

Granite Colonnaded Main Square

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The Hopkins Masterplan



Summary

The Esplanade Quarter is the key site on Jersey's waterfront, because it straddles the boundary between the old town of St Helier and the new area of waterfront. Until now, the proposals for this site have failed to provide the ease of access and seamless connection between town and waterfront which people had been hoping for.

Hopkins Architects became advisers to the Minister for Planning and Environment in 2006. Established by Sir Michael Hopkins, the practice has been a pioneer in British architecture since 1976. The firm has won many international accolades, putting them among the top architectural practices in Europe. They have found a way of doing what had previously been thought to be impossible: sinking the existing dual carriageway underground, so that it no longer forms a barrier between the two areas of St Helier. In doing so, a single enlarged site is created for development. This is the new Esplanade Quarter.

Hopkins Architects have developed a masterplan for the Esplanade Quarter. It proposes a mix of uses, including new office space for Jersey's thriving business community; a hotel; self-catering holiday accommodation; apartments for local residents; four large public squares; smaller public squares and boulevards; shops; restaurants and bars. The area will be linked to the new Weighbridge Square and the redesigned Les Jardins gardens.

Under an agreement with WEB, the developers of the Esplanade Quarter will be required to make guaranteed payments of £50m to the States. In addition to this guaranteed sum other overage payments linked to inflation will be payable to the States and these are currently estimated to be not less than £25m. Furthermore the developers will be required to complete the sinking of the road at no cost and no risk to the States. The cost to the developers of lowering the road is estimated at £45m. Therefore the total value the States will receive is a minimum of £95m without the overage payments or not less than £120m including the overage payments. The development will provide a new town quarter, very much a part of St Helier; a space for all islanders and visitors to enjoy. Within this, the new financial centre will meet our evolving business accommodation needs and underpin our economic performance and growth in the coming decades.

The Hopkins masterplan sets out the requirements for development in the area. It proposes which parts of the site will be put to what uses. It sets standards of excellence for design and it provides guidelines for building layout, heights and materials. Before the Minister for Planning and Environment takes any decision on the masterplan, it will be fully discussed and consulted upon and it will be debated by the States Assembly. Only then will development applications be considered, and they will be assessed against the masterplan. This consultation provides a channel for people to express their views and enables the Minister to listen to the public, so that the proposals can be refined and improved.

The Minister for Planning and Environment was acutely aware that many Islanders felt disappointed with the Waterfront and has sought to completely revise the proposals to better deliver their expectations. Mr. Chris Shepley CBE was appointed to prepare a report on the waterfront based on a public consultation and a seminar open to Islanders. Mr. Shepley's report was adopted in 2006 as formal planning guidance for all future development on the waterfront. The report suggested that the Minister appoint leading architects as his advisers and amongst many other recommendations suggested that, other than in exceptional cases, there should be a height limit of six floors rather than the previously proposed 'tall towers'.

The Hopkins masterplan aims to:

- seamlessly integrate the old town with the waterfront;
- create a distinctive mixed use quarter in St Helier of the highest design quality;

- provide office buildings for the financial services industry;
- provide attractive apartments for local residents;
- establish new opportunities for the tourism industry, with a new hotel and self catering accommodation;
- provide a significant financial return for the Island;
- create important new public spaces and civic squares for everyone to enjoy;
- ensure that the Esplanade Quarter is a place which attracts people and exudes life and vitality.

The area will provide an estimated 620,700 square feet of office space in a new financial quarter. There will be over 300 new apartments for Islanders. 1,420 underground parking spaces will be provided, as well as: four large new public squares which in total provide more than three times the space in St Helier's Royal Square; a 30-bedroomed boutique hotel; 65 self-catering apartments; and a range of shops, restaurants and bars. The scheme will be constructed to the highest environmental standards and will incorporate a range of energy saving technologies.

The masterplan sets the highest architectural standards and provides the canvas of infrastructure and public spaces on which the buildings will be placed. The buildings will be set around colonnaded squares to provide shelter from the wind and rain - a place to sit and enjoy one of the new public areas. Granite will be an important feature and granite colonnades will echo traditional Jersey arches. Based on a grid design, the architecture of streets and spaces will provide well defined and connected places and create new views and vistas through the scheme to the bay. Local experts in Jersey's history and architectural traditions are helping to develop the design approach, so the Esplanade Quarter, though very much a place of the 21st century, will be unmistakably Jersey.

Sinking the main road is a significant project taking 2-3 years. Traffic management measures during construction will include a temporary dual carriageway through the existing Esplanade Square car park. A temporary car park will also be provided while construction work continues. When the work is finished, a replacement public car park will be provided underground. There will be further consultation on the detailed traffic management plan, which will mean the least possible inconvenience for all. Much of the excavated material will be recycled during the construction work, either on site or elsewhere in the Island. The States will insist on the highest achievable levels of recycling of excavated material with the remainder being taken to the current Jersey reclamation site, east of La Collette.

