent, concrete structures of a lower quality than other parts of the Harbour. These are utilitarian areas, in appearance, paraphernalia, activity and smell, used by working fishermen. Commercial areas and prominent industrial areas are cordoned off and set the tone of a working dock/boatyard. Whilst not used for public amenity these areas bring authenticity and vibrancy.



The Quays and Esplanades

4.20. Quays and Esplanades form a near-continuous route along the west side of the Character Area, from La Salerie in the north to Havelet in the south.

4.21. Salerie Corner and Glategny Esplanade are exposed and windswept, the former an ancient harbour and the latter characterised by large-scale French-style buildings. This changes at North Esplanade where buildings are smaller scale and designed amenity use increases. As one travels southward along South Esplanade and Les Echelons, the area becomes more sheltered and there are more trees.



Clockwise from top right:

Salerie Corner, Glategny Esplanade, Glategny Esplanade looking south, North Esplanade, South Esplanade and Les Echelons showing amenity areas, the prominent sea wall and division of Town and Harbour by the road



4.22. The stone sea wall is an important feature and marks a transition between the land and the sea, Marinas and Piers, either by restricting or allowing views and access. It forms a barrier at Gategny and North Esplanade, returning again at Havelet but leaving the Old Harbour and South Esplanade open to the water. Stone slipways, steps and openings provide access – both physical and visual – to the sea and beaches, with a varying quality of supporting amenity space.

4.23. Traditional details of buildings and often dressed stone sea walls, high quality features and materials, such as flagstone pavements, cobbles and historic railings, along with the ever-present sounds, sights and smells of the water are important contributors.

Left: The Quay is open to the Old Harbour providing a visual link with high quality stonework and historic railings edging the water



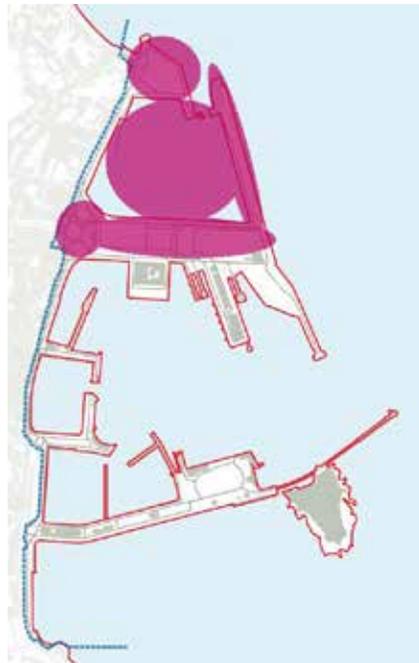
Top right: Complex and cluttered roads surrounding the statue of Prince Albert

4.24. Throughout, high levels of traffic dominate and this acts as a barrier between the Harbours and the Old Town. Vehicular, cycle and pedestrian routes make for a bustling, busy areas but can conflict in places. The historic statue of Prince Albert is diminished by its use as a traffic island.



4.25. Road closures for events such as Liberation Day, Seafront Sundays and the Harbour Carnival make a marked change to character, inviting crowds and altering the ambience.

4.26. Changing light is important to character: vivid in the mornings, buildings along the route are less prominent in afternoon shadow, and Castle Cornet and the landscape to the south are often in silhouette.



QEII Marina

4.27. La Salerie Car Park edges the QEII Marina to the north, North Beach Car Park and the East Breakwater enclosing it to the south and east. Both car parks were reclaimed in the 1980s and are predominantly utilitarian. Walls with shaped capping stones, tarmac and stainless steel railings predominate.

4.28. North Beach provides a route to the Container Berth and ferry terminals and is accessed via the contemporary Weighbridge Roundabout which serves

the Inter-Harbour Route between St Peter Port and St Sampson’s Harbours. It is a busy area designed primarily for vehicular use, which is heavy, dominant and clashes in places with cycle and pedestrian routes.

4.29. There is minimal amenity space, with the exception of well-used petanque courts, raised seating areas of questionable value and poor accessibility and planted areas adjacent to the Roundabout. These planted spaces are generally cut-off from main pedestrian routes and are little used although the vegetation is valuable as screening and for wildlife.

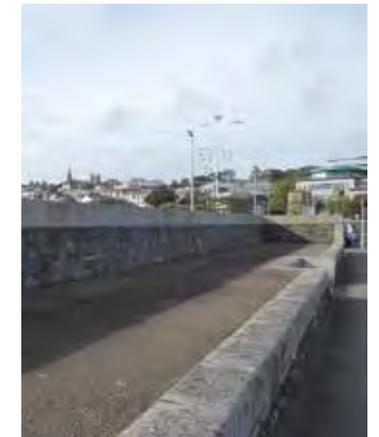
Left: North Beach Car Park, sometimes restricted to traffic for public events

Middle left: Container traffic and security fence, North Beach

Middle right: Petanque courts

Right: Raised area, North Beach

Bottom: La Salerie Car Park



Part 3. Character Areas: 7. Harbours and Marinas

Clockwise from top right:

La Salerie Battery, slipway, harbour and steps - a picturesque haven (taken from Digimap)

La Salerie Harbour at high tide, viewed from Salter Street

View south from La Salerie car park, through masts of boats in the QEII Marina

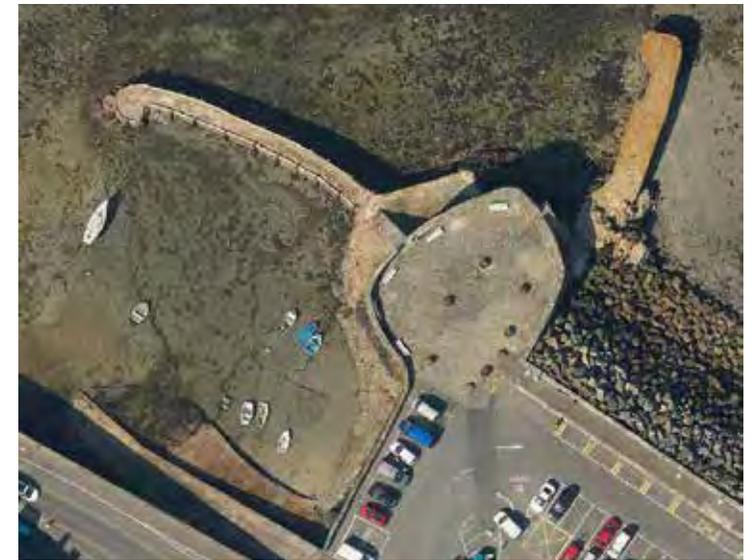
The Marinas provide habitat for wildlife

View north across the QEII Marina from North Beach to La Salerie with Delancey behind

The Weighbridge Roundabout with mast and flags, which doubles as the Tree of Joy at Christmas

4.30. The mast on the Roundabout is a successful example of public art and marks a transition point to the more human-scale pedestrian-orientated areas to the south. La Salerie Battery is historic and of high-quality craftsmanship, contributing to the wider area.

4.31. The character of the QEII Marina is a sudden and complete change to the main road where the noise of the traffic is noticeably absent and replaced by sounds of the water and boats. Pontoons denote a calm leisure use and connection to nature and the sea. The eastern rock armour is a popular fishing spot with panoramic views to north, east and south.



Views

4.32. The interaction and views between Town, the Harbour and the wider setting are a key characteristic of the area where the open character of the Harbour is a counterpoint to the enclosed nature of Town.

4.33. Long range views, e.g. from Spur Point and Delancey in the north, Rue de Belvedere in the south and from approaching ferries, Herm and the other islands are iconic. From the north, the focus is on elevated land at La Salerie which blocks much of Town and the Harbours, that seen being a foreground to woodlands further south. The rock armour around La

Salerie and the East Breakwater is prominent. Views from the raised position at Rue de Belvedere are of the whole of the Harbour, which allows it to be seen as part of the wider east coast. From the sea, the Hillside Town rises up from the Harbours and their unity is clear.

4.34. There are many glimpsed views of the Harbour framed by the buildings of Town which are important as the view is fixed and there is a set relationship between the two areas. Conversely, open views to and from the Harbour change as one moves along and these allow it and Town to be viewed and understood as a whole. The changing state of the tide and sea contribute substantially to character.

Top: View of the Harbours and Marinas from Richmond Corner in the north showing prominence of the rock armour around the 20th century harbour extensions



Bottom: View north across the Harbours and Marinas from Rue de Belvedere. The barrier formed by the Castle Pier is prominent from the south





Top left: View over QEII Marina and out to Sark from Bosq Lane

Top right: View of Old Harbour and pier heads from Fountain Street



Middle left: The Old Town and Harbours from the Arcade Steps

Middle right: South elevation of buildings at the Cambridge Berth, viewed across the Old Harbour



Bottom: Panoramic view from the Blue Mountains at Les Cotils



4.35. Castle Cornet dominates the view of the south part of the Harbour from many directions and levels as it projects out to sea in relative isolation, the position of the perceiver altering its context.

4.36. Views along the Quay and Esplanades are channelled between the buildings and Harbour wall, opening out at the Piers and Old Harbour and giving views of masts over a range of distances. The building on the Cambridge Berth is a prominent feature due to its central position in the Harbour.



4.37. There is a key open view out of the mouth of the Old Harbour, the historic piers and lighthouse framing the islands to the east. Likewise, important views of the Hillside Town and skyline are gained from the Piers, Castle Cornet and the Castle Breakwater. From higher buildings, panoramic views are obtained. Large expanses of water provide a picturesque foreground to Town.

4.38. La Vallette, which is discussed in Le Val des Terres character area, has a historic amenity use which compliments and contributes to the Harbours. Sea-level views from La Vallette are characterised by the huge sea wall of the Castle Pier, which hides most of the Harbour, set against the natural beach at Havelet, which is a stop-end to the Harbours and Marinas.

Top: Panoramic view looking south and west from the Round Top Stores

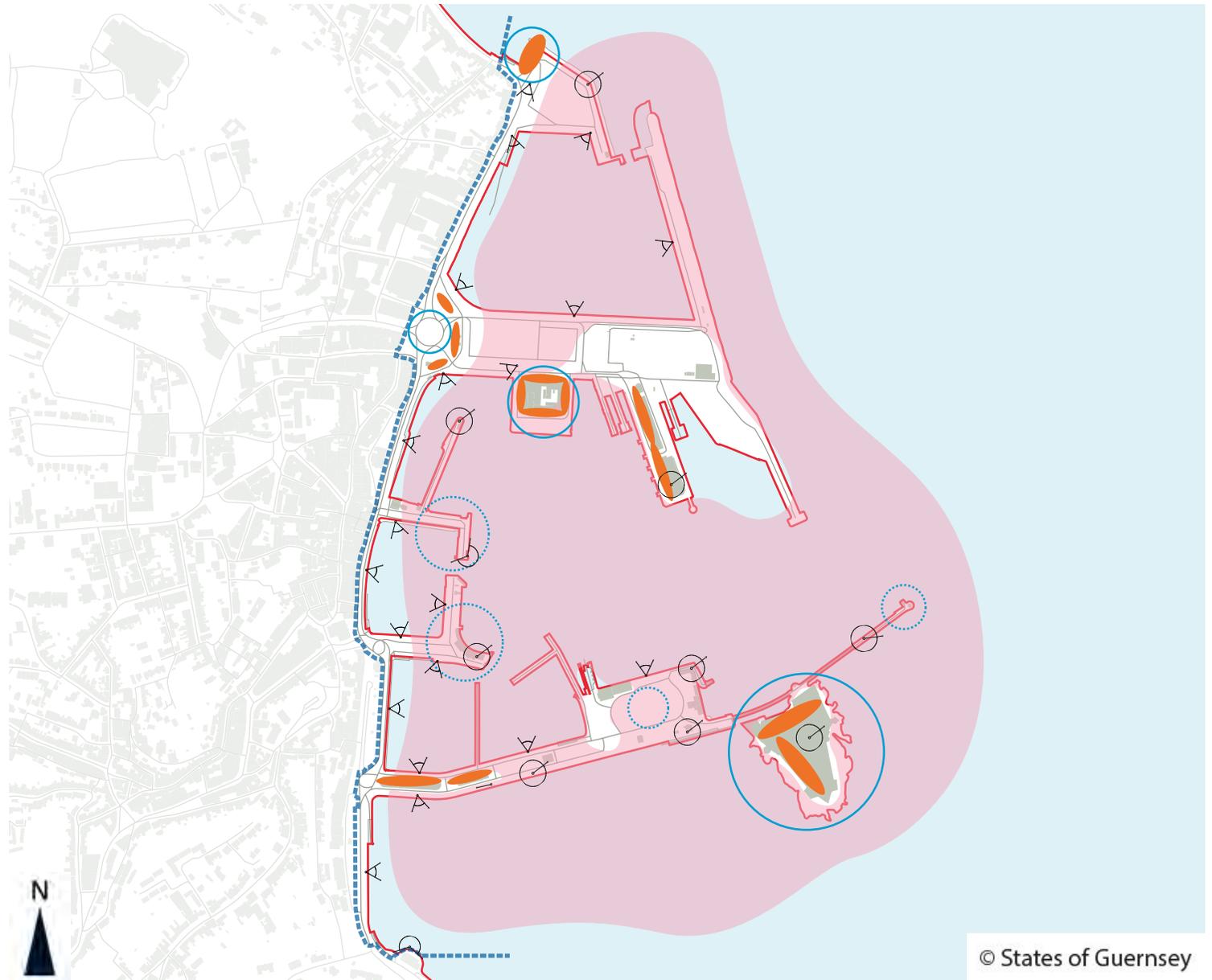
Bottom: Iconic view out of the Old Harbour and through the pier heads to Jethou and Sark



Spaces, focal points and landmarks of the the Harbours and Marinas, and views into, out of and through the area

- All the area is an open space, which is why the area is a counterpoint to the closed spaces of Town
- Many striking and iconic panoramic and framed views
- Numerous landmarks- the whole area could be described as such

-  Conservation Area
-  Character Area
-  Today's buildings
-  Today's roads
-  Open spaces
-  Focal point/vista stop
-  Main landmark
-  Secondary landmark
-  Views



5. Architectural Quality, Built Form and Important Buildings

5.1. The whole of the Harbour is reclaimed from the sea and as such it is made up of flat structures which are relatively open. These were carefully planned but influenced by the underlying landscape as they were built out opportunistically using the existing rocks, such as the White Rock. Buildings and structures associated with the Harbour dominate the space around them and characterise the area.

Architectural Style

5.2. As much of the Harbour was built in the 19th century the dominant architectural style is Victorian. This is characterised by the high-quality stone harbour walls and cut stone features such as steps, some street furniture and some of the buildings on the Cambridge Berth. Generally, these areas were designed at a human scale with high quality tactile features.



5.3. There are features and buildings which significantly pre-date the Victorian period, particularly Castle Cornet. The position of old sea walls influenced the position and layout of the 19th century harbour we see today.

5.4. Late 20th century additions to the Victorian harbour were designed to match the existing harbour as best as possible whilst using modern building techniques such as prefabricated stone walls. This sustained the special character of the harbour, but these areas are notably less authentic and characterful. Generally, these areas are designed at a larger scale to accommodate traffic and have lower quality finishes and features.

Top: Central, decorative part of the north facade of building on the Cambridge Berth

Bottom: East wall of the Albert Pier showing a variety of stonework

Typical Built Form

5.5. Unlike most other character areas, the Harbours and Marinas are characterised by the lack of buildings, and where there are buildings these are characterised by the highly exposed position next to the sea.

5.6. Some buildings are built into the walls of the harbour with stone walls and low or flat roofs, some of which are used as terraces. This form blends well into the structure of the harbour but tends to limit the quality of the interiors due to the small openings. To a degree this includes the buildings on the New Jetty as they reflect the structure they are built on both in terms of their date and style and have accessible flat roofs. However, these buildings are larger, have

ornamentation and an identifiable style which makes them stand out rather than blend in. Some bunkers also fit this category but are typically more brutal due to their use and construction in concrete.

5.7. Some buildings are stand-alone focal points most notable of which is Castle Cornet which dominates the Harbour, particularly to the south.

5.8. The building on the Cambridge Berth is Victorian in style with large wide-span slate roofs and a prominent symmetrical north elevation. When viewed from the east or west the stone walls closely match the walls of the Cambridge Berth, an effect which strongly roots the building in place.

5.9. The Weighbridge Clocktower and the Slaughterhouse and associated buildings on the Castle Pier are similar in that they are Victorian in style with high quality stonemasonry and slate roofs which are notably curved and high quality, and again the form of construction reflects the previous use.

5.10. More recent buildings are characterised by their informal nature and the use of metal profile roofs.

Left: The building on the Cambridge Berth where the walls of the building and the Berth are similar

Right: The round top stores where a building is contained within the pier walls



Materials

5.11. Although architectural style varies, there is a limited palette of materials, including:

- Buildings and structures
 - Walls - local stone, often dressed but sometimes rough; smooth render; occasional timber cladding and brick, concrete bunkers and metal clad sheds
 - Roofs - often natural slate; some clay tiles; bitumen
 - Windows - PVCu; timber, aluminium - rarely historic

- Doors - PVCu; timber, metal - few are historic
- Façades - symmetrical: ornate detail in stone; simple
- Structures - timber sheds; metal navigational aids

Left-right:

Dressed local stone, slate roof and timber doors

Smooth render and PVCu

Timber shed with metal bollard and railings

Timber and metal navigational aid



- Boundaries, sea walls and structures
 - Walls - local stone, some monolithic sea walls; shaped stone; rock armour
 - Piers - concrete piles
 - Fences - metal security fences with barbed wire tops
 - Railings - metal (decorative and functional), and metal bollards
 - Natural - mature vegetation and trees; grassed areas; rocks and the sea
- Surfaces
 - Pavement - historic and modern local stone paving, kerbs and gutters; hatched clay tiles; tarmac; timber, metal and composite pontoons; cobble (slipways); hoggin and gravel; concrete; metal RO-RO
 - Carriageway - local stone setts and flags; tarmac; concrete slabs; sea water and sand in the marinas
 - Steps - local stone; hatched clay tiles

Clockwise from top left:

Dressed stone sea wall and rock armour

Concrete piles of the New Jetty

Stone harbour wall

Stone and concrete paving at Les Echelons

Stone flags and setts on slipway

Tarmac and modern brick paving at La Salerie

Metal and composite pontoon



Buildings and features that contribute to the townscape

5.12. There are many buildings that contribute to the townscape of the Harbours and Marinas. The following make a particularly important contribution:



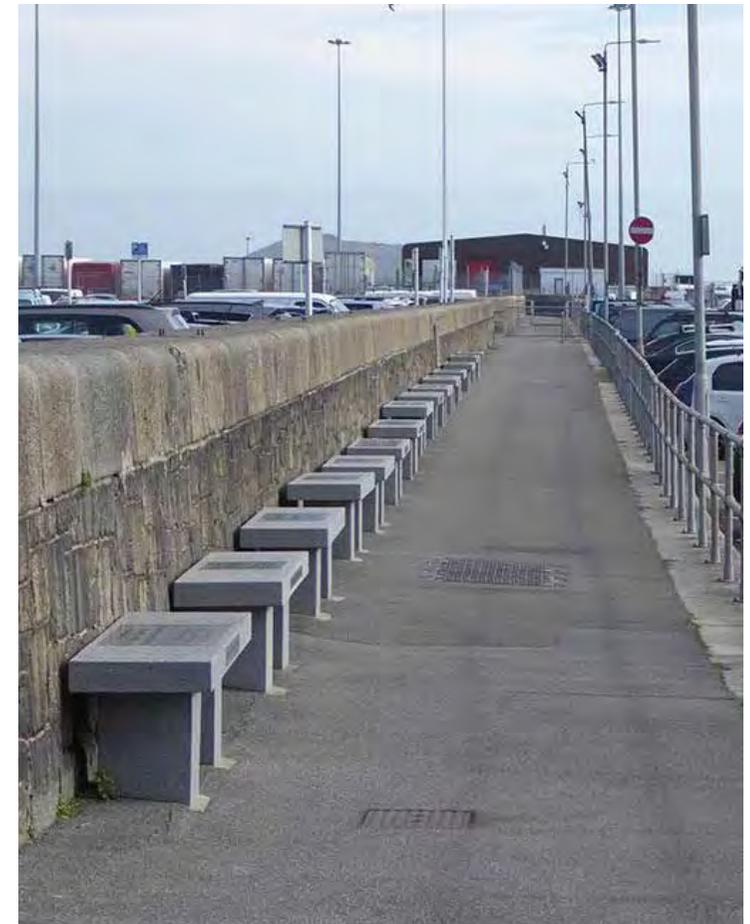
Top: The Model Yacht Pond viewed from Castle Cornet with the Harbour and Hillside Town behind



Bottom: The bridge connecting Castle Cornet and the breakwater to the Castle Emplacement

- Building on the Cambridge Berth – centrally positioned within the Harbour and linked in date, style, function and material to the berth it is built on. The symmetrical northern façade dominates the space to the north
- Slaughterhouse and associated buildings including the fishmongers – prominent and of a Victorian style. Distinctive curved walls and roofs and a good modern refurbishment
- Castle Cornet, a historic castle and a historic centre which dominates views and marks the southern extent of the Harbour
- Castle Emplacement Lighthouse - a prominent feature of high quality and history
- Model Yacht Pond - which brings a large-scale leisure use to the pier, links the pier visually with the water around it and acts as an open space improving views of the Castle

5.13. The sea wall is an important feature protecting the road and buildings from the sea. It is a strong barrier to use and views which influences character. It continues along St George's and Gategny Esplanades, is not present along the Quay or the South Esplanade and then starts again on the Castle Pier. Where it runs alongside the road it separates the road from the view and most notably separates the QEII Marina from Gategny Esplanade, but where it is not present the character of the road and the piers changes and is open both in terms of use and view. Particularly between North Beach and St Julian's Pier the remnants of the sea wall are a reminder of historic development and separate spaces, uses and often quality of construction.



5.14. Also contributing to the character of the Harbours and Marinas are the many features found throughout the Character Area. These include lamps, benches, metal railings, stones, commemorative stones and plaques, crests, drinking fountains and metal arches.

Left: Metal mooring post



Middle: Crane at the White Rock



Right: Remnants of former sea wall at St Julian's Emplacement

Buildings and features that detract from the townscape

5.15. Whilst there are buildings or features that detract from the character of the Conservation Area these may be of benefit to the Island or the area because of their use or the vitality and authenticity which they bring. This is particularly true of fishing areas and the fishing quays.

5.16. Main detractors are: prominent industrial/ utilitarian elements (fencing, sheds, etc.), particularly on the seaward approach to the Island; unsympathetic extensions to historic buildings; barriers formed by the road layout, traffic and parking; the recycling area at La Salerie; the majority of the buildings on the New Jetty and in particular the passenger terminal surrounded by security fencing; cluttered pedestrian areas and buildings that are not accessible for all.



Top right: Car parking and the recycling area at La Salerie

Middle right: Damaged and cluttered surfacing at the North Plantation and the Crown Pier

Bottom left: Security fencing and dilapidated buildings at North Beach

Bottom right: Commemorative stone near the New Jetty, access obstructed by security railings



6. Traffic and Movement

6.1. One of the main functions of the Harbours and Marinas is to facilitate movement of people and goods to and from the Island. It is also the main parking area for Town for both boats and cars and a main route between the north and south of the Island. It includes the Inter-Harbour route. The roads and piers are therefore dominated by, and designed, for traffic.

6.2. Whilst this is of benefit to the Island as a whole and has many positive functions, such as improving accessibility for all, it has arguably the largest effect on the character, quality and use of the Character Area.

6.3. Buildings and structures that pre-date the car are generally designed at a smaller or more human scale with high quality tactile surfaces. However, cars have been a primary design-driver in the 20th century in that the finite areas of the quays and piers have first been set out with roads and car parks and the remaining spaces filled with pavements, cycle paths, planting and amenity spaces which are often wedged in and undersized with problems such as discontinuous pavements. This has resulted in a spine road running between the rest of town and the Harbours and Marinas and this creates a barrier.



Top: North Esplanade, leading south along The Quay

Bottom: Gategny Esplanade, leading south from Salerie Corner to the Weighbridge Roundabout

Part 3. Character Areas: 7. Harbours and Marinas

Clockwise from top left:

Raised walkway at the Castle Emplacement, inviting for a stroll

Welcome seating at the Liberation Monument

Green spaces at the Weighbridge Roundabout: public access compromised by roads

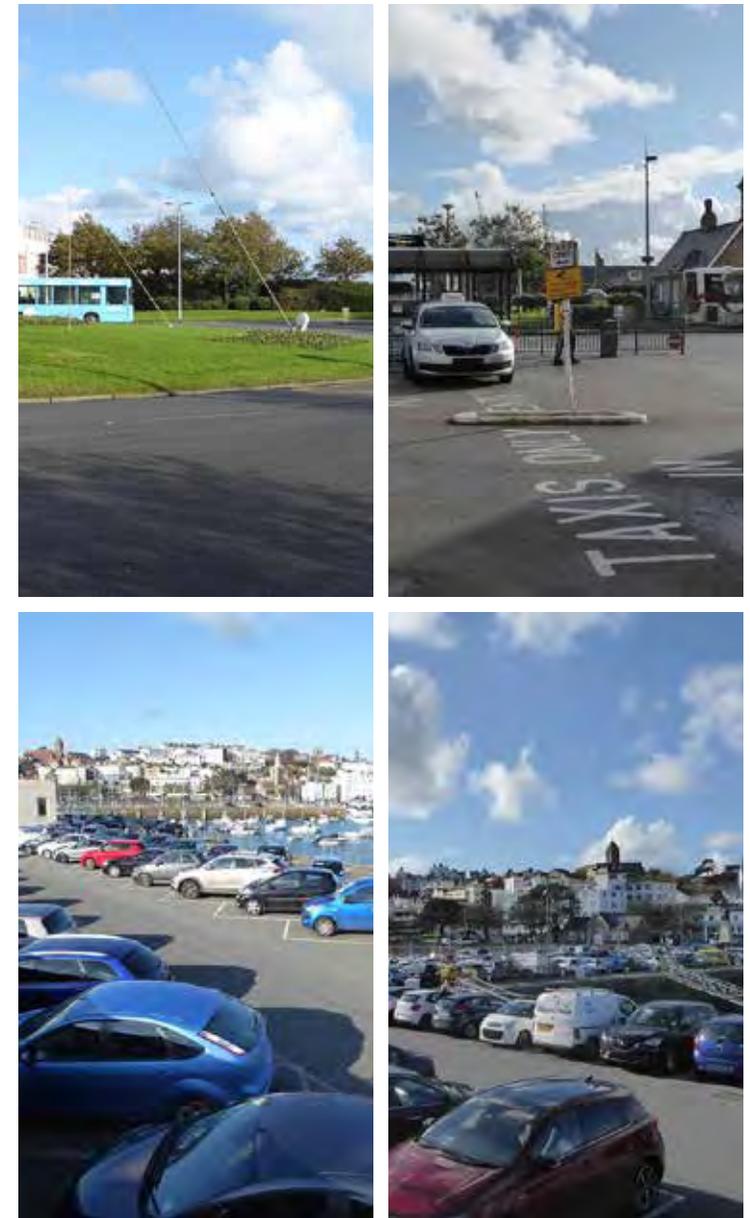
Weighbridge taxi rank, overwhelmed by tarmac and clutter

The Albert Pier, dominated by parked cars

Castle Emplacement, another area taken over by car parking

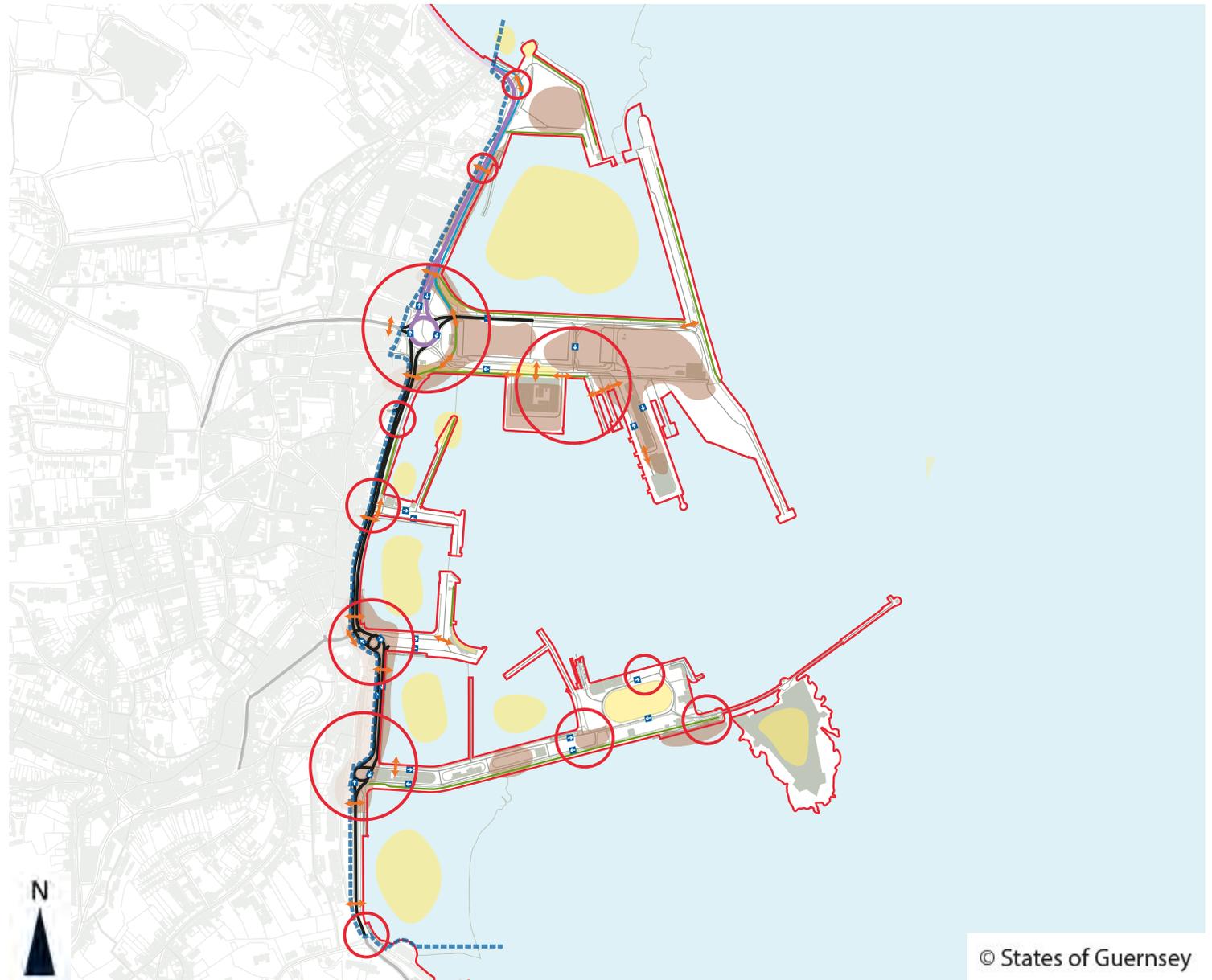
The Petanque courts at North Beach, relatively isolated but a well-used public space

6.4. Whilst the Harbours and Marinas give the largest feeling of openness there are disproportionately few good quality public amenity spaces and the pedestrian can feel vulnerable. Good quality spaces include the petanque courts, the Liberation Monument, the Model Yacht Pond and the raised walkway on the Castle Emplacement.



Movement, quality of spaces and accessibility in the Harbours and Marinas

- The busy road dominates
- Conflicts exist at junctions
- 20th century alterations focus opportunities
- Positive spaces focus around the 19th century areas



7. Strengths, Issues and Opportunities

Please note: this part of the document is subject to change over time due to the effects of alterations and development within and around the Harbours and Marinas

View north across the Model Yacht Pond and Pool towards the New Jetty, with Delancey in the background

7.1. The area has the following strengths and issues which present a number of opportunities.

Strengths

- The 19th century and earlier historic parts of the Harbour are of very high-quality materials and are picturesque
- In places, there is good access to the sea and beaches for amenity uses such as swimming, boating and fishing
- The Marinas are quiet, relaxing and close to nature
- Varied historic buildings and features, with characteristics as evidence of their former uses
- Tidal beaches within the Pool and at the Careening Hard bring nature into the centre of Town
- The leisure use of boats is picturesque
- Trees and planting contribute to character and provide visual relief and focal points in the urban environment. They are important contributors to amenity, providing shade, biodiversity, sustainable drainage, clean air and shielding views of utilitarian areas

- Consistency in use of building and surfacing materials, typically stone
- Wide views towards Town and out to the islands
- The area has a mix of different uses, and hosts a events throughout the year, which makes it vibrant
- Car parking allows access for all and brings vitality and use to Town



Issues

- Dominance of vehicles; conflicts between multiple uses and users creates a barrier between Town and the Harbours and Marinas; pollution and dangers to pedestrians and other road users
- Localised dilapidation, including inappropriate and damaged surfaces and drains causing puddles
- Poor planning of public realm and street furniture leading to clutter, inaccessibility, dilapidation of street furniture and inclusion of utilitarian features, such as flood lighting, recycling areas, bicycle storage and electricity cabinets; effect on seaward approach
- Areas that are not accessible to all, such as raised walkways along the sides of piers. Historic features, such as steps, thresholds and uneven stone paving, are an important part of character, but present challenges to making the area accessible to people of all ages and abilities
- Poor planning of pedestrian and cycle routes making them cramped and discontinuous
- There are few good quality open spaces, in particular amenity green spaces, which can be used for informal meeting and chatting
- Incremental felling of non-protected trees

View south eastward of Castle Cornet and the Passenger Terminal through utilitarian security fencing, porta-cabins and traffic at St Julian's Emplacement



Opportunities

- Re-evaluation of the traffic and transport system, including the road systems and car parking areas, could be key to unlocking the potential of Town and the Harbours and Marinas
- Increased parking in focused areas could give a more definite destination and so limit traffic movements whilst allowing for improvements to pedestrian routes from those areas
- Wider pavements allowing al-fresco dining and better pedestrian movement, including provision of level access to raised walkways
- A comprehensive assessment of the area would facilitate understanding of how best to improve accessibility whilst ensuring that alterations are sympathetic to the historic environment
- Focused and larger areas of accessible space and planting provide amenity, increase biodiversity, shield utilitarian features, provide greater visual amenity value and pleasant pedestrian routes
- Make the most of views out of and across the Harbours and Marinas; enhance views of industrial areas on the seaward approach to St Peter Port

- Identify and resolve any pollution problems to enhance the amenity value of beaches and the sea
- Utilitarian areas provide a poor public environment and buildings can be of low quality. Such areas could be a focus for redevelopment or alternative uses, grouping commercial areas together, away from publicly accessible places
- Ensure that redevelopment respects the high quality historic features (buildings, materials, surfacing, railings, etc.) of the Harbours and Marinas and their surroundings whilst improving accessibility and safety for all



View southward along The Quay: an opportunity exists to unite Town with the Harbours and Marinas through changes to traffic management

- Mitigation of climate change, prioritising use of means sympathetic to the character of the area, to protect buildings and infrastructure from over-topping events that might result in flooding
- Opportunity to improve the setting of and access to Castle Cornet. Consideration of this important feature must be made at the outset of redevelopment designs
- Improve access for swimming and fishing at key points, e.g. through creation of level areas and openings through sea walls and on to rocks. Repair of the New Havelet Slipway is an opportunity
- Improved access and facilities around the Marinas would allow access to these special places and enable the wider public to enjoy the peaceful character



View westward over The Pool towards the Hillside Town