

## Identifying Main Centre Boundaries

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# 1 Introduction

## 1.1 Background

- 1.1.1 This report has been prepared to inform the review of the Island's Development Plans under the provisions of The Land Planning and Development (Guernsey) Law, 2005.
- 1.1.2 Guernsey has two Main Centres: Town, the commercial core of St Peter Port; and the Bridge, which traverses the boundary of the Vale and St Sampson's and acts as the Island's second centre.
- 1.1.3 The purpose of the current exercise is the identification of the spatial extent of the Main Centre Inner Boundary and the Main Centre Outer Areas to enable differentiation between areas where particular development types might be acceptable.
- 1.1.4 This is important in facilitating the interpretation of policies of the new Island Development Plan and to prevent inappropriate development beyond the Main Centres which might detract from the viability of Town and the Bridge.
- 1.1.5 The boundaries identified must take into account the location of development which may be permitted as a result of the designations in order to meet the requirements of the Strategic Land Use Plan and the Spatial Strategy which it contains.

## 1.2 Policy context

### Strategic Land Use Plan

- 1.2.1 Approved by the States in 2011, the Strategic Land Use Plan (SLUP) sets an overarching spatial strategy for Guernsey and provides guidance and direction to the Environment Department in preparing the new Island Development Plan.
- 1.2.2 The Spatial Strategy concentrates development "*within and around the edges of the urban centres of St Peter Port [Town] and St Sampson/Vale [the Bridge] with some limited development within and around the edges of the other main parish or local centres to enable community growth and the reinforcement of sustainable centres*".
- 1.2.3 In accordance with the Spatial Strategy, identification is required through the Development Plan preparation process of a hierarchical structure of Main and Local Centres.
- 1.2.4 Town and the Bridge are both focal points for a range of community, commercial and leisure activities and each faces pressures and opportunities which must be managed and harnessed for the wider benefit of the Island. It is stressed that development beyond the Main Centres must not dilute or detract from their role as attractive and viable commercial, leisure and residential areas. Competition between the two Main Centres must not damage their viability.

- 1.2.5 The SLUP seeks to maintain Town and the Bridge as the Island's main economic centres through providing appropriately for the needs of modern commercial and industrial operations, assessing (and possibly redefining) the retail cores whilst focussing these uses within the Main Centres, accommodating the majority of the office sector, ensuring accessibility and adopting a flexible approach to the control of uses, requiring high standards of design.
- 1.2.6 The majority of housing provision will be made within and around the Main Centres, supported by limited development within and around the Local Centres. Housing in and around Main Centres promotes sustainability through access to facilities and services. The SLUP seeks to accommodate a wide range of housing types, encouraging regeneration of run-down areas and provision of a mix of support services.
- 1.2.7 Town and the Bridge will be maintained as attractive places to spend leisure time by enabling development appropriate to the historic character but which accommodates modern leisure and recreation expectations. Particular reference is made within the SLUP to the potential role of the harbour areas in this regard.
- 1.2.8 General requirements cross each of the areas of employment, housing and leisure accommodation: reuse/conversion of vacant and, in the case of housing, underused upper floors; traffic, cyclist, pedestrian and public transport access management, and; appropriate utilisation and management of the public realm.
- 1.2.9 Public and private partnerships are advocated in delivery of support projects for Town and the Bridge, requiring the production of appropriate guidance to identify development opportunities for social, environmental and economic enhancement to the greater overall good.
- 1.2.10 As outlined, the SLUP serves to concentrate the majority of development 'within and around' the Main Centres, permitting mixed use development 'within' and more carefully controlling development 'around' so as to not detract from the viability of the inner areas.

### **1.3 Approach**

- 1.3.1 Identification of the spatial extent of the Main Centres Inner Boundaries and Main Centre Outer Areas is required: the Inner Boundary (the 'within'), where mixed development would be permitted, and the Main Centre Outer Area (the 'around') where development would be more carefully controlled so as to not detract from the viability of the inner.
- 1.3.2 In identification of the spatial extent of the Inner Boundary and Outer Area for each Main Centre a set of criteria was used that is similar to the approach used to identify Local Centre boundaries. These criteria were essential in achieving consistency within and between the Centres, avoiding inclusion of elements in one location which might have been excluded elsewhere. Criteria were also of use in ensuring that all aspects of what constitutes a Main Centre are covered in identifying its extent.
- 1.3.3 The criteria used are set out in Appendix A.

- 1.3.4 It was considered most appropriate to identify the Main Centre Outer Areas in the first instance in order to assess the proposed full extent of the Main Centres. In undertaking this work it was established that this boundary was in fact the point at which one had the sense of approaching a place.
- 1.3.5 The same established criteria were used in identification of the Inner Boundaries but were more finely applied in this instance where the boundaries were determined by looking in greater detail at the sense of having arrived in the Main Centre including the start of the 'approach' into and the point of 'arrival'.
- 1.3.6 A desktop survey was undertaken to establish the potential boundaries using aerial photographs. This contributed to understanding of the existing patterns of development and the relative positions of developed and undeveloped land, also giving an impression of changes in land level.
- 1.3.7 Site visits were then undertaken to reinforce the desktop survey. Through visiting Town and the Bridge it was possible to gauge the effects on the ground of the physical, social and environmental factors which are key in identification of boundary lines. Using the established criteria, the Main Centres were investigated on foot and by car, paying particular attention to those areas which raised questions through the desktop survey. Changes in level and the scale and grain of development were amongst the determiners of the location of gateways and whether or not particular land parcels should be included or excluded.
- 1.3.8 Previous work towards a characterisation study of the Bridge was of use in considering the location of gateways to that Main Centre.
- 1.3.9 As drawn, the boundaries generally follow property boundaries and defined physical barriers. Every attempt has been made to avoid cutting across pieces of land where no physical barrier is present. Where this does occur, it is intended that the boundary stretches between two physical points. This is in order to enable identification of the boundary on the ground.
- 1.3.10 The findings of this exercise, which include a description of the extent of the Island's Main Centres and justification for the boundaries identified, are set out in the following sections.

## **2 Town (St Peter Port)**

### **2.1 Inner Boundary**

- 2.1.1 The inner area of Town covers an area of 113Ha (690v). It is centred on activity around the High Street where the Island's main commercial area is located. Mixed uses, including shops and offices, climb the hill from the sea front and wind up the western and southern valleys, buildings becoming increasingly residential in use as one travels further out.

- 2.1.2 The Inner Boundary of Town includes the piers and jetties and extends, taking the High Street as a centre point, approximately 950m west to Les Gravees, 820m north to La Salerie, 1,000m south west to Ruelle Braye and 600m south to La Vallette.
- 2.1.3 From La Salerie the boundary runs south westward along Paris Street and Les Cotils to the Blue Mountains, skirting the hillside and excluding larger open spaces and prominent buildings perched on higher ground. Candie Gardens, Candie Cemetery and the Town Arsenal are included before the designation continues to encompass buildings on both sides of Brock Road and the northern part of Queen's Road.
- 2.1.4 The boundary then turns eastward taking in Les Petites Fontaines, Valnord and Mount Durand. It follows development within the valleys in the southern part of the designation, including La Charroterie, and continues eastward to encompass Hauteville and the lower northern part of Havelet.

## 2.2 Justification

- 2.2.1 Gateways are identified on each of the major access roads: on Salerie Corner, at the top of the Grange, on Queen's Road, Mount Durand and at the bottom of Ruelle Braye. Further gateways are present at the top of Hauteville, on Havelet and at the bottom of Le Val des Terres. Each of these sits on, or in close proximity to, the Inner Boundary, often where changes occur in the pattern of development, or where views open up. Additional gateways are recognised within the designation, again where the sense of enclosure alters.
- 2.2.2 Justification for the route of the Inner Boundary of Town is as follows:
- La Salerie is included for its relationship with Town and its role as an approach; The line of the boundary in this location follows the existing UAP Central Area designation;
  - Elevated land at Les Cotils, Beauregard Lane and Les Vauxlaurens provides a backdrop to Town, backing on to the open, leafy spaces of Cambridge Park which serves Town and the major destination points of Beau Sejour and Les Cotils Centre. There is a clear change in level strengthened by a change in enclosure provided by walls and buildings which dictates the position of the boundary;
  - The Arsenal is included for its use and historic relationship with adjacent structures and spaces which link with Town;
  - Brock Road sits on the edge of the plateau above, and provides a key vehicular route around, Town. From this point the impression is that movement toward the east is towards, and to the west is travelling away from, Town. Dense terraces of dwellings are typical here, and the area feels very urban, despite being close to the edge of the Inner Boundary;
  - A gateway is formed where one exits leafy Queen's Road and Les Gravees and reaches the junction which marks the top of Town. The boundary is

proposed to be at the point at which views of the junction are obtained and where there are changes in the grain of development;

- Victoria Road is an urban residential street with a small cluster of businesses at the bottom of the hill. The road is relatively straight, running up toward the top of Town but still has the feel of being within the Inner Boundary and connected to the new town to the east;
- The grain of development and sense of enclosure downward from the top of the sloped part of Mount Durand, strengthened by the advent of more dense development and buildings which front directly on to the road denote the edge of the Inner Boundary of Town;
- A transition from a leafy, green feel to more dense built form occurs on Prince Albert Road where the road winds downward, then straightening out, buildings begin and a view opens up of more dense development on La Charroterie;
- The wall on the western side of Ruelle Braye is key in identification of the Inner Boundary which occurs where views of development open up and there is a transition between the open and enclosed parts of the valley;
- Higher land above the southern valleys (Victoria Road, Mount Durand and La Charroterie) is identified as outside the Inner Boundary due to changes in level, topographical steepness of edges and scale of land parcels – that land is much more open;
- The boundary includes the square at the top of Hauteville, a gateway being identified where George Road and Les Vardes, flanked by high stone walls, wind upward and out of view towards suburban residential development on the plateau;
- Views of the Castle and sea open up on rounding the bend at the bottom of Havelet. At this point there is a rapid change between leafy enclosure and buildings which provides a gateway;
- There is a notable relationship between the café at the entrance to La Vallette and South Esplanade due to orientation and views between the two. The café acts as a stop to development and is a suitable point at which the designation should end.

## **2.3 Main Centre Outer Area**

- 2.3.1 Predominantly residential outskirts stand beyond the Inner Boundary of Town, with occasional clusters of mixed development occurring in places. The Main Centre Outer Area spreads across the plateau above the valleys to the south and west, and continues northward on to low-lying coastal land covering an area of 301Ha (1,837v).
- 2.3.2 The Main Centre Outer Area of Town extends, taking the High Street as a centre point (as for the Inner Boundary), approximately 1,640m west to Waitrose, Rohais,

1,830m north to the Marais Rise, Les Banques, 1,815m south west to the junction of the Steam Mill Lane with Les Frieteaux, 1,170m south west to Colborne Road and 1,195m south east to Clarence Battery, La Vallette.

- 2.3.3 From Marais Rise the boundary runs westward to enclose development on the northern side of Le Grand Bouet, Pitronnerie Road and La Vrangue. It continues to the north west of development on La Neuve Rue and to the west of development on Collings Road to encompass the Waitrose store on the Rohais.
- 2.3.4 The northern part of Le Foulon is included. The boundary then turns eastward to run along the southern edge of development on Clos Du Foulon, and encloses the Badminton Association premises, and southern edge of development on Rohais.
- 2.3.5 The boundary then turns southward along York Avenue to run along the western edge of development on the eastern part of Route Isabelle, Les Croutes, King's Road and Ville au Roi. The boundary encloses development around the gateway identified at Les Frieteaux before continuing eastward down Ruelle Braye and up Colborne Road. The boundary encloses development on George Road and Havelet. The designation includes the strip of land which runs along the cliffs for the length of La Vallette as far as, and including, Clarence Battery.
- 2.3.6 When compared to the Inner Boundary of Town, it can be seen that there is a large area of land included within the northern part of the Main Centre Outer Area. This progressively diminishes toward the west and south and is a consequence of topographical constraints and the historic pattern of development which resulted. Land to the north is flatter and a degree of urban sprawl has occurred in this location. Conversely, development was more contained within the valleys to the south.

## **2.4 Justification**

- 2.4.1 Gateways to the Main Centre Outer Area are identified on each of the major approach roads: on Les Banques, Pitronnerie Road, La Ramee, the Rohais and Mount Row, at the Ville au Roi roundabout and at the bottom of Ruelle Braye, Colborne Road and Le Val des Terres. Further gateways are present on more minor approach roads at Les Ozouets, Route Isabelle and Rue a l'Or. As with the Inner Boundary, many sit at the edge of the designation, frequently where changes occur in development pattern and views.
- 2.4.2 Justification for the route of the Main Centre Outer Area boundary of Town is as follows:
  - Enclosure formed by buildings to the west of Les Banques and by the sea wall to the east marks the start of the Main Centre Outer Area, alongside a cluster of uses including a public house and bus garages;
  - A clear line exists between development and open land adjacent to Le Grand Bouet, Pitronnerie Road and La Vrangue. Much of the latter is of nature conservation importance, and this is considered to denote a suitable northern limit to the Outer Boundary. Any further development in this area is likely to be accessed from the south, from within the Outer Boundary;

- The boundary incorporates land that has been identified for designation as a housing allocation site following the direction given to the Environment Department to undertake a review of strategic reserves of housing land.
- A clear line exists between development and open land between Route De La Ramee and Rohais. The majority is residential but an elongated cluster of businesses and community uses is present along the Rohais. This area is included for its role as an approach to Town and due to the strong gateway;
- Clear gateways exist at each end of Route Isabelle between open valley sides where greenery increases giving the impression of a more rural environment and having passed the Outer Boundary;
- There is a distinct edge to development to the south and west of King's Road and Mount Row, supported by a gateway from Le Vauquiedor where views of terraced dwellings open up giving the impression of approaching Town;
- The Ville au Roi constitutes a swathe of developed land, slightly divorced from Town by changes in level and some larger, open properties. However, it still feels part of Town through proximity and grain of the built form, hence its inclusion within the designation;
- As one approaches the bottom of Le Val des Terres the road straightens and views are obtained of South Esplanade. Steps to La Vallette commence and stone roadside walls act as a gateway;
- La Vallette and the cliffs above are included due to the relationship of the bathing pools and nearby uses, such as parking and recreation to Town, and for the potential of the area to be improved. The summit of the sharp change in levels marks this part of the boundary.
- From Route des Coutanchez south and then east to La Vallette, the extent of the Main Centre Outer Area designation follows closely that of the southern boundary of the current Urban Area Plan with minor changes where this is considered important for inclusion of development on the south side of Ruelle Braye, Havelet and to the west on the Oberlands. A strong definition exists between developed and undeveloped land around this boundary as a legacy of the longstanding boundary of the urban area;

2.4.3 The extent of the Inner Boundary and Main Centre Outer Area of Town can be seen on the attached map.

### **3 The Bridge (St Sampson's/Vale)**

#### **3.1 Inner Boundary**

3.1.1 The area within the Inner Boundary of the Bridge, Guernsey's second Main Centre, covers an area of 42.5Ha (259v). St Sampson's Harbour is the focus of activity in

the area. Shops, offices and other commercial uses line the waterfront with primarily residential premises extending inland to north, south and west. There are industrial uses in close proximity and these bear a strong relationship to the working port.

- 3.1.2 The Inner Boundary of the Bridge includes Abraham's Bosum, Le Crocq and a large proportion of the quays. Taking the parish boundary on the Bridge frontage as a centre point, the Bridge Inner Boundary stands approximately 375m north at Route des Coutures, 740m south at Courtil Leonie, Les Grandes Maisons Road, 500m east at Les Monmains and 460m west at the far end of Grosse Hougue Terrace, Saltpans Road.
- 3.1.3 From Les Monmains, the boundary runs west taking in development on Longree and Trafalgar Road. It then turns northward to encompass Lowlands Industrial Estate and the Vale Garage. Smaller scale properties are included on Vale Avenue, Route de Braye, Lowlands Road and Nocq Road.
- 3.1.4 Development on the north part of the Round Chimney is incorporated, the designation then extending southward along the lower reaches of the Delancey hougue. Predominantly residential properties on Les Grandes Maisons Road and Church Road are included, the boundary culminating on the quay to the north east of St Sampson's Church.

## **3.2 Justification**

- 3.2.1 As is the case with Town, gateways are identified on each of the major access roads: on North Quay, Vale Avenue, Nocq Road, Les Grandes Maisons Road and South Side. Further gateways are present on Brock Road, Mont Morin and New Road. The majority are located at the edge of the designation, often where changes occur in the pattern of development, where there is a transition between development and the countryside, or where views open up as one passes the Inner Boundary. Additional gateways are recognised within the designation, again where the sense of enclosure alters.
- 3.2.2 Justification for the route of the Inner Boundary of the Bridge is as follows:
  - A finer grain of development commences at the cluster of dwellings at Longree, as opposed to larger scale industrial buildings and yards to the north and east, lending a more domestic scale, more akin to elsewhere on the Bridge. For the same reasons of scale, large structures on North Quay are excluded from the designation although uses which provide key links with the harbour are included;
  - Views of the Bridge frontage, available on the approach along Vale Avenue, are glimpsed as the high point of that road is passed, then opening out. Business premises in this area are also included;
  - Buildings on Braye Road and Lowlands Road are domestic in scale but the grain is quite fine giving a built-up effect and a clear feel of its relationship with the Bridge with a definite change in development pattern to the west;

- Simple links are available between the Round Chimney and the Bridge via a choice of routes. Again, there is a change in land use and development to the west forms a distinct boundary to the designation;
- Both Brock Road and Mont Morin display residential areas, climbing the hill towards open land yet with easy links to the services within the Inner Boundary. The boundaries in these locations are identified where there are changes in land use and land level;
- Development included within the designation extends along Les Grandes Maisons Road as far as an area of green open space, at which point the development pattern changes and buildings stand in closer proximity to the road. This excludes the doctors surgery as that is set at a lower level and is of a different scale;
- Longue Hougue Quarry makes a break in development on the southern side of Church Road, backing on to industrial sites on Bulwer Avenue. Inclusion of the church is appropriate given its social links with the Bridge.

### **3.3 Main Centre Outer Area**

- 3.3.1 To the north and south west of the Bridge, the outskirts are mainly residential, interspersed by open green spaces, often in the form of fields. Industrial uses predominate to the east, on both sides of the harbour, and land within and allocated for that use extends to the west. The Main Centre Outer Area of the Bridge is contained beneath an area of higher land to the north but spreads south and west across lower lying land enclosing Delancey Park, a further open green space. This designation covers an area of 179Ha (1,092v).
- 3.3.2 The outer boundary of the Bridge includes the remaining piers and jetties, including North Pier and the South Commercial Quay. It extends, taking the parish boundary on the Bridge frontage as a centre point (as for the Inner Boundary), approximately 600m north to Tertre Lane, 1,050m west to Route Militaire, 1,410m south west to the Saffrey Champness Offices on Les Banques, 970m south east to the far edge of the Longue Hougue reclamation site and 720m east to, but not including, the Vale Castle.
- 3.3.3 Industrial uses to the north east of St Sampson's Harbour are included within the designation, the boundary running between these and the Vale Castle then turning westward to exclude woodland to the north. Development on the northern side of Le Maresquet, Summerfield Road and La Route du Braye is encompassed before the boundary turns south beyond Braye Road Industrial Estate.
- 3.3.4 Route Militaire forms the boundary until it reaches St Clair Hill where it veers westward and continues to the south to Le Murier. The north eastern part of Belgrave Vinery is included along with development at the Halfway. The boundary then returns to St Sampson's Harbour along the coast, including the reclamation area at Longue Hougue.
- 3.3.5 When compared to the Inner Boundary of the Bridge, it can be seen that there is a large area of land included within the western parts of the outer area. This progressively diminishes toward the north and south and is a consequence of

topographical constraints and the historic pattern of development which resulted. Land to the west is flatter and a degree of urban sprawl has occurred in this location whereas development was more contained by the hougues to north and south.

### **3.4 Justification**

3.4.1 Gateways to the Main Centre Outer Area are identified on each of the major approach roads: on Castle Road, Les Jucqueurs Road, La Route du Braye, Les Banques and Bulwer Avenue. Further gateways are present on more minor approach roads at Rue des Barras, Route des Coutures, Rue du Tertre, Sohier Road and Le Murier. A significant majority sit at the edge of the designation, frequently where changes occur in development pattern and views.

3.4.2 Justification for the route of the Main Centre Outer Area boundary of the Bridge is as follows:

- The Vale Castle forms a backdrop to development and a green barrier at the edge of the settlement marking a clear boundary to the designation. A definite boundary is present, enclosing adjacent employment land;
- Rue des Barras leads from Summerfield Road, buildings petering out before the lane becomes more narrow, winding and leafy. A definite change in development pattern is notable on Summerfield Road/Les Jucqueurs Road where a row of bungalows ends and open land begins. Both locations demonstrate clear gateways with a rural swathe of land to the north, to the rear of buildings which face the highway;
- A strong definition exists between developed and undeveloped land to the north of the Bridge. This is a legacy of the longstanding boundary of the urban area and has been followed, albeit with minor changes, in this designation;
- Saltpans Industrial Area is included within the designation as there is an existing commitment for the development of a high technology data park and the consequently change in character and feel of this area that such development would bring.
- The western boundary of the Main Centre Outer Area takes the junctions at Halfway and Route du Braye / Route Militaire as defining the south and north western extents of the settlement. The boundary has then been defined through analysis of the land between these points and how development here relates to the Main Centre. The primary access to Saltpans Industrial Area is via Route Militaire and so properties on the eastern side of that highway are included. Further south at St Clair Hill, Le Murier and Halfway there is a definite change in land use (with a greater mix of uses) and density of development giving the area an urban feel, and also a change in level. At St Clair Hill, buildings to the west of Route St Claire make a cluster approaching Le Murier and all are included for their relationship with development, including future development, to the south and east and the presence of the St Sampson's Douzaine Room on Le Murier. Phases 2 and 3 of the Belgrave Vinery strategic reserve of housing land are included to

the west of Vale Road, as this land has been identified for designation as a housing allocation site following the direction given to the Environment Department to undertake a review of strategic reserves of housing land. Phase 1 was not included because this area lies more distant from the services of the Main Centre, was not required to meet housing supply targets and in the context of the existing supply of land within the Main Centres, would at this time represent a significant extension of the St Sampson/Vale Main Centre onto Greenfield Land. This development will increase the urban feel of the Le Murier area. Vale Road is a built up, town-like road with a dense pattern of chiefly residential development on both sides. This also makes the corner on to Les Banques where there is a small cluster of businesses at the Halfway junction. Open land backs onto development at this part of the boundary;

- Land along Les Bas Courtils Road is included for the grain of development and its relationship with Delancey Park, despite the notable change in levels;
- Employment uses, sheltered housing and a doctors surgery on Bulwer Avenue and Les Grandes Maisons Road, plus the pattern of development in the locality and the existing relationships between these uses and buildings promote inclusion within the designation;
- Longue Hougue reclamation area, as a result of its industrial uses and the relationship with similar uses to the north and the key role it can play in the operation of the harbour, is included.

3.4.3 The extent of the Inner Boundary and Main Centre Outer Area of the Bridge can be seen on the attached map.

## 4 Conclusion

4.1.1 The SLUP requires identification through the Development Plan preparation process of a hierarchical structure of Main and Local Centres. This, along with the spatial planning framework, dictates that the majority of development will take place within and around the Main Centres.

4.1.2 Maps of each of the Main Centre Inner Boundaries and Main Centre Outer Areas are appended to this report (Appendix B).

4.1.3 In size, the areas within the Inner Boundaries and Main Centre Outer Areas vary. Town is the larger of the two, the overall area measuring approximately twice that covered by the Bridge and the area within the Inner Boundary being almost three times the size. This reflects the relative roles of the two, Town accommodating the Island's chief office and retail uses and the Bridge remaining more of a working port and supporting a significant proportion of Guernsey's industrial enterprises.

4.1.4 Each Main Centre will provide development opportunities which, in accordance with the Spatial Strategy, are not able to be accommodated elsewhere in the Island. The distribution of development must be carefully considered in order to

ensure that viability is not detracted from and that a healthy level of competition is maintained between the two.

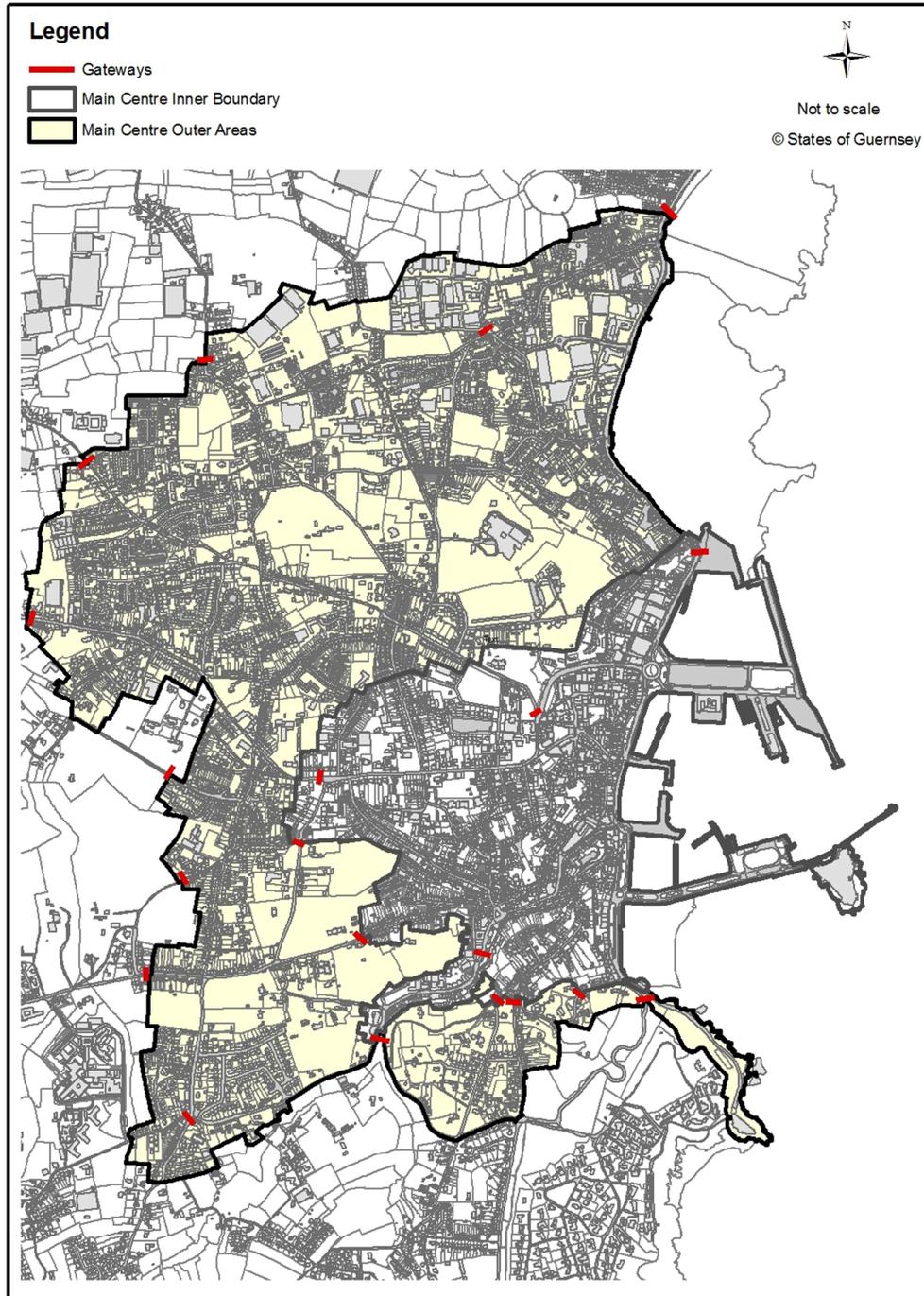
- 4.1.5 Designation of Inner Boundaries and Main Centre Outer Areas should enable the focussing of more dense development within the Inner Boundaries where a mix of uses to support living, working and spending leisure time can be complemented by more sensitive development in the Main Centre Outer Areas of Town and the Bridge.

## 5 Appendices

### Appendix A: Criteria used in identification of Main Centre boundaries

Physical	Buildings	Density and scale of development Orientation and relationship with the road Design Use
	Linkages/connectivity	Width Bends Footpaths & green lanes
	Topography	Changes in level Steepness of incline
	Distance	Walking (840m)
	Barriers	Impression of including development within the Centre Impression of excluding development from the Centre
Social	Mix of uses	Residential Commercial Community Services
	Users	Level of activity Traffic vs. pedestrians
	Signage	Business/other use Speed limits Directional
	Linkages/connectivity	Bus stops Taxi ranks Cycle parks Car parking
Environmental	Spaces	Type (civic, open, habitat) Extent Location (relationship with development)
	Views	Of open spaces Of buildings From between buildings From across open spaces
	Feel	Rural vs. urban Intangibles (smells, sounds)

**Appendix B:**  
**Main Centre boundaries – St Peter Port**



## Main Centre boundaries – The Bridge