The Esplanade Quarter is a major investment in St Helier, offering possibilities for the regeneration of the town as a whole. Apart from a new financial and residential quarter in Jersey, it will provide new facilities for people of all ages, including residents and visitors. It is envisaged that the four new public squares will be places where people congregate to meet their friends and to eat and drink. It promises new opportunities for Jersey's tourism industry, with new holiday accommodation and a new focus for visitors in the Island. The Esplanade Quarter will be designed to reflect the high standards of Jersey's architectural heritage, with public spaces which will be popular with young and old.

Representations on the masterplan can be made to the Minister for Planning and Environment by-

Writing to The Minister at the Department of Planning and Building Services, South Hill, St. Helier. JE2 4US.

Email to the Minister at f.cohen@gov.je

Personal appointment: Contact Pauline 01534 448416



Context

In the 1980s a major new landfill site known as 'West of Albert' was created to the west of Albert Pier which was filled by the early 1990s. To date approximately half of the West of Albert sites are either complete or under construction. The Minister for Planning and Environment appointed Hopkins Architects in the summer of 2006 to review designs for the three remaining sites on the Waterfront area. Hopkins showed that the waterfront could be seamlessly integrated with the existing town to the north of the Esplanade through the strategic move of lowering La Route de la Liberation below ground. In order to deliver this improved approach, a revised masterplan is required.

The purpose of this masterplan is to provide design guidance for the further development of the Esplanade Square and Les Jardins de la Mer sites. It will provide:

- a development framework which can be adopted by Jersey's planning authority as development control quidance:
- an approach to provide an attractive place to work and to live:
- a consistent and consolidated approach to the provision of public spaces; formalising the urban. streetscape, public open space, traffic and landscape proposals.

This document complements the Supplementary Design Guidance for the Waterfront, dated April 2006, produced by the States of Jersey.

The vision developed in Waterfront 2000, a weekendlong public design workshop, remains largely valid and is incorporated in the Supplementary Planning Guidance for the Waterfront.

The aims agreed at Waterfront 2000 were to provide:

- a lively, modern, maritime quarter which extends the best qualities of St. Helier into the 21st Century;
- a new sea frontage which integrates with and complements the heart of the old town;
- a place for everyone, all year round, in all weather; a diversity of uses to bring interest, variety and quality
- to the Waterfront; a mixture of landscaped open spaces with different
- character and scale for meeting, strolling, sitting and playing;
- priority access for all non-car users a safe, relaxed environment:
- a variety of urban spaces made with durable, high quality, contemporary buildings and a mix of large

and small developments; a space for a special building which celebrates 21st

- Century Jersey; and
- a sustainable manageable and robust development.

The objectives of this masterplan are to achieve those aims for the development by:

- creating a distinctive prime mixed use guarter for the town centre of the highest design quality:
- providing office buildings (large floorplate, raised floor, comfort cooled, capable of sub-division, active ground floor where appropriate) to satisfy the operating conditions exercised by the most demanding investors and occupiers in the capital of Jersev (easy access, convenient car parking, well-related to the retail core and to other businesses in the town):
- providing the quality of environment and property product needed to attract the highest quality tenants;
- meeting the office needs of existing businesses in St. Helier, particularly the banking sector, wishing to upgrade and improve operating efficiency:
- providing retail that complements the existing offer in the town:
- accommodating high guality lifestyle housing to ensure the area is active outside of office hours;
- providing the landscape needed to produce a high quality public realm: and
- establishing a basis for the development of a new strategy for public space in St Helier.

Both the public space and the buildings themselves must be of the highest quality if these objectives are to be achieved.



The earlier allocation of development sites







Context: The previous masterplan

In the summer of 2006, following consultation with the States of Jersey, the Waterfront Enterprise Board completed a masterplan proposal for the Waterfront Area in St. Helier (West of Albert). The Minister for Planning and Environment decided that the prominence and importance of this large area of development would benefit from a third party review. Hopkins Architects identified the following shortcomings in the previous masterplan propoal:

- the buildings on the south side of the Esplanade present long façades restricting pedestrian permeability into the site;
- 2 pedestrian access from the town side is restricted to the east and west ends of the Esplanade Square site with an additional point of entry opposite Payn Street;
- 3 there is little pedestrian legibility on the Esplanade Square site other than funnelling to the bridge crossing La Route de la Liberation;
- 4 the linkage to the south side of La Route de la Liberation is poor as it is restricted to a single crossing location;
- 5 within the public open space on the Esplanade Square site the visual outlook is restricted to views back to the town and over the bridge - the sea cannot be seen;
- 6 once over the bridge the pedestrian arrival point is a traffic roundabout facing the hotel;
- 7 the other public open spaces on the south side of La Route de la Liberation are compromised either by restricted views, road traffic or being shared by private dwellings.
- 8 the development is not very dense (a plot ratio of 1:2.4) which results in tall buildings (21, 15 and 10 storeys) on the waterfront

The waterfront developments in the previous masterplan remain isolated from the town due to the barrier of the four-lane dual carriageway. Exclusive pedestrian access is limited to a single bridge while all vehicles enter and exit along La Route de Port Elizabeth, the road to the south of the roundabout. The likely perception is that the Waterfront will be seen as a separate destination to that of the town centre with the multitude of pedestrians within the old town failing to find their way to the Waterfront. The old town would conceptually end along La Route de la Liberation thus limiting the socio-economic potential of the new waterfront.



The previous masterplan (2005) (Numbers refer to points in the text)

2.0 The Masterplan The Esplanade Quarter

Hopkins Architects have an enviable reputation for delivering complex high quality projects







Westminster Underground Station





Who we are

Evelina Children's Hospital

The site (previously Esplanade Square and the Jardins de la Mer sites)



The Esplanade Quarter site

Currently la Route de la Liberation drives a barrier between the historic town and the waterfront.



Aerial view from south/east

The Esplanade Quar

If we can lower the road the town will seamlessly integrate with the Waterfront ...



Step 1: Lower the road



Step 3: Extend and create new east / west connections



Step 2: Extend the primary north / south routes



Step 4: Create an integrated and well connected waterfront

Leisure Centre

Having created the site, how should we develop this new quarter for St. Helier?



We should be building a state of the art financial district to firmly establish Jersey's position as a global financial centre.

The site must accommodate approximately 620,000 square feet of office accommodation, retail, leisure and residential together with parking for 1420 cars.

Jardins de la Mer





St. Aubin's Bay

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Edinburah. A grid approach to urban design is a well established precedent. London.

Barcelona.

However, in many ways the spaces between the buildings are as important as the buildings themselves ...



St. Helier has some world class public space.

The public realm within the new quarter will need to hold its own in terms of quantity, quality and presence.



Finsbury Square, Broadgate, London. (equivalent size to the proposed main square)



Brindley Place, Birmingham. (equivalent width to the proposed main square)



Boulevards and streets connect the public spaces



Tree lined boulevards will neatly separate the distinct areas of the town.

All streets have been designed to be short and interconnect public places.



Boulevards as streets and as public places ...







We must not forget the sea frontage because this is an important elevation for the town ...



Stockholm - a good northern European precedent

St. Helier's new waterfront



Currently St. Helier's development within the waterfont is disparate and lacks unity



The Esplanade Quarter

All of the elements of the public realm come together to create the Masterplan



The Esplanade Quarter Masterplan for the new financial district

The Esplanade Quarte

The proposed ground floor plan



The Esplanade Quarter Masterplan for the new financial district

The Esplanade Quarte

The proposed typical upper floor plan



The Esplanade Quarter Masterplan for the new financial district

The Esplanade Quarte

The Hopkins Masterplan for The Esplanade Quarter

The indicative amount of floor space has been agreed by Hopkins Architects and the States of Jersey. The uses and areas are subject to further testing against the impact of traffic and transport; the socio-economic impact and the impact on the vitality of the existing town.

The floor area designated for retail use is broadly in line with the States retail strategy, and the proposal is that retail use will be restricted to small scale bars, restaurants and shops. An assessment will be required to demonstrate the likely impact on existing retail businesses in the town centre.

Proposed schedule of (net internal) areas and uses:

Class	Use	Total area (ft ²)
1	Offices Car parking spaces	620,706 585
2	Retail comparison	24,475
2	Restaurants	53,030
2	Retail convenience	30,000
3	Residential units Area Car parking spaces	316 237,373 220
4	Leisure self catering Car parking spaces	76,800 65
4	Leisure boutique hotel	53,760 30
	Public car park	520
	Total car park	1,420
	Total (excluding car park)	1,096,144
	Total (including car park)	1,610,000



The massing of the scheme must not dominate the historic town



The existing sea wall is an important part of the town's heritage that should be celebrated within the new scheme





Historic plan of the Esplanade showing the course of the sea wall



The Esplanade prior to West of Albert



The new quarter must provide a rich network of varied and connected public spaces



Connected public space in the new financial district

The public spaces will have different but related characters ensuring a rich experience as one passes through them



Soho Square, London



Fontana Trevi, Rome



Old Market Square, Nottingham

For a constraint of the sector of the sect



The Esplanade Quarter

Brindley Place, Birmingham



Bath is a good example of simple restrained architecture designed from a limited palette of materials

Having created the plan, what should the prevalent architectural character of the scheme be? Restrained and unifying?

The Esplanade Quarter



Learning from the past. An architecture of streets and spaces creates well defined and connected places



1. Buildings form the wall to the public square







3. A simple façade geometry

4. A regular but interesting skyline

Granite is the prevalent Jersey building material and it will be important in the new Esplanade Quarter



The granite colonnaded main "civic" square.









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granite in a loadbearing wall

granite as a cladding material

granite paving

historic use of granite

The development must be sustainable and climate change proof (refer to Appendix on Sustainable Development for more details).



	BREEAM Credit	Credit Numbers	Aim/Requirements		Transport CO ₂	Tra 0-1	A Transport Plan should be provided and implements on site. Total commuting CO2 emissions to be <17! kn/person/year (8 credits)					
	Commissioning Monitor	Man 1-2	Identify a single representative responsible for commissioning	in the second	Cyclist Eacilities	Tra 0-2	Provisions for cycling should be provided (including					
	Commissioning	Man 1-3	Specify proper commissioning of the building services.	Trac			sheds, showers and changing facilities).					
ment	Builderis Users Guide	Man 1-4	Provide a builders users guide to allow for the proper operation of the building		Commuting public transport	Tra 0-3	Links to public transport should be provided.					
nanage			Reduce Construction Impacts n 32 out of 40 points on considerate contractor scheme: Monitor CO2 emissions on-site		Water Consumption	Wat 0-1	To gain maximum credits, water consumption should b < 1.50 n 4.50 m ³ per person per year.					
<	Construction Site Management	Man 1-5	 Monitor CO2 emissions from transport on-site 	tor	Water Meter	Wat 0-2	Provide a water meter					
			Monitor waste on-site (or sort waste onsite) Minimize pollution to watercourses (4 out of E credits credition)	5MV	Major Leak Detection	Wat 0-3	Provide major leak detection equipment for the building water services.					
	Cooling Towers	Hea 0-1	Limit the need for Cooling Towers due to the risk of		Sanitary Supply Shut Off	Wat 0-4	Provide automatic water isolation to toilet area					
-	Description of the standard standards		Proper commissioning and design of the DHW to		Asbestos	Mat 0-1	Do not use Asbestos in the construction of the building					
	Domestic Hot water h Legioneilosis	Hea U-2	prevent Legionella disease		Recycle Waste Storage	Mat 0-2	Collect and manage construction & occupant waste recycling					
	Openable Windows	Hea 0-3	Allow for openable windows in the design	4	2		Limit the impact of the building by specify IGreeni					
-	Failsafe Humidification	Hea 0-4	services Allow for proper design of the inlet and exhaust of the air for the building to prevent inlet air being contaminated by	Materia	Materials Specification	Mat 1-3	construction material that has reduced embodied en and are low VOC emitting materials n 50% of mater to be compilant to the Green Guide to Specification rating) or under 6.0 Ecopoints/m ²)					
-	Internal All Polition	Hea 0-5	external sources ñ 10m distance between inlet and exhaust In the case of mechanically ventilated and air		Sustainable Timber	Mat 1-7	Source timber form sustainable sources - 40% of tim to be from FSC sources or 60% from PEFC sources credit)					
	Ventilation Rates		conditioned buildings, fresh air should be provided at		Refrigerant ODP	Pol 0-1	Limit the use of ODP substances in the building desig					
		Hea 0-6	buildings, trickle vents should be provided on the majority of windows, where the window openable area is		Refrigerant Leak Detection	Pol 0-2	Provide leak detection equipment is all equipment that uses refrigerant.					
			the equivalent to 5% of the gross internal area of the building and the plan depth is no more than 15m		Refrigerant Recovery	Pol 0-3	Provide refrigerant recovery equipment in case of leakage.					
	Daylighting	Hea 0-7	otherwise extra ventilation is required. At least 80% of net lettable office floor area should be adequately davlit.		NO _x Emissions	Pol 0-4	Maximum credits are awarded where burners in boiler plant (except standby) have maximum NO _x emission levels of lass than 90mm/k/Wh delivered beating energy					
§ .	Daylight Glare Control	Hea 0-8	Provide Internal Blinds	linfo			Rainwater holding facilities and/or sustainable drainag					
	High Frequency Lighting	Hea 0-9	Specify High Efficiency Lighting	8	Water Run Off	Pol 0-5	techniques should be used to provide attenuation water run-off by 50% at peak times to either natu					
Ē	Electric Lighting Design	Hea 0-10	Maintained lighting levels should be between 350-400 lux and the louver design is in compliance with the addendum to Lighting Guide 3, 2001.		Water Course Pollution	Pol 0-6	watercourses and/or municipal drainage systems. Mitigate watercourse pollution through specifying oil intercention devises					
	Lighting Zones	Hea 0-11	Design lighting control to allow for 4 workstations per control zone		Refrigerant GWP	Pol 0-7	Limit the use of GWP substances in the building designation of the building designatio					
	View Out	Hea 0-12	Allow for a view to the outside for all occupants (occupants to be positioned no more than 7m away from a window)		Insulant ODP and GWP	Pol 1-1	Do not use an insulant which utilizes ODP and GWP					
Ī	Thermal Zoning	Hea 0-13	Design thermal control to allow for 4 workstations per control zone	Se			Rouro and that has been used for industrial numeros					
Ĩ	Thermal Modeling	Hea 1-2	Provide an energy target for the building through dynamic energy modeling.	n pu	Land use	Lan 1-1	the last 50 years					
ſ			Ambient internal noise levels should be specified as	P								
	Internal Noise Levels		 35-40 dB L_{Anst} in single occupancy, cellular offices 40-45 dB L_{Anst} in medium sized, multi-occupancy open plan offices - ≤ 4 work stations ≤ 40 m² 		Ecological Value	Eco 1-1	Use land which has a low ecological value					
		Hea 1-3			Change in ecological value	Eco 1-2	Change in ecological value to be between 03 and +3					
			 45-50 dB L_{Aest} in large multi-occupancy, open plan offices > 4 work stations > 40m² 	Fod	Ecological Enhancement	Eco 1-3	Act on advice provided by the survey from an Ecologie					
	Energy Sub-Metering	Ene 0-2	Sub-metering should be provided for substantive energy uses within the building covering lighting and small	1	Protection of Ecological Features Eco 1-4 Reduce construction impacts on the local ecology							
		1	power (plus tenancy sub-metering).	N	OTE. All credits must be verifiable.							
Energy	Fabric & Form	Ene 0-4	according to the fabric and form of the building. To gain maximum credits the losses minus gains will need to be between +/- 15 and 25 kWh/m²/year.	4.	4.5.9.3 National Home Energy Rating (NHER)							
[CO. Emissions	Ene 1-1	Total Net CO ₂ emissions will need to be predicted. To gain an Excellent BREEAM rating, minimum CO ₂	Th sa	ne NHER is the UK's largest energy rat ving.	ing scheme and s	eeks to provide solutions to all aspects of home					

The NH/ER was conceived as a rating with a scale of 0.0 (poor) to 10.0 (excellent). Am average dwelling in England would currently score between 4.5 and 5.5, a building meeting current art L1 Building Regulations would score higher around 8.0 or more.

The development must achieve BREEAM "excellent" and "very good" Eco homes standards.



... at times of the year



People must be protected from bad weather.

BREEAM Credit Summary for EExcellent(Pating (quidance only)



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The development must be designed to cope with rising sea

levels.

Highways

This diagram outlines the proposed highways scheme. This forms the basis of proposals for a detailed temporary traffic management scheme, to be developed before construction starts, in agreement with the Transport and Technical Services Department (TTS). This will include detailed plans for appropriate road alignments; detailed road markings; signage; temporary traffic signals and access points. All will be fully safety audited before each stage of work begins.

The development of the traffic management scheme will involve local stakeholders to ensure that the concerns of all those affected are properly considered. Additional information about the temporary traffic management scheme are included in the Transport Impact section of this document.





Jardins de la Mer



Jardins de la Mer



Aerial photo of Jardins de la Mer



View from the East

View from the West (the garden is sunken below the sea wall)

The central water feature

The Jardins de la Mer will need to be reinstated as a major public garden for the town



Elizabeth Castle should be the view from the Jardins de la Mer.



Where land is taken it should be given back.



1 Currently the garden is sunken and detached from the adjoining bay ...







area be used for outside performances?

The new Jardins de la Mer should engage directly with Elizabeth Castle and St. Aubin's Bay



A possible performance area.



Taormina, Sicily, an amphitheatre with a view

Water should be retained as a theme for the garden.

Jardins de la Mei

2.3 Weighbridge Square

Weighbridge Square



The Weighbridge development area

Scheme for weighbridge approved 2007

Weighbridge Square - urban strategy





2 Historically it has been a weighstation for Jersey potatoes...



3 a memorial garden to Queen Victoria...



4 and enjoyed good connections with St. Aubin's Bay...

Esplanade Place de la Liberation Thie Parisin Ohursch Royal Siguaria

5 Presently, the square is well connected to the 'hub' of the town...



6 Lowering the road provides the opportunity to rediscover

links to the bay...



7 The Weighbridge becomes a key connection between the Old Town and the New Quarter.

3.0 Project benefits

3.1 Summary of financial deal (Prepared by the Waterfront Enterprise Board)

The financial terms

The developer of the scheme will be granted a 150 year lease by WEB for the area of land covering Esplanade Square and part of Les Jardins de la Mer. In return for this lease the developer will make payments of £50 million to WEB, as well as building a mixed use development on the site in accordance with the finalised masterplan and design codes. The payments will be made in three tranches over an eight year period. These payments are guaranteed. They are based on independent valuations and represent no risk to the States of Jersey or to WEB.

In addition, the developer will pay the cost of associated infrastructure works. This includes: sinking the road below ground and constructing an underground tunnel; installing traffic management improvements; providing appropriate support to public transport services; and reinstating and enhancing Les Jardins de la Mer. The cost of sinking the road is guaranteed and has been ascribed a value of £45 million and the work will be completed at no cost and risk to the States of Jersey.

If the financial return to the developer increases over the period of the lease, which is anticipated, WEB will have a share of the increased profit in the form of overage payments. These additional sums, which will be paid over the period of the development, are expected to total not less than £25 million.

In summary, the total value the States will receive is a minimum of £95 million without the overage payments or £120 million including the potential overage payments.

3.2 The Economics of the Waterfront development (Prepared by States of Jersey Economic Development Department)

The shortage of land and labour is a real restriction for small island economies like Jersey. Reclaiming land from the sea on St Helier's waterfront provided the Island with an opportunity to increase its economic activity and, through that, to provide more jobs for local people and a better standard of living for the whole community.

The States has already set out to improve the Island's economic performance. This is an important part of Jersey's new fiscal strategy. The purpose is to ensure:

- Tax rates paid by businesses and individuals can remain low;
- Jersey can maintain its current level of public services;
- Better employment opportunities exist in Jersey for local people.

The Waterfront has a vital role in helping Jersey achieve these strategic objectives.

The States Economic Growth Plan aims to improve productivity across every sector of business activity in the Island economy. The Waterfront development supports this by generating new investment in buildings and public spaces for the finance industry, retail, leisure and tourism. It will encourage innovation in business and tourism; encourage competition by expanding existing Jersey businesses and increasing new opportunities, both from Jersey and from outside our shores; encourage enterprise through additional economic activity and improve job opportunities and skills.

How will the Waterfront support our industries? The finance industry

The financial services industry directly contributes 50% of Jersey's wealth through the tax its businesses and employees pay. It also benefits other Island industries because it brings employment and trade to shops, hotels, bars, restaurants and the construction industry. Jersey is dependent on the success of finance because of its very significant contribution to tax revenue and, through that, funding for our high quality public services. It also provides rewarding jobs for local people.

The Waterfront's Esplanade Quarter will provide the quality of office accommodation which the international finance industry requires and which is currently scarce in Jersey. Creating up to date office accommodation on the Waterfront means that some organisations in finance and business will move here from the town centre. This will be a gradual process over a number of years and, rather than a threat to St Helier, is an opportunity for regeneration and the reinstatement of traditional town centre amenities.

Tourism

Jersey's tourism industry, while much smaller today than it was thirty years ago, still makes a significant contribution to the economy. Opportunities exist to develop Jersey's share of the international market by meeting the expectations of today's travellers. The Waterfront has a major role to play in the development of this sector, because of what it will add to Jersey overall as a destination for travellers and because new tourist accommodation will be built on the Esplanade Quarter. This new accommodation includes a 30-bedroomed boutique hotel and 65 self-catering apartments. These will be significant new investment in the industry.

Inflation

High inflation is damaging for business and pushes up the cost of living for all residents in Jersey.

The Waterfront development will help to control inflation in the medium and long term. This is because the Waterfront will add to the capacity of the economy – by providing additional office, tourism, retail, restaurant and accommodation space – and prevent overheating. Jersey is currently experiencing a relatively high rate of growth in house prices and the provision of new homes on the Waterfront will help to ease price pressures for everyone.

How will the Waterfront help to balance our ageing population?

Just as in other advanced economies in the world, Jersey's population is changing. The number of elderly people is growing and there are fewer younger people of working age. This is a new challenge for the Island if we want to maintain the way of life we enjoy today – good job opportunities, low tax rates, high quality public services and a beautiful environment. The Waterfront will make it easier to meet that challenge because it will provide new homes and valuable opportunities for economic growth, which will help to balance the impact of an increasing number of retired people.

Other direct economic benefits

As described on page 38, the Esplanade Quarter development will benefit the States of Jersey directly through a favourable financial deal with a value of at least £95m without overage payments or £120 million including potential overage payments.

Jersey's economy will benefit from parish rates of approximately £1.2 million annually in perpetuity as a result of the Esplanade Quarter development. The West of Albert development, including the Esplanade Quarter, will contribute approximately £2.1 million annually. This will directly benefit the Parish of St Helier and offer opportunities for additional facilities in the parish.

The Waterfront offers a unique opportunity in the development of the Island. It will help Jersey meet its objectives of economic growth with low inflation. These will be long lasting benefits for all Islanders because they provide security in the future. Jersey's economy can easily be affected by global economic events outside our control. Future economic success depends on a host of factors and the Island will need to meet new challenges as they arise. However, failing to maximise the economic potential of the Waterfront would leave Jersey in a weaker position to ride the ups and downs of the global economy in the future.

3.3 Regeneration benefits (Prepared by States of Jersey Planning and Environment)

The Esplanade Quarter scheme will represent a £385m investment in the urban fabric of St Helier. This will not only generate development value within the scheme, but also in the town as a whole. A range of regeneration benefits will flow, as the scheme matures to become a thriving urban neighbourhood within an enlarged St Helier. The wider purpose, aside from providing a new financial and residential quarter, is to refocus the harbour and waterfront areas of the town into a popular leisure and recreation destination for residents and visitors alike. The scheme will form part of the well-established, international tradition of high quality waterfront development, which will be a catalyst for further investment and regeneration across the wider surrounding area.

First, consider the benefits provided within the new Esplanade Quarter.

This will be a new urban neighbourhood. The scheme will provide a major extension to the town, adding significantly to the range of uses and facilities available to islanders. The economic spin-offs of the new office accommodation have been considered elsewhere in this document. But this is not just a new business quarter; it is also a new leisure and residential quarter.

There will be more than 300 new homes within the scheme, almost doubling the provision within the recently approved Castle Quay (Phase 1). This will help to establish the waterfront as of one of St Helier's prime residential areas. That is good for the town; but also for the rest of the island as it relieves pressure for the opening up of new development sites in the countryside.

The new quarter will provide a further boost to the stock of high quality visitor accommodation in the town, complementing recent investments in the Grand, the Royal Yacht and the new Radisson Hotel. This substantial addition to the town's stock of visitor beds, both in hotels and in self-catering accommodation, will support the strategy to develop St Helier as a city-break and short stay visitor destination.

The scheme incorporates a very major investment in the public realm of the town. This is not just regarded as a 'nice to have'. It is a central purpose of the scheme, lying at the very heart of the Esplanade Square proposals. There will be: high quality, landscaped boulevards and public squares; piazzettas and other urban spaces; busy new pedestrian connections between town and harbours; and scope for a variety of themed outdoor public spaces incorporating water features and public art.

The whole design approach will place a premium on pedestrian comfort and easy accessibility. The scheme will draw on the best standards of street furniture, using quality materials in all the public spaces. It will be a place for daytime and evening recreation, throughout the year, thanks to a design approach that offers generous weather protection to visitors. There will be high footfall and a high level of vitality in and around the scheme. Overall, the active public spaces of the town centre of St Helier will be almost doubled in size. If this scheme is approved, the Minister will be insisting on upfront investment in high quality public realm, in order to start delivering these benefits at an early stage of the development programme.

However, the full benefits of the scheme will extend over a broad geographical footprint.

As the Minister has made clear, this scheme will establish a new standard of design and quality within St Helier. There will be an unwavering commitment to the highest quality urban design; the purpose being to restore confidence in the waterfront as a whole and to enhance the reputation of the town. This will translate into value for both developer and tenant within the Esplanade Quarter and will also act as a catalyst to lift the quality and value of new developments across the town as a whole. This scheme is of such a scale that it has a real capacity to enhance the image of St Helier. It will boost the town's reputation as a destination for business investment, as a visitor destination and as a place to live; much as Brindley Place has for Birmingham and Gunwharf Quays is achieving for Portsmouth.

Then there are the straightforward financial benefits. The Esplanade Quarter will deliver a major enhancement of the town's rateable base. It will therefore represent a long term investment in the future resources of the Parish to regenerate, maintain and manage the town. Given the beneficial financial deal to the States, there is also the potential for an ongoing injection of capital into future regeneration and development programmes for St Helier. The scheme will therefore help to provide the necessary resources to deliver the EDAW regeneration strategy and to deliver future stages of waterfront and harbours redevelopment.

The scheme will also represent a major investment in the town's infrastructure. In addition to the sinking of the Route de la Liberation, and the public realm enhancements within the scheme, the developers will be required to invest in improved traffic management systems over a wider waterfront area (extending to Green Street roundabout) and to fund a package of improvements to the bus services serving the town centre.

Most important of all, however, is the role of the scheme in leveraging investment into the town as a whole. The scheme must be part of St Helier – complementing its facilities, without detracting from the existing commercial centre. The masterplan and associated development programme are being structured to create a catalyst for future investment. There will be a period of transition, as the financial sector shifts its main base of office accommodation onto the waterfront. But this will provide a range of opportunities for future development on prime sites in the established town centre. A regeneration agency will be established to work alongside the emerging Jersey Enterprise Board, in order to manage this transition. As outlined in the EDAW strategy, the twin purposes will be: to attract new business growth into the office accommodation that is being vacated: and to take advantage of the potential for new residential accommodation within the town, where the demand for office accommodation subsides. Given the strength of demand for all types of residential accommodation in Jersey, this will be an important component in the future strategy to meet the island's ongoing housing needs.

3.4 Benefits for families and young people (Prepared by States of Jersey Planning and Environment Department)

Hopkins Architects' proposals are for a new urban neighbourhood on the Esplanade Quarter. This will be a rich network of varied and connected public spaces and buildings with a diversity of uses. This diversity is important, if the area is to develop into a lively neighbourhood which will appeal to both residents and visitors.

Successful neighbourhoods bring people of all ages and interests together. This is the approach adopted for the whole of the Waterfront development. A particular focus for the States of Jersey is to ensure that the Waterfront will be attractive and accessible to young people and families.

The area has already established major new uses for young people. The Waterfront Leisure Centre is Jersey's biggest draw for the young with its cinemas, swimming pools, restaurants, bars and night clubs. Lowering the road into an underground tunnel will make this centre more easily accessible and make it look and feel more a part of St. Helier. There will be easy pedestrian linkages between the various waterfront sites and as the number of people living and working on the waterfront increases the wide range of leisure facilities and new public spaces will come into their own.

The next phase of waterfront development at Castle Quay will provide a busy, mixed use development where waterfront leisure will be the main attraction. There will be shops, bars, restaurants and cafés framed by neighbouring open spaces and the new marina. Covered boulevards, footpaths, and pedestrian routes around and through the buildings will deliver the kind of water's edge experience that will attract all ages, whether residents or visitors. The ability for the public to move through the buildings and along the covered boulevards is designed to deliver the kind of all year round experience available in many European cities, which is key to the nature and character of the new development on the waterfront.

The masterplan proposals suggest significant enhancement of both Les Jardins de la Mer and the Weighbridge. Both these areas are currently enjoyed by large numbers of people of all ages, particularly the young and – especially Les Jardins – by families. The improvements planned for the Weighbridge will create a major new public square at a focal point for the town; this is a main point of connection between the old town and the Waterfront area and will mean that the old harbour area and the popular Maritime Museum are more accessible, visible and visited.

In addition to this, there is already a commitment to provide a permanent youth facility elsewhere on the waterfront, as the development programme proceeds. This important commitment provides an opportunity to enhance further the range of leisure and recreational opportunities on the waterfront.

The Esplanade Quarter will complement these attractions in many ways. It will provide much more than a new financial centre for the Island. It will also be a busy residential area, with many visitors enjoying the public spaces and leisure areas.

The provision of new areas of open space within the scheme, whether large squares or smaller more intimate areas, provides a series of 'stepping stones' to the waters edge. Each space must have its own special character and identity, so that navigation through the area becomes a transparent and enriching experience to the pedestrian and visitor. In this way, these spaces not only function as route ways but are also places where people of all ages can derive pleasure and experience the character of the quarter. Just as in many European towns and cities, the new urban squares will provide space and break the rhythm of the town by offering different and special building forms. They also take the opportunity to deliver different kinds of uses and activities. They will be landscaped and designed to provide movement. action and vitality through the use of water, sculptures, noise and colour. They will offer pleasure and interest to all sections of the community, in the same way that the Royal Square gives enjoyment across the entire age spectrum.

Integral to the Esplanade Quarter are a new hotel and self catering apartments. In addition to that, 300 new residential apartments are also envisaged. In order to provide for those who will work and live here, there are also to be cafés, shops and restaurants within the scheme. These facilities, in conjunction with the new roads, boulevards, squares and pathways through the scheme, are designed to be attractive to all users. These will be places for everyone to enjoy in all weathers, whether they live and work on the Waterfront, or elsewhere in Jersey, or are visitors to the Island.



4.1 Transport implications (Prepared by States of Jersey Transport and Technical Services Department)

Introduction

The Hopkins Masterplan proposes to sink La Route de la Liberation, so that traffic would pass through an underground tunnel from a point between Patriotic Street and Gloucester Street to the current eastern end of the existing underpass. This has the significant benefit of removing the above ground dual carriageway and greatly improving pedestrian connectivity between the Waterfront and the original St Helier town area. At the same time it maximizes space available for development.

Transport Assessment

A Transport Assessment has been carried out by Faber Maunsell on behalf of the developer and it concludes that a satisfactory traffic arrangement can be provided. The report shows the road network in the waterfront area should be able to cope with the predicted traffic flows.

The report does identify potential traffic capacity problems at the West Park junction and through the tunnel under Fort Regent along La Route du Fort. To mitigate the expected traffic increases at that junction, revisions to the West Park junction - including an additional lane from the Esplanade onto St Aubin's Road - are proposed.

Traffic management arrangements in the tunnel under Fort Regent and along La Route du Fort should accommodate increased traffic flows. This would be achieved using computer controlled and linked traffic signals and pedestrian crossing signals.

The work by Faber Maunsell has been assessed by TTS's own consultants, Capita Symonds. The conclusion is that while further work is needed on the detail of the design, the findings are reasonable and a satisfactory arrangement can be achieved. But Capita Symonds identify two significant outstanding issues requiring further work.

Firstly, the development proposals assumed that a roundabout would be provided on the underground section of La Route de la Liberation providing direct access to 1420 underground parking spaces. Whilst this would help to keep traffic flowing, Capita Symonds advise that junctions in road tunnels are unusual, because of accident risk and associated mechanical and electrical issues. They believe that it could be made safe, 'subject to careful attention to geometry, signing and traffic

controls'. It is essential that the emergency services are involved in this element of the design process.

An alternative arrangement is now being developed in which there would not be an underground junction in the road. This will offer the opportunity for comparison and requires a new assessment of the impact this would have on the above ground road network. New proposals must also be submitted for access to the underground car park and measures to mitigate the increased volume of traffic above ground.

The second issue concerns the development of St Helier in the longer term. The Faber Maunsell Transport Assessment looks at how traffic movements will change, as the new office space on the Esplanade Quarter is occupied. In the opening year it is assumed that 85% of the office workers in the new Esplanade Quarter will have come from existing offