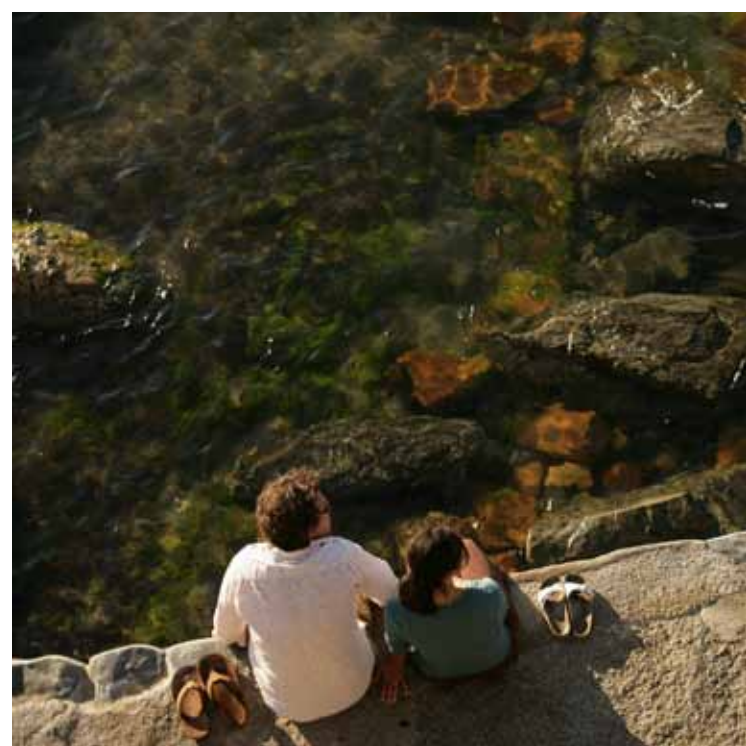




**Vision**

ST PETER PORT  
THE BRIDGE &  
ST SAMPSON'S HARBOUR



# PREFACE

## **VISION FOR ST PETER PORT, THE BRIDGE AND ST SAMPSON'S HARBOUR**

*St Peter Port and St Sampson's Harbours are the historic gateways to and from Guernsey and were central to the development of the Island as an important trading and maritime community.*

*The Towns that developed over the centuries in the hinterland of each harbour are inseparable from the harbours and remain the urban focus of Guernsey forming the core of Guernsey's identity.*

*The Vision for St Peter Port, the Bridge and St Sampson's Harbour looks forward into the 21<sup>st</sup> century mapping out a possible future for each area to create a cohesive vision to conserve, enhance and develop the towns and harbours to best benefit the community of Guernsey.*

*The Visioning programme has started with community consultation and involvement in order to understand the views of the many representative local groups and to describe how Islanders see the future of Guernsey's centres over the next two decades.*

*A Vision Team was formed in 2012, with the help and guidance of the Environment Department, and is comprised of the Constables of St Peter Port, St Sampson's and the Vale, The Town Centre Partnership and the Chamber of Commerce and is supported by States Departments engaged with the future planning of the Island. The first section of this Vision explains how the process has been undertaken and how the community worked together to form the foundations of our plan for the future.*

*The Vision Team has developed five themes for each town centre which include the consideration of the economic drivers of Town, the unification of harbours and town centres, the creation of new housing opportunities, the celebration of and working with our built heritage, the improvement of vehicle, cycle and pedestrian movement and the improvement of the public realm.*

*The Vision Team invites the community of Guernsey to embrace the future of our town centres and harbours by both celebrating our built heritage and most importantly by working together to create the best possible future outcomes for the Island.*

***"All the forces in the world are not so powerful as an idea whose time has come."***  
**Victor Hugo**

*David Falla*  
**CHAIRMAN - VISION TEAM**





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*“The important pedestrian junction of Smith Street and the High Street is unattractive with tarmac surfaces and no seating.”*

*“There is a great opportunity to revive and make better use of the memorial gardens in St Julian’s Avenue.”*

*“The taxi rank area at the bottom of St Julian’s Avenue and the Lower Pollet should be seen as the gateway to St Peter Port’s retail area and the height and presence of buildings in this area should be increased to anchor and mark this important location.”*



*This Vision has been informed by information and ideas provided by the following people:*

- Officers of the Environment Department: *Forward Planning*
- Officers of the Environment Department: *Traffic*
- Officers of the Environment Department: *Conservation & Design*
- Town Centre Partnership
- Living Streets
- Disabilities & Equalities Officer
- St Peter Port Douzaine
- Vale Douzaine
- St Sampson’s Douzaine
- Quayside
- Bridge Traders
- Guernsey Disability Alliance
- Chamber of Commerce: *Hospitality & Catering*
- Church on the Rock
- Officers of the Commerce & Employment: *Tourism*
- Officers of the Policy Council
- Churches Together
- Holy Trinity Church
- Methodist Church
- Harbour Authority
- Officers of the Public Services Department
- Island Coachways
- Chamber of Commerce: *Young Business Group*
- HCT Group
- Officers of the Culture & Leisure Department

*“High Street deliveries and rubbish collection should be managed earlier in the day to avoid congestion and restrictions for pedestrians.”*

*“The Vennels connecting The High Street and the Quay are dark and dirty in places - there is a great opportunity to provide lighting, better signs and make the steps into attractive routes.”*

# BACKGROUND TO THE VISION

In November 2011 the States approved its Strategic Land Use Plan (SLUP). This plan sets the broad direction for the Environment Department in reviewing the Island's Development Plan and requires a co-ordinated approach to development in Town and on the Bridge to make sure that the vitality and viability of these main centres is retained and enhanced in the future.

In response, the Environment Department initiated the establishment of a Visioning Team to prepare and coordinate the delivery of a Vision. The Visioning Team is a group of volunteers representing a cross section of Town and Bridge users including business, residents, tourism, policy makers, cultural aspects and leisure. The remit of this group is to prepare the Visions and promote them, identify the projects and programmes that will deliver the Visions and coordinate action.

## Preparation of the Vision

It is important to the Vision Team that the Vision is informed by up to date information and by the opinions and experiences of a wide range of people.

To achieve this aim the Visioning Team hosted a Visioning Workshop on Tuesday 26th June 2012 at Holy Trinity Church, Trinity Square, St Peter Port.

The event brought together people representing all the main users of Town and The Bridge to review in a coordinated way what we knew about both places, identify the best elements, what we all like and cherish about them, and what opportunities there are for improvement.

The participants undertook a visioning exercise in groups to create their own vision for either St Peter Port or The Bridge that focused on the overall look, feel and function of the place and to use images from Guernsey and across Europe to represent particular ideas or concepts.

The Vision set out in this document represents a consolidation, refinement and development of the information, discussion, opinion and ideas aired on that day.

The intention is for this Vision to gain momentum, support and endorsement and spur people into action through individual's belief in its aspirations and a genuine desire to improve the places in which they live and work and a willingness to work together with like-minded people to make it happen.

The Environment Department has committed to taking into account the land use aspects of the Vision in the Island Development Plan, which will give it a strong footing in policy from which its influence can grow.

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### Visioning Team Members:

<b>Chairman</b>	<b>David Falla,</b> <b>Town Centre Partnership</b>
<b>Vice Chairman</b>	<b>Noel Duquemin,</b> <b>Dean of the Vale</b>
<b>Barry Cash</b>	<b>St Peter Port Constable/ Chamber of Commerce</b>
<b>David Cherry</b>	<b>Town Centre Partnership</b>
<b>Dennis Le Moignan</b>	<b>St Peter Port Constable</b>
<b>Martin Search</b>	<b>Ray &amp; Scott</b>
<b>Paul le Pelley</b>	<b>St Sampson's Constable</b>

Facilitated by:  
Environment Department  
(Conservation & Design, Traffic, Forward Planning)  
Policy Council  
Culture and Leisure Department  
Commerce and Employment



# FOUNDATIONS OF THE VISIONS

## **Environmentally conscious**

The careful use of resources at every level: choosing brownfield land over greenfield; designing walkable mixed use neighbourhoods; efficient design and construction of buildings; using sustainable materials; planning for electric vehicles; providing cycle parking and utilising solar powered lighting on street signs.

## **High quality and built to last**

High quality design needs to be hard-wired into projects from their conception through to completion and ongoing maintenance. But Guernsey is a working place, not a gallery, and good design should not be divorced from function.

## **Coordinated action – I will if you will**

The Vision needs the budget holders in the public, private and voluntary sectors to work together in order to be delivered. The Island's resources should be used wisely, bringing organisations together can create bigger budgets, greater efficiencies and mostly importantly better outcomes on the ground.

## **Big projects shouldn't hold up small projects**

This Vision does involve some major developments which may take years to get designed, funded and delivered. The advantage of having a vision is that smaller projects that contribute to the overall picture can happen around them. Temporary uses could also be considered to prevent the stagnation of sites.

## **Adaptable to change**

Some of our historic buildings are hundreds of years old and have seen many types of occupiers. Georgian town houses are high density yet have been used as single family homes, divided into apartments, used as offices and had shops on the ground floors. Some modern business practices require a particular building layout, but where possible, designing in the ability to adapt to change is much more sustainable in the long term and allows buildings to make an enduring contribution to character.





# INTRODUCTION TO ST PETER PORT

St Peter Port is recognised as one of the finest coastal towns in the British Isles, enjoying a combination of dramatic hillside topography, a rich architectural and cultural heritage and a prospect overlooking St Peter Port Harbour and beyond to the neighbouring Islands of Herm, Jethou and Sark.

Although often described as the 'Jewel in the Crown of Guernsey', St Peter Port Town and Harbour do nevertheless display a number of environmental and public realm issues which have arisen from the growth in road traffic and surface car parking over many decades. St Peter Port has for a number of years experienced a lack of coordinated and focussed investment in infrastructure and urban renewal in response to the new demands placed on the town centre environment. Town and its harbour are in need of improvement and this Vision is designed set a future direction to enhance their attractiveness and workability.

The Banking, Fund and Insurance industries have increasingly become the economic lifeblood of Guernsey without which the Island would cease to prosper. It is the location of this economic activity primarily in the centre of St Peter Port that provides the economic engine of Guernsey and helps to maintain St Peter Port as a viable retail and leisure destination. The provision of recreational boating and visiting yacht facilities add interest and activity to the harbour scene and by doing so add value to the visitor economy. The importance of the St Peter Port economy to the Island is clear and this Vision advocates policies to retain and enhance employment in the town centre.

Although increased economic activity inevitably brings with it growth in vehicular traffic and parking there is considerable scope for improving the way St Peter Port and its harbours are planned and operated in detail and this Vision shows a way forward to better manage the car in our town. Not only can Town work better but it can also be a more pleasant place in which to live, work and simply enjoy. By creating a more attractive physical environment we can also create an economically successful town and with this success can come future investment and growth.

## Key Opportunities to realise the Vision

1. North Beach, White Rock and Cambridge Berth Quay
2. North Esplanade and The Quay
3. South Esplanade
4. La Vallette
5. Fountain Street, le Bordage, Old Quarter, Trinity Square Corridor
6. St Julian's Avenue Corridor
7. St Paul's Garden and Smith Street















*Movement Management Plan and Parking Strategy*

*Public Realm Strategy and Implementation Plan*

© States of Guernsey



### Vision for St Peter Port KEY

	Shopping and Leisure		Education
	Office		Pedestrian street or space
	Development opportunities		Secondary street
	Public green space		Primary traffic route
	Public buildings		Traffic calming/surface change
	Hotel		Shared surface
Plan NTS			Pedestrian priority route

## OUR VISION FOR ST PETER PORT

The historic town of St Peter Port is the ***driver of the Island's economy*** and its high quality physical environment, unique culture and heritage create the conditions for business to flourish. Workers in the finance and professional service industries occupy high specification, large floorplate offices with views over the harbour where fishermen, shipping and marine industries operate. The Old Quarter is a seedbed for creative entrepreneurs in software engineering, architecture, art, photography, publishing and IT consultancy.

St Peter Port attracts boaters from across Europe to its marina because of the picturesque setting, quality moorings, and superb facilities. Visitors arriving by cruise ship can expect a welcoming, memorable arrival experience, with clear wayfinding and information allowing them to access what Guernsey has to offer during their short stay. A convivial mix of business people, visitors and locals dine at waterfront restaurants, tucked away bistros or alfresco in Market Square cafés using the best of the Island's produce to create local specialities and food from around the globe.

The Georgian townhouses and Victorian terraces that sit happily alongside modern townhouses and apartments are home to families, young professionals, retirees, harbour workers and entrepreneurs. The thought that has gone into designing homes built to last makes the ***Town a better place to live.***

The high density character of St Peter Port, narrow lanes and steep steps hasn't created much opportunity for open space. La Vallette is St Peter Port's playground – this is where town dwellers go to relax and listen to live entertainment, go for their morning run or walk the dog watching the sun rise over the outlying islands. It's where children learn to swim in the refurbished outdoor bathing pools and learn to sail in a specially designed safe environment. It's where friends get together for a barbeque or picnic. Teenagers lounge around on the timber decks surrounding the pools, hang out in the cafés and launch kayaks from the slipway. It's where visitors promenade to take in the scenery, stop for lunch at a café and get an insight into Guernsey's culture and heritage through public art or a visit to the museum.

The ***Town celebrates its heritage but embraces modern architecture.***

New developments are of the highest quality modern architecture, they respect their historic setting, but are of their time and achieve high environmental standards. They have been designed with flexibility in mind and will stand the test of time to become the heritage of the future.

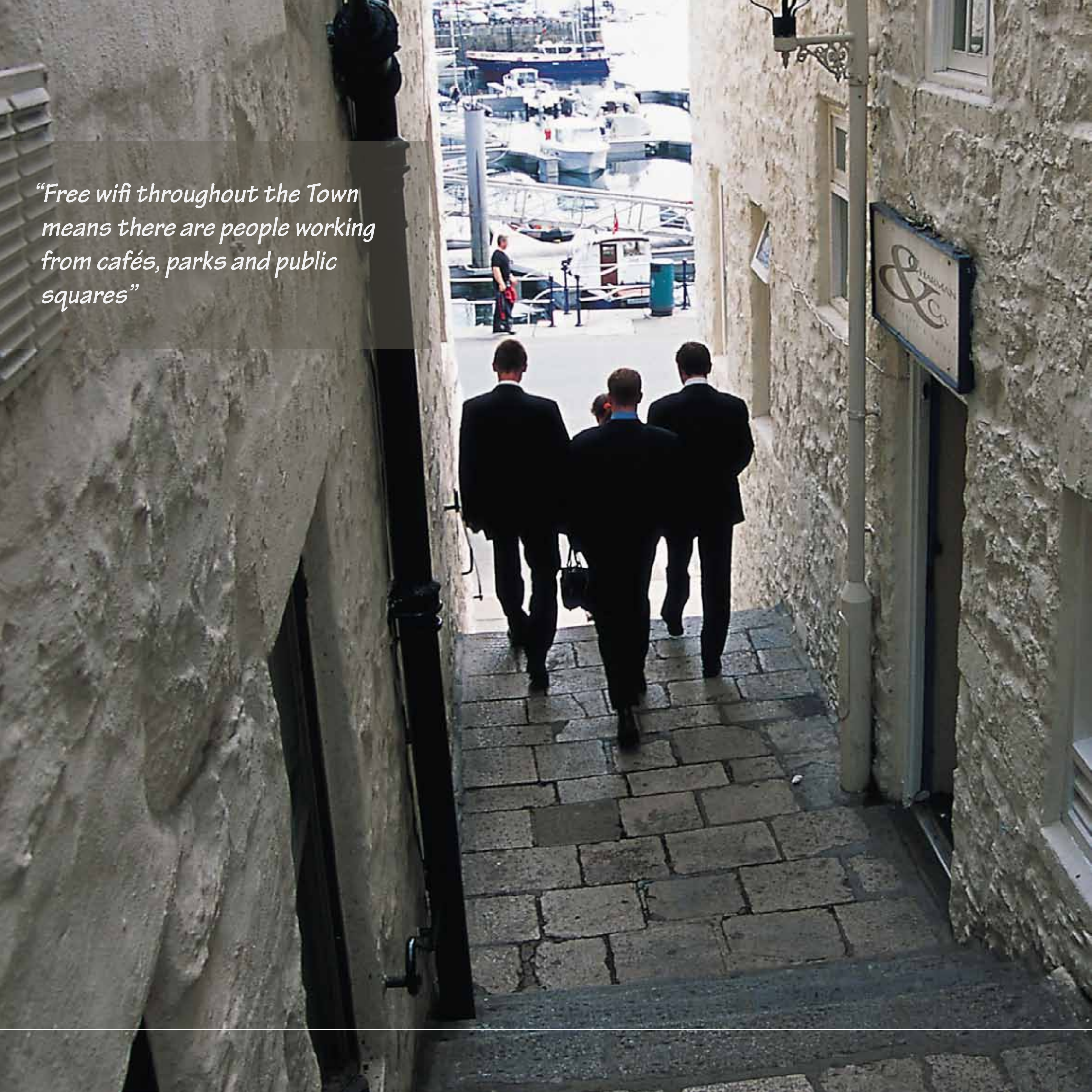
A holistic approach to traffic ***movement*** allows traffic to flow around the Town centre. Access to the North Esplanade and The Quay is actively managed to allow only certain types of traffic at certain times of day, freeing the space up for pedestrians. A number of ***car parks***, ideally in visually unobtrusive, strategic locations around the edge of the town centre serve both commuters and leisure trips. Pedestrian Priority routes are a network of walking routes which have been the focus of ***investment in high quality public realm***, highway safety and wayfinding to promote walking to work and school. Combined with car clubs, electric vehicles and an efficient bus services the effect is that Town is no longer dominated by cars.

The most significant improvement is the ***Harbour becoming unified with the Town*** through redesigning The Quay and North Esplanade to create a wide shared surface street where traffic is carefully managed to give priority to pedestrians. This high quality, uncluttered street widens in places to create public squares and gardens and provides an understated setting that showcases the quayside buildings. People amble along the waterfront, taking in the harbour scene before heading up one of the well lit vennels and emerging onto the High Street.

The Harbour is a bustling mix of commercial shipping vessels, passenger ferries, cruise ship tenders, leisure and fishing boats. Onshore the piers have been carefully laid out to allow access to and from passenger ferries and the commercial port. A passenger terminal, fish landing areas, fishmongers, restaurants, marina facilities, chandlers, shops, a hotel, public spaces, access to Castle Cornet and maritime services industries coexist without compromising security lines or health and safety.

The core themes of the vision, highlighted in blue, are explored further on the following pages.

*“Free wifi throughout the Town means there are people working from cafés, parks and public squares”*





## THEME 1: DRIVING THE ISLAND'S ECONOMY

St Peter Port has a unique charm that sets it apart from other financial centres. This charm arises from the blend of historic buildings, narrow lanes, harbour views, cleanliness, it's relaxed, friendly atmosphere and the fact that it is not dominated by chain stores and restaurants. In an era of footloose business, that could choose to locate in any one of the overseas territories or world financial centres, having the right physical environment, transport infrastructure, cultural offer and choice of housing will be vital to St Peter Port's success. At its core this Vision is about how we can continue to enhance our environment to improve the quality of life for residents and continue to be relevant to local and international business.

St Peter Port is very much the driver of the Island's economy and has over the past six decades experienced a continuum of growth. In an era of global economic change past trends can no longer be taken for granted and in the search for a sustainable future for Guernsey it is important to identify the unique qualities of the physical environment that will maintain and facilitate the economy of St Peter Port and its harbour.

It is equally important that St Peter Port can contain the commercial space necessary to play its part in underwriting the future economy of Guernsey.

### **Places for Work**

The Vision is for investment in places for work to once again take place in the heart of St Peter Port, following a period of regeneration of sites on the perimeter of the town to provide large floorplate offices. In practice this will mean the conversion of premises in poor repair where layouts are inefficient, for the creation of new waterside buildings and for well designed and selective infill and new development to provide additional floorspace so that Guernsey can play its part in the 21<sup>st</sup> century finance and digital economy.

Where future waterside and other urban developments are created opportunities can be found in mixed and single use buildings for every type of employment ranging from international bank offices to studios for the emerging creative sectors. A wide range of places for work can be created that are fit for purpose and will encourage businesses to locate in the heart of St Peter Port where hospitality, retail and travel facilities can accompany the workplace setting.



## The Visitor Economy

The summer season brings with it a flotilla of yachts and cruising craft which all contribute to the local economy and to a lively and attractive scene in the harbour. The onset of fast ferries and cruise ship visits has brought further UK and international travellers on day and part day trips and the viability of many local businesses that residents enjoy year round, relies on these visitors. People visit Guernsey because of the enduring appeal of its unique combination of seaside, quiet countryside, local architecture, cliff walks and the attractions of the outlying islands.

First impressions of a new place are often lasting ones, and creating a welcoming sense of arrival is important to sustaining the visitor economy. The Island continues to invest in the renewal of the airport infrastructure and the Ports Master Plan indicates parallel investment in the operational requirements of Commercial Ports of Guernsey and the harbours generally.

The Vision seeks to realise a truly world class arrival experience to rival that of Valletta in Malta or Barcelona in Spain. The Vision is for a new iconic passenger terminal where visitors exit onto a plaza where they can pause to take in the view over the harbour to Town, get their bearings and find their onward mode of travel. The Plaza would lead seamlessly into a wide promenade bringing people into the centre of St Peter Port, where they can enjoy the picturesque marina and town centre shops and events. Visitors are kept entertained well into the evenings with a dynamic programme of summertime events, that range from major carnivals to buskers and art installations, always evolving, but consistently high quality.



### Places to shop, eat and drink

The Vision is to maintain and enhance a critical mass of retail activity by creating a number of circular routes for shoppers that incorporates a car park or the interchange and takes in the Old Quarter, Markets, Fountain Street, Church Square, South Esplanade, Town Quay, Lower Pollet, Le Pollet and High Street. The emphasis will be on going into town as a leisure pursuit: an excuse to meet up with friends; go clothes shopping; stop for a bite to eat; pick up something for dinner from the market. The aim is to extend the retail area to provide sufficient space for larger shop floors to create conditions that will attract a select number of well known brands.

The ongoing and potential regeneration of the south part of the town centre from the seafront to Trinity Square and selective redevelopments will provide additional opportunities for a greater mix of uses on the periphery.

A virtuous circle will be created by a thriving business community spending money in local shops and restaurants, a thriving retail centre and diverse hospitality offer are in turn attractive to business investors and generate jobs. Similarly retailers depend on the expenditure of leisure, business and family visitors to the Island to maintain the viability of their businesses.

In this way St Peter Port aims to address the challenges of new patterns of retail spending, including online shopping and town-edge and out of town shopping; overcome the issue that the underlying character and mix of existing building types does not suit a number of potential retail operators; and, be complementary to shopping on The Bridge.

*“The very genuine, personal and friendly service you get from shopkeepers in Guernsey really sets it apart from other towns.”*



*“Pedestrians stroll to and from the harbour along wide pavements, people dine on outdoor terraces in the sunny sheltered spots, taking advantage of the view”*



## THEME 2: UNIFYING THE TOWN AND ITS HARBOUR

**The harbour of St Peter Port forms a wonderful setting for the Town. There are few towns where the grand sweep of waterfront buildings can be viewed from the sea and distant piers. The views from Castle Cornet looking both toward Town and seaward have an iconic and memorable character. The harbour, running from the White Rock to the Castle breakwater and from Salerie Corner to the South Esplanade encloses a wide anchorage used by every type of craft from the smallest dinghy to the passenger and freight ferries that serve the Island each day.**

### **Reimagining North and South Esplanades**

The North and South Esplanades run the length of the centre of the Town and are used by drivers coming into and out of Town to park on the piers and as a bypass road for traffic travelling north/south along the east coast. Additional traffic movement is created by drivers circulating in the traffic gyratory system whilst trying to find somewhere to park.

The Esplanades are in places, four lanes wide and as a result of the volume of traffic that is generated along their length, these roads form an effective barrier between the Harbour and the Town.

Pedestrians naturally desire to cross the Esplanade to access public parking and the marinas from the Town. The combination of narrow pavements and inadequate crossing points results in conflict between car and pedestrian.

The Vision is to create a high quality esplanade from the Liberation Monument to Castle Pier where the volume of traffic is reduced so that only two lanes of carriageway are required, freeing up the space for wide pavements for people to walk along the water's edge and the Town side.

A cohesive approach to the public realm along the whole esplanade will ensure that it provides a setting befitting of the historic streetscene and leads people from the Harbour onto the High Street up imaginatively-lit, clean vennels and through attractive public streets and spaces.

Creating more space for pedestrians could be achieved by: relocating the car parking on Crown Pier; reducing traffic speeds; restricting traffic to emergency vehicles, disabled access, buses and taxis; and, managing delivery times.

*“The fishmongers and new seafood restaurant on the Fish Quay draw people from across the Island and are a focal point on the marina”*



## Revitalising the quays

The harbour performs a multitude of functions for the Town and Island at large, firstly for ferry and commercial port activity, for the local fishing industry, emergency and security craft, local leisure craft, visiting yachts and cruising boats. Additionally over the years the harbour quays have come to serve Town as a whole by providing car parking, leisure and carnival waterside activities and not least to provide harbour side walks and links to Castle Cornet.

The pattern of use of the quays has built up over the years in an ad hoc way. Some of these uses, for example the fishing fleet, present an attractive view whilst other uses such as car parking are far less appealing. The Commercial Port is an intensive and important part of the harbour infrastructure but in recent times it has undermined the visual amenity of this part of the harbour.

The vision for the harbour is to facilitate the security, safety and operational requirements of the Commercial Port in a manner that enhances and reinforces the attractiveness of the whole harbourside environment. Outside of the Commercial Port the harbours and quayside areas present the greatest opportunity in St Peter Port to expand town centre uses, to capitalise on the wonderful views and to make the Town that much more attractive to use and view. The vision embraces the fact that the harbours are first and foremost places of work and business and it is the observation of these everyday activities that makes them appealing.

Comprehensive consideration must be given to:

- How people move around the quays to access Castle Cornet, ferry and cruise terminals, businesses and restaurants and how they access the retail core of Town;
- How vehicles move around the Town and where parking is best located to meet the needs of commuters and shoppers without compromising the quality of the physical environment;
- Whether a single interchange can be created where people can easily and effectively transfer between ferries, private boats, taxis, buses and pick up and drop off facilities;
- How development opportunities can be created without compromising the openness of the harbours and the visual connections to the sea and Castle; and
- How the needs of existing businesses can be met.



**The Visioning Team's ideas on how the Vision could be achieved are set out below:**

### **Passenger Arrival and Transport Interchange**

One idea for North Beach is to create a new passenger terminal building on the existing New Jetty, providing an attractive gateway for St Peter Port for people arriving by car ferry, passenger ferry or cruise tender. The security line should be as close to the vessels as possible and when passengers have left the secure area they should be able to walk out onto a new plaza where onward travel would be facilitated by a new transport interchange providing travel information and access to passenger drop off and pick up, taxis, bus and coach connections. A quayside promenade could link the terminal, interchange and Cambridge Berth with the town centre and Glatigny Esplanade. Refashioned buildings and quayside at Cambridge Berth could provide better public access and create the opportunity for a restaurant or bar to take advantage of the harbour views and evening sunshine and complete the transformation of this area.



### **Opportunities at South Esplanade**

The proposed transport interchange at North Beach could free up South Esplanade for redevelopment. A redesigned road layout in this area would allow a new wide pedestrian promenade along the waterfront complemented by new waterside buildings with larger floor plates capable of housing, shops, offices, residential and hotel uses. Few such sites can be found in the Town and the opportunity must be maximised.



### **A coordinated approach to parking**

The idea is that vehicles approach Town along a number of main corridors and that car parking is provided at the point where those corridors meet the edge of the town centre and people walk the short distance to their destination. In this way through traffic can be reduced, freeing up the Esplanade for pedestrians.

In rethinking North Beach, South Esplanade and La Vallette there could be the opportunity for underground car parking which could replace some or all of the quayside parking on Crown, Albert and Castle piers.





## THEME 3: MAKING ST PETER PORT A BETTER PLACE TO LIVE

### Town Centre Housing

St Peter Port has a relatively large residential population living on the periphery of the town centre. While town living brings its challenges, particularly given the steep terrain, flights of steps and narrow lanes in parts of the Town, having people living in the town centres brings an extra layer of activity that adds to its vibrancy.

The vision is for Town to appeal to all generations as a place to live and to grow the number of people living in Town, so that St Peter Port plays its part in meeting the overall housing demand in the Island. There will be homes to suit all budgets and lifestyles ranging from affordable first homes, to large apartments with roof terraces or balconies and townhouses with gardens to suit families. New dwellings could be above shops in the High Street, in converted historic buildings that are no longer required as shops or offices, new buildings on infill sites or larger opportunity sites.

With more people living in the town centre the streets are livelier after 5pm, with people coming and going between home, work, shops, friends houses, the gym etc. which means town is not dominated by people on a night out.

### La Vallette – St Peter Port’s Playground

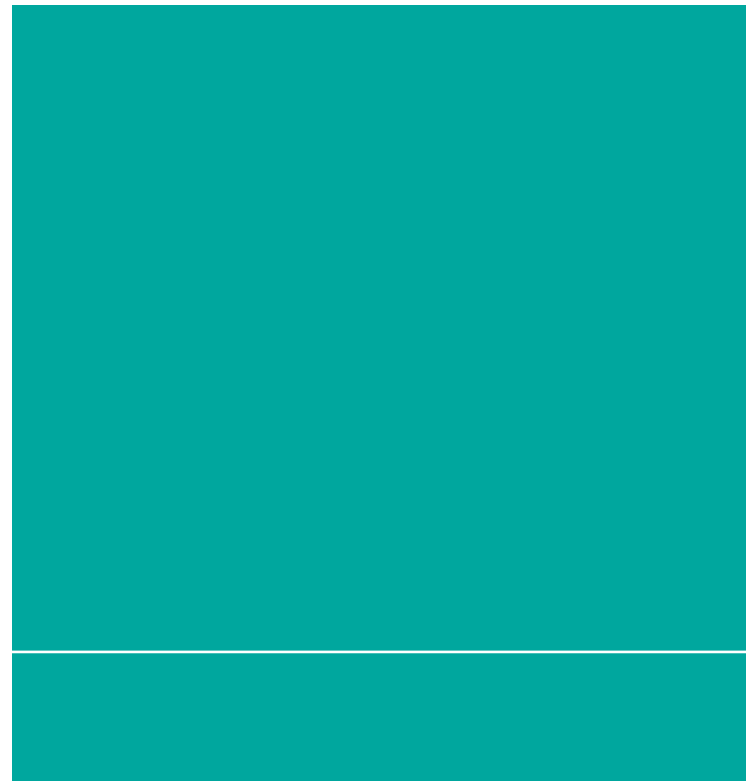
Built in the mid 19th century when the bathing beaches around St Peter Port were developed for other uses the Bathing Pools at La Vallette were a popular leisure destination from the Victorian era to the mid 20<sup>th</sup> century. However, they currently lie mostly forgotten and underinvested. The combination of the historic interest of Clarence Battery, tourist attractions such as the Aquarium and Underground Military Museum, the bathing pools and panoramic views of the islands are intrinsic qualities that form a strong basis for its revival and reinvention for the 21<sup>st</sup> century. The need for informal outdoor recreation opportunities for town dwellers, growing participation in outdoor based exercise (witness the rise in bootcamps, triathlons, yoga etc.) and the desire to ensure Town is relevant and interesting for children and young people provide the drivers for change.

Guernsey has many fine natural beaches and to complement those the vision for La Vallette is a modern urban beach environment building on Victorian traditions to reinvigorate existing uses and include a wide continuous promenade stretching from Castle Emplacement to the Aquarium.

The scope for such a promenade is wide ranging, but should come forward as part of a cohesive plan for the area to ensure consistent approach to the public realm and could comprise:

- Swimming - New changing and shower facilities at the bathing pools, improved surfacing and new decked areas;
- Outdoor recreation - cycling, rollerblading, jogging, walking, outdoor fitness studio/ informal performance space, outdoor gym equipment, fishing, rock climbing/ bouldering, children’s water-based play area;
- Watersports - rowing club base, junior yacht club;
- Public toilets;
- Permanent and temporary public art;
- Refreshments - Picnic and barbeque areas in addition to the existing kiosk and café;
- History hub – providing interpretation of the area’s history and complementing the museum;
- Hotel/apartment development with active ground floor uses against the cliff face.

The Cairns Esplanade in Australia has been the inspiration for this concept and while we don’t share their climate there are many lessons to be learnt. For example, their website, run by the Regional Council, is a single point of information for all activities and events taking place in the area. The various spaces and equipment can be hired out for events with different prices for private, charity and commercial events to generate a revenue stream. Allowing some cliffside development and commercial ventures could help to cross-subsidise the investment in the public realm and public facilities.



## THEME 4: CELEBRATING HERITAGE & EMBRACING NEW ARCHITECTURE

St Peter Port is characterised by a mixture of simple seaside traditional buildings predominantly built in Georgian, Victorian and Edwardian styles which over the centuries have been erected along the Guernsey eastern seaboard and rise up the hilly hinterland of St Peter Port Harbour.

As the Town developed so the associated harbours grew to serve a thriving Island entre-port.

The 20<sup>th</sup> and 21<sup>st</sup> centuries have witnessed a number of additional architectural contributions to the townscape – some adding interest and variety and others seen as a negative intrusion.

Amongst the array of modest traditional buildings, a number of buildings stand out as significant architectural contributions to the Town. These include the Town Church, the Market Buildings, St James Church (used for assembly and concerts), the original Court building, Old Government House Hotel, the former Town Hospital (now the Police Station), Elizabeth College and last but not least, the ensemble of Castle Cornet. The harbour contains a range of lighthouses and quay buildings built mostly in the 19<sup>th</sup> century with a characteristic enduring quality.

The vision is to celebrate and value the contribution that is made by buildings of both modest and significant architectural interest and to enhance the setting within which these buildings are placed.

The vision is for new or changed buildings to respect the scale and essential nature of the existing townscape but nevertheless seek to express the character of the 21<sup>st</sup> century and reflect the essential function and spirit of this age.

Many towns and cities show how to successfully blend old and new and if this approach is followed with intelligence then St Peter Port will continue to successfully act as an architectural record of successive ages.

In some cases the imprint of the car has denuded the fine character of a civic space and the surrounding buildings and in other locations an undistinguished new building has diluted the essence of the place. The future reclaiming of the public realm for pedestrians in significantly greater parts of Town will not only enhance the setting of St Peter Port's heritage buildings but in so doing will provide desirable spaces within which the community can enjoy the Town.



royal plaza



# THEME 5: IMPROVING MOVEMENT, PARKING AND THE PUBLIC REALM

The ability of people to get into, out of and around Town efficiently, safely and preferably enjoyably, is undisputedly fundamental to its economic success. The way in which people travel to and from Town and the provision of car parking has long been a hot topic.

The vision is that in 20 years time people will have access to a car, but will more often than not choose an alternative way to travel. The concept for Town is that, when people need to, they will be able to drive into a relatively congestion-free town centre, park on the edge of the town centre and walk a short distance to their final destination. Access to the town centre itself will be proactively managed to allow deliveries, picking up bulky purchases and rubbish collection. Many town dwellers won't need to use a car on a daily basis and car clubs will be a popular choice for people who only need a car occasionally.







The vision is for an integrated approach to make St Peter Port a destination rather than a through route and to rebalance the priority given to pedestrians and cyclists by providing edge of centre parking, limiting traffic along the Esplanades and encouraging vehicles to use alternative north-south routes.

As is the current norm in many European towns, the vision is for modern, clean, non-polluting buses that run to time and use smartphone technology and/or electronic signage to give live travel information. Such a reliable, comfortable service will mean many more people choose to commute by bus.

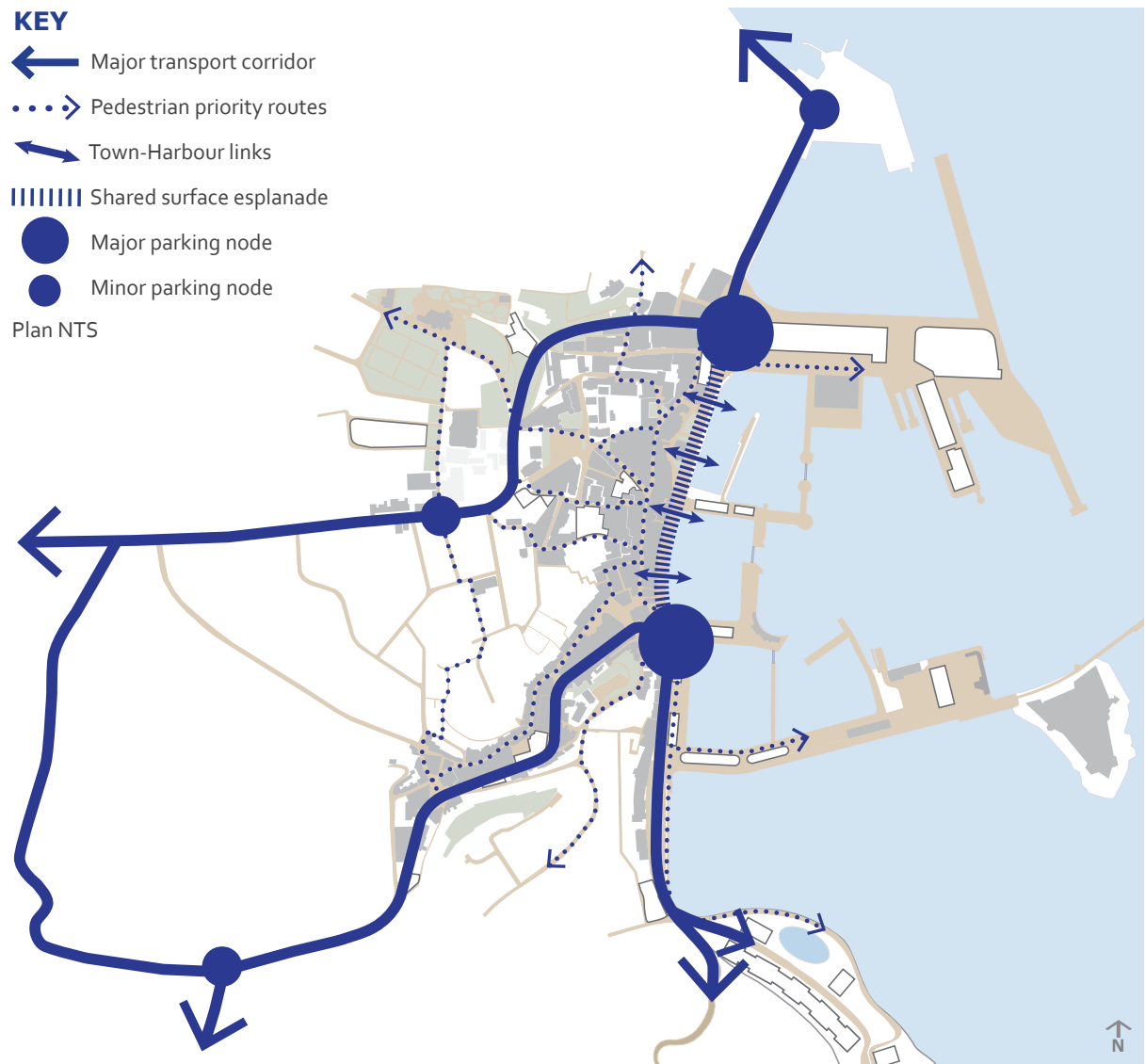
Many town dwellers choose to walk to work at least a few days a week, to take advantage of the fresh air and health benefits, and take the opportunity to pick up a coffee and newspaper on the way into work.

The Visioning Team have a number of ideas about how the Vision could be achieved, which are set out on the following pages.

## Movement Concept for Town KEY

-  Major transport corridor
-  Pedestrian priority routes
-  Town-Harbour links
-  Shared surface esplanade
-  Major parking node
-  Minor parking node

Plan NTS



© States of Guernsey

## Road Network

The fact that Guernsey does not have a strong street hierarchy is part of its history and charm, but can make it confusing to find your way around and impedes the free flow of traffic as road conditions change frequently. In Town the St Julian's Avenue, Grange Road, Queens Road, Mount Row, Ville au Roi corridor sits at the top of the street hierarchy and is the main access route for traffic from the north and north-west. Giving priority to traffic and only allowing limited on street car parking during the day could keep traffic moving. Off street car parks could be provided along and at the end of this route. If the character of this avenue remained wide and leafy and fronted by mixed-use development it would provide an attractive approach to Town and a pleasant pedestrian environment.

Val de Terres and La Charroterie/Le Bordage/ Fountain Street are the two main access routes for traffic from the south and south west. Off street car parks could also be provided along and at the end of these routes. These two measures would allow the Esplanades from North Beach to Castle Emplacement to become an actively managed shared surface quayside. At certain times of day or on particular days traffic would be restricted, allowing access only to emergency vehicles, blue badge holders and buses, for example. Pedestrians would have priority and the speed limit could be restricted to 12mph, as it was in the past. Along with improvements to the public realm this would create wide pedestrian areas to allow people to enjoy the marina side environment and create opportunities for alfresco dining and informal performance.

## Parking

Two new car parks could be built under quay surfaces, principally under the South Esplanade and North Beach, as part of a coordinated approach to the redevelopment of these areas. However, across Town there needs to be a range of managed parking solutions including: on street and off street parking; free short term parking; mid to long term hourly paid parking; contract parking associated with workplace demand; and, residential parking permits.

Parking could be managed in different ways according to the time of day and days of the week. This new parking provision would provide sufficient capacity at the edge of the town centre to serve Town.

## Pedestrian Priority Routes

Town's vennels, pathways and minor roads provide a latticework of interconnecting routes that allow pedestrians to transverse the centre interlinking districts of the town and the High Street with the seafront.

A number of streets and spaces in St Peter Port including Market Square and the High Street provide safe and attractive places for pedestrians to enjoy the Town. Many other streets have narrow pavements, dangerous crossing points and present an unattractive aspect. The vision is for an extension of the attractive pedestrian areas of Town and Harbour so enabling the community to enjoy a connected series of spaces in quiet areas not dominated by traffic and out of danger.

A network of Pedestrian Priority Routes will encourage walking into town and help people find their way around. These routes would be the priority for investment in wayfinding signs, street furniture, surfacing, lighting and road crossings.

The introduction of additional and improved crossing points and widened pavements along the Esplanades, St Julian's Avenue and the Bordage could link the existing pedestrian friendly areas including Cambridge Park and Candie Gardens with the town centre. This would also link the Strand with the area north of the Bordage, the High Street, Le Pollet and North and South Esplanades with the Harbour quays.

The quality of the landscape design, materials and maintenance has an impact on how Town is used and enjoyed and how pedestrian spaces can be linked. The introduction of wider pedestrian crossings integrated with major roads would have the effect of reducing traffic speeds and making drivers aware that pedestrians have a higher priority. Pedestrian crossings should be provided at appropriate points along traffic corridors to allow the Pedestrian Priority Routes to connect into surrounding residential areas.

In this way the Vision seeks to overcome the problems currently encountered with the present road system, poorly located pedestrian crossing points, congestion and the dominance of the car at Trinity Square and Church Square, obstructed traffic in Fountain Street and a dominance of vehicular traffic running the length of the Towns Esplanades along with general traffic congestion at peak times.



## Public Spaces

Attractive public spaces underpin town centre businesses as they encourage both local residents and visitors to linger longer in the Town, to use local shops and services, to create a sense of belonging and to be a part of a community in the town centre. St Peter Port has a strong tradition of using floral displays to bring life and colour to its streets and buildings providing a link to horticultural industry that was once prevalent and forming an integral part of Town's character. The vision is for a reinvigorated and coordinated approach to the renewal of Town's hard landscaping of paving, street lighting, street furniture, way finding and public art to provide a setting for our fine buildings.

A number of intrinsically attractive open spaces including Church Square, St Paul's Gardens area and Trinity Square are currently dominated by parking and traffic but with careful design these areas can become significant public open spaces for the community to use. When the public realm is well designed it supports the businesses that front on to it, increases pedestrian footfall and provides an enhanced setting for the buildings

This could be achieved by reducing car access, redirecting road traffic and relocating parking to more suitable locations. The re-landscaping of these squares and the use of shared surfaces would have the impact of increasing the pedestrian domain and provide a platform for community activity and events.

For example, if a coordinated approach could be taken to St Paul's Gardens that covers the landscaped and grassed areas, war memorial, surrounding roads and how existing buildings relate to the space, a wealth of opportunities could be opened up.

*'Better pedestrian connections between St Ann's Place and Candie Gardens make my daily walk into town a pleasure'*



# INTRODUCTION TO THE BRIDGE & ST SAMPSON'S HARBOUR

## The origins of The Bridge

The Bridge, as its name implies, was historically the way to cross the tidal seaway of the Braye du Valle. With the reclamation of this channel and the consolidation of the Vale with the remainder of Guernsey, the Bridge no longer fulfilled its literal function of crossing the seaway but it still provides the main road connection between the Vale and the other parishes of Guernsey, and in functional terms it still lives up to its name.

From its origins as a crossing point, the Bridge, St Sampson Harbour, Northside and Southside have become the commercial focus for the Vale and St Sampson's parishes.

The Bridge shopping parades form the nucleus of the centre for the northern parishes of Guernsey with Bulwer Avenue, New Road, Vale Avenue Braye Road and North Quay providing connections to St Peter Port, Vale and Bordeaux.

The Bridge once contained shops serving the immediate district and acted as a traditional high street providing fresh food and services for the local population. The nature of the retail offer has changed over time, primarily as a result of the development of supermarkets and the purchase of bulky and household goods facilitated by ever higher car ownership and incomes.

The St Sampson's Harbour of today was developed to act as an industrial port primarily serving the stone and horticultural industries of Guernsey. Fifty years ago it would have been possible to see a collection of Dorey Coal boats being unloaded by cranes delivering industrial quantities of coal destined for the local tomato vineries.

Today we can see liquid fuel ships berthing at high tide and a limited number of general ships handling cargoes unsuitable for the Ro Ro and Lo Lo operations catered for in St Peter Port Harbour. Much of the main and inner harbour now provides marina spaces for local yachts and motor boats. The Marine and General ship repair yard remains in place at the junction of the Bridge with the harbour, forming a landmark and representing one of the last emblems of the once thriving boat building industry in Guernsey.

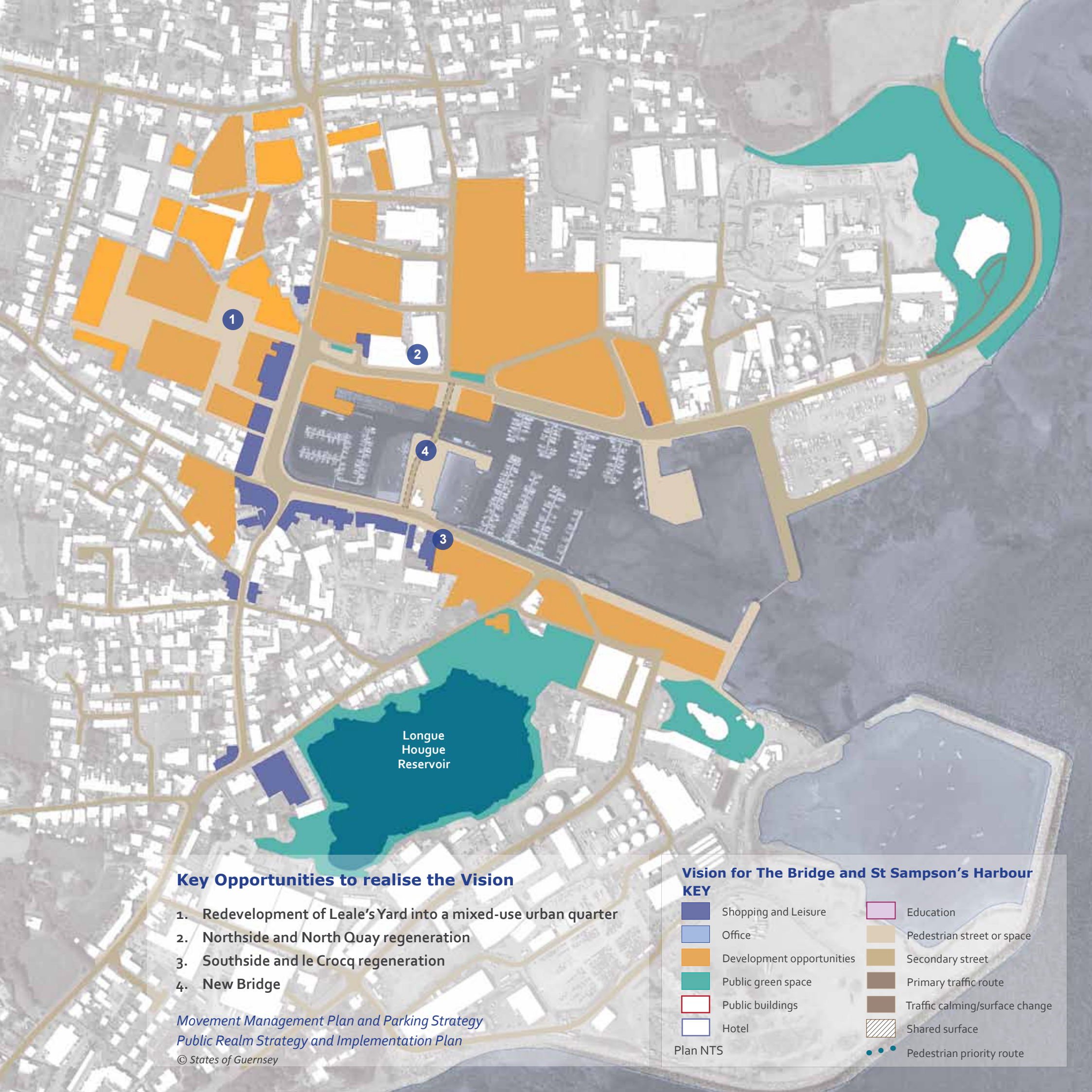
The harbour structures and buildings that surround the Bridge are of intrinsic architectural and environmental merit, form a key part of our heritage and still retain much of the original character that portrays the very essence of our Guernsey history.

## Recent History

The second half of the 20<sup>th</sup> century and the start of the 21<sup>st</sup> century witnessed an erosion of the area's attractive qualities with much of the original character of the area being subsumed by heavy commercial and private car traffic and indiscriminate industrial development overpowering the scale of the original townscape and creating a muddle of uses.

A change in the nature and scale of industry over this time has led to certain areas and buildings becoming obsolete for industry. New uses, particularly retail, have crept in, notably at Lowlands and Quayside with further retail being planned as part of a new mixed use quarter on the former Leale's Yard just to the west of the Bridge frontage.

The vision for The Bridge and St Sampson's Harbour seeks to show how the area can once again be restored to a high quality destination and more fully deliver its function as Guernsey's second main centre. The vision takes as its starting point The Bridge's status in the Strategic Land Use Plan as a second main centre for the Island, and the Ports Masterplan which proposes the relocation of certain strategic infrastructure.
















**Key Opportunities to realise the Vision**

- 1. Redevelopment of Leale's Yard into a mixed-use urban quarter
- 2. Northside and North Quay regeneration
- 3. Southside and le Crocq regeneration
- 4. New Bridge

*Movement Management Plan and Parking Strategy  
Public Realm Strategy and Implementation Plan*

© States of Guernsey

**Vision for The Bridge and St Sampson's Harbour  
KEY**

	Shopping and Leisure		Education
	Office		Pedestrian street or space
	Development opportunities		Secondary street
	Public green space		Primary traffic route
	Public buildings		Traffic calming/surface change
	Hotel		Shared surface
	Plan NTS		Pedestrian priority route

## OUR VISION FOR THE BRIDGE

The Bridge is a place where the focus is on locals. It's **a thriving town centre** with the charming and eclectic Bridge frontage of Victorian and Edwardian buildings at its heart. The community spirit, its compactness and its convenience for every day essentials and its long association with maritime trade are all still part of its appeal.

Behind The Bridge, the Leale's Yard Quarter contains a blend of uses with shops and a community library and café on ground floors with small offices, incubator units and dwellings above. The network of streets and spaces connects the Quarter into the Saltpans Industrial Park and surrounding residential neighbourhoods, drawing people through to the Harbour.

In front of The Bridge people stroll along wide pavements stopping to chat to people they know in between popping in and out of the shops. Cars pull up to pick up a takeaway or newspaper. Vehicles move freely, but slowly along the carriageway stopping at a broad pedestrian crossing to allow the flow of people walking from the harbour to access the shops. The concept is a public square connecting The Bridge and its harbour with traffic moving through it, rather than a sea of tarmac and white lines. Ideally, much of the goods traffic will bypass The Bridge using a new bridge connecting Northside with le Crocq, but if this can't be achieved traffic will respect its place in the hierarchy. Similar **improvements to the public realm** on le Crocq, South Quay and North Quay have created more clearly defined areas for pedestrians, car parking and boat storage and vantage points from which the harbour can be viewed.

The Bridge is **a cool place to live for all generations**. The regeneration of the town centre has had a catalytic effect prompting the **consolidation of industrial uses** and allowing residential neighbourhoods to emerge. Modern methods of construction are fully embraced and the relative freedom from the need to respond to heritage has created unique homes that meet the needs of contemporary Guernsey lifestyles. Townhouses and apartments with balconies and roof terraces overlook the Inner Harbour. People dining in one of cafés or restaurants, shopping in one of the marine related shops, popping in and out of the marina facilities or strolling along the boardwalk that lines the Inner Harbour creates a varied and lively waterfront scene. The improved marina facilities make it a complementary alternative to St Peter Port for visiting boaters.

Regeneration has created opportunities to remove or screen the industrial uses with a negative impact on character and **reveal the hidden heritage** of The Bridge. Vale Castle and Mont Crevelt are vital landmarks, links to the past and open spaces for recreation that bookend The Bridge.

Marine related industry, commercial port operations and power generation remain important industries on The Bridge, but fuel supply and storage, marine renewables and waste processing have been consolidated at Longue Hougue and elsewhere.

***The core themes of the vision, highlighted in blue are explored further on the following pages.***





## THEME 1: CREATING A THRIVING TOWN CENTRE

Town centres are a focus for commercial, civic and cultural activity, they are a nexus for communications, where you can interchange between different forms of transport and they showcase the best architecture, landmark buildings and public spaces. The most successful town centres have sufficient compactness to generate a critical mass of activity and have a wide variety of uses, including residential, which maintain levels of activity into the evening.

The vision is for The Bridge to become a vibrant, viable town centre and to truly fulfil its role as the Island's second main centre. The Bridge frontage will be the heart of the centre extending westwards into the Leale's Yard Quarter, with a large shared surface plaza uniting The Bridge with St Sampson's Harbour.

A permeable network of streets and spaces will connect The Bridge frontage with Lowlands Road, Braye Road via Lowlands Industrial Estate, and Nocq Road creating a choice of routes so people can access The Bridge easily from the surrounding area. The streets will be lined by the active frontages of grocery shops, clothes shops, hardware and houseware shops, chemists, and services such as cafés, restaurants, hairdressers and estate agents. However, in bringing a wider range of shops, including multi-national brands to Guernsey we don't want to lose its uniqueness.

There is a place too for community uses, such as a youth centre, community café, and a library. Modern libraries are about more than books. They offer a range of adult learning courses, business support, host interest groups, have study areas and provide IT facilities. The Bridge currently offers second hand goods at affordable prices, maybe in the future as charity shops get replaced by more permanent shops, a regular flea market, could draw locals and visitors to The Bridge.

What people love about The Bridge now is the convenience of being able to pull up to the takeaways, chip shops, newsagents and sandwich shops and retaining those uses along the quayside with convenient parking along the quayside ensures The Bridge continues to be a convenient place to shop.

The larger retailers along Lowlands Road will need to be knitted into the street network of the town centre, so that they enhance choice within the town centre, rather than compete with it.

The vision is for The Bridge to attract the next generation of employers, particularly those businesses looking to establish their first office or studio. People living and working above shops will help the viability of the town centre and create enjoyable places to work, where in your lunch hour you can enjoy a sandwich overlooking the harbour, do your grocery shopping, pick up your dry cleaning or pop home.



*"It's lovely to see the shops on The Bridge doing so well, I always bump into someone I know and end up going for a coffee"*



*"I love that our boat is moored right outside - it's like having an extra room for entertaining!"*



*"What a great place for a first home, I can really see us settling here"*



## THEME 2: MAKING THE BRIDGE A COOL PLACE TO LIVE

### **New Residential Neighbourhoods**

There are numerous opportunities to grow the residential community living at The Bridge and St Sampson's Harbour, helping to address the Island's shortage of housing and reinforcing the viability and vitality of the town centre.

The vision is for the creation of sustainable residential neighbourhoods, served by local facilities and set around communal gardens and fronting the harbour. There is the opportunity for creative, modern architecture that responds to the overall grain and context of St Sampson's and the Vale. This freedom will allow the creation of homes that really respond to the aspirations of the next generation of Guernsey people and help to keep our young people on the Island.

Existing residential areas can include carefully crafted infill development to consolidate the existing pattern of vernacular architecture. 19<sup>th</sup> Century harbour side houses built to house the population working at the harbour have over time become isolated pockets surrounded by industry and where the opportunity arises they could become reintegrated into a residential neighbourhood with an enhanced setting.

### **Quayside and Maritime Leisure**

The vision is for a porous edge to the harbour where, there is a constant ebb and flow of people getting on and off leisure boats to access marina facilities, local people using their boats as a place to meet friends and enjoy the sunshine, families picnicking on the beach at le Crocq, goods being loaded and unloaded and boats been lowered in and out for maintenance. The harbour will become a public space at the heart of The Bridge, rather than a separate entity.

New quayside development, improved onshore facilities for boat owners, including showers, café, grocery store, chandlers etc. combined with a greater choice of eateries and quayside development and public realm improvements means St Sampson's Harbour has greater attraction for both local and visiting boaters.

Improved access to the quaysides for pedestrians, possibly including a boardwalk along the Bridge frontage will facilitate this change and help integrate The Bridge with St Sampson's Harbour.

St Sampson's Harbour and the Bridge have a unique and interesting role in the history of the Island, which is currently untold. Investment in the public realm creates an ideal opportunity for telling the stories of our maritime and industrial history through better and more coordinated information, improving the setting of important buildings, through public art, events and performance, and potentially a museum.



*“Modern building styles and the use of bright colours have really breathed new life into The Bridge”*



## THEME 3: EMBRACING NEW ARCHITECTURE & REVEALING HERITAGE

The historic architecture of The Bridge is more modest in scale and stature compared to that of St Peter Port, and relates to the everyday workings of the harbour. Over time the area's fine buildings have become dwarfed by monumental modern industrial buildings and hidden in small pockets. The buildings that stand out as making a positive contribution to the character of The Bridge are Vale Castle, Mont Crevelt, St Sampson's Church, the former Harbourmaster's Office on Le Crocq, Mowlem's tower, Ray & Scott Jewellers, along with historic houses and farms.

There are significant opportunities for change on The Bridge and St Sampson's Harbour and the vision is to create a new identity for this main centre in which the positive aspects of historic architecture are revealed and given an enhanced setting and the negative aspects of the industrial legacy are replaced with modern, high quality architecture worthy of becoming the heritage of the future. Here there is opportunity to see greater flair and originality, with striking modern architecture juxtaposed with the historic. We can take inspiration from other Northern European towns and cities that have reinvented their waterfronts, such as Amsterdam, Rotterdam, Dublin, Malmö and Copenhagen.



## THEME 4: IMPROVING MOVEMENT, PARKING AND THE PUBLIC REALM

The origins of The Bridge as both a crossing point and an important focus of activity is still evident today: the choice of routes remains limited and the Bridge acts as a bottleneck for north-south traffic, which is exacerbated by the road layout and results in congestion. Le Crocq, Abraham's Bosom and the quaysides are poorly defined, scruffy open areas used for car and boat parking.

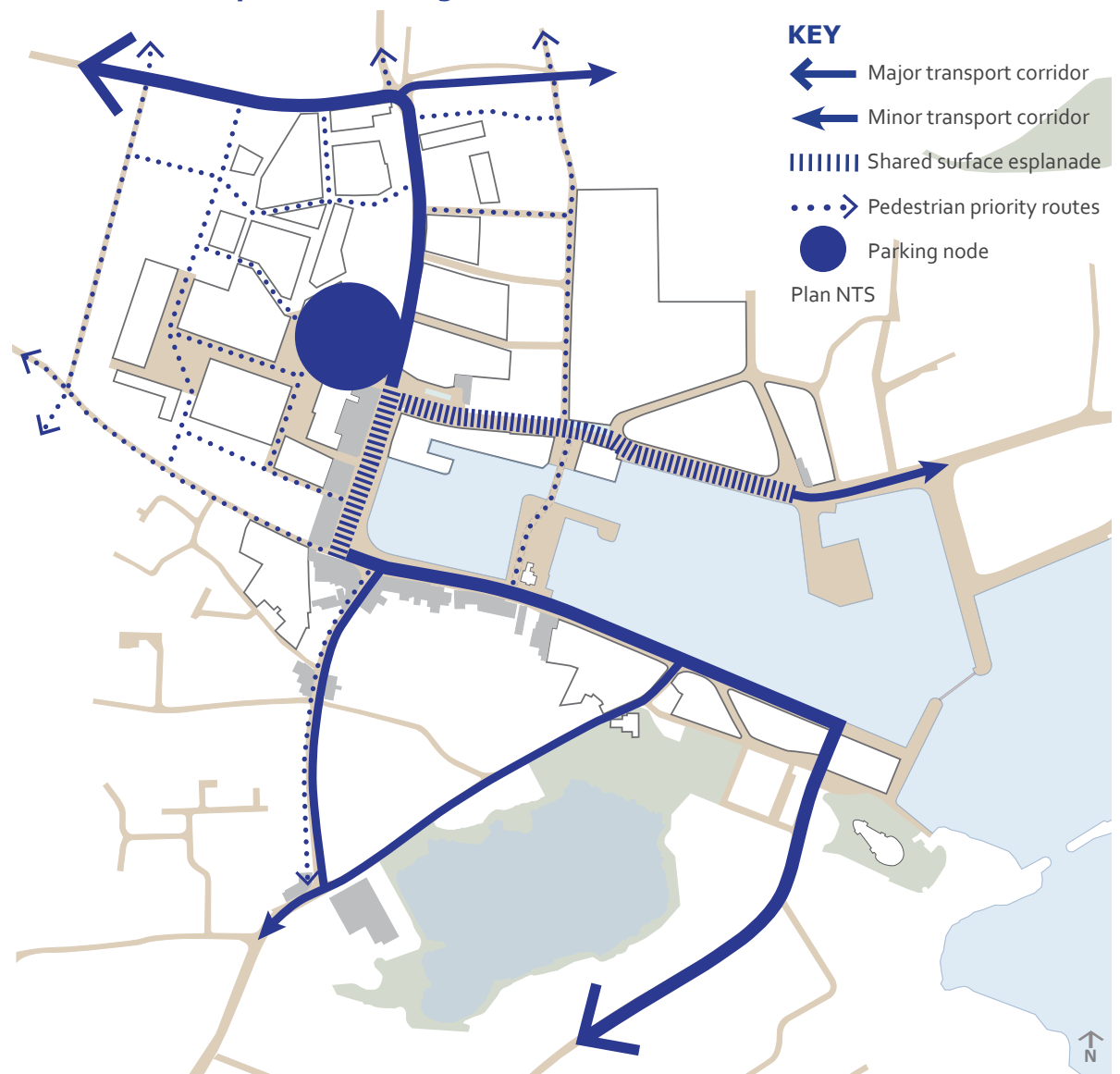
The concept is for the road system on the Bridge, Northside and Southside to be unscrambled by reconfiguring the carriageways to promote a steady flow of traffic and a well defined, enhanced pedestrian environment and rationalised parking.

Pedestrians and cyclists will enjoy a greater share of the streets and priority at crossing points allowing unrestricted movement between the Leale's Yard Quarter, the Bridge frontage and the quayside. Children living at The Bridge and St Sampson's Harbour will be able to walk and cycle safely to the local schools that lie outside the of the centre along continuous footpaths and cycleways on quiet roads.

Vehicles travelling through The Bridge, will move freely, but slowly, around the quays, respecting the greater priority given to pedestrians. The redevelopment of Leale's Yard gives the opportunity for additional, unobtrusive off-street parking to be built

which should be designed to serve the town centre as a whole. Short stay on-street parking in appropriate locations will help the Bridge provide takeaway services and convenience shopping.

### Movement Concept for The Bridge





## Public Spaces

A new iconic Bridge spanning from Le Crocq to Northside could link the north and south sides of the harbour and allow an even greater transformation of the inner harbour area by allowing goods traffic to by-pass the Bridge retail area reducing congestion and allowing more space to be devoted to shoppers and visitors enjoying the waterfront. However, recognising the timescales, risk and investment needed for such a project the vision for the Bridge is not predicated on this project going ahead.

The vision is for a series of connected high quality public spaces around the Harbour to soften the environment and provide open space for residents to enjoy. The centrepiece would be a plaza stretching from the Bridge frontage to the harbour edge to create an attractive setting for the shops making it easier and more pleasant for people to stroll between the shops and stop and chat. Traffic would still move through the space and it could accommodate some pick up/ drop off parking, and additional parking in the evenings.

Le Crocq pier is full of character with the former Harbour Office building, its red navigation marker and small beach and has great potential for improvement. The whole of Northside quay area has similar potential for improvement from the Bridge frontage to Abraham's Bosom.

A streetscape and movement strategy could help ensure a coordinated approach to placemaking.

*“The quayside has been transformed, and Le Crocq is a beautiful spot to sit and watch the world go by”*



## THEME 5: CONSOLIDATION OF THE PORT AND INDUSTRY



The Bridge, St Sampson's harbour and hinterland originally developed in response to the growth of the Stone and Horticultural industries predominantly over the last two centuries.

As the economy of Guernsey has evolved in the second half of the 20<sup>th</sup> century and on into the 21<sup>st</sup> century so the ship cargoes and shipping operations have changed. The port area and hinterland has reflected this change and the area around the harbour has been further developed and now contains a mixture of uses including the power station buildings and plant, a large home retail outlet, general industrial and storage units, retail units and a fuel storage facility.

If the projects within the Ports Masterplan can be funded and implemented the potential for fundamental change will be opened up on The Bridge and St Sampson's Harbour once the States of Guernsey initiate the relocation of port operations transferring hazardous shipping to a new outer harbour to the east of St Sampson's.

During the 20 year life of the vision it is possible that the form of electricity generation on Northside could change dramatically and a smaller, more efficient and cleaner power station could replace the existing one, expedited by the installation of additional power cable links with France and Jersey and renewable energy generation. Further changes could include the relocation fuel storage depots and general cargo operations. Dependent on future developments in the outer Harbour, the Marine and General ship repair yard sited next to the Bridge could also be relocated in the new deep water harbour.

The totality and magnitude of these future developments will see the largest change in the St Sampson's Harbour and Bridge Area, and for that matter the Island, since the time of the original development of the harbour.

Regeneration must not be put on hold until decisions on these strategic infrastructure projects are made as such huge investments and technical challenges take time to come to fruition. One of the benefits of this vision is that small projects that find funding can come forward in the early years with the confidence that they are contributing to the bigger picture.



SARNIA CHERIE

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IMO 9322154

PILOT

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# Vision



**Town  
Centre  
Partnership**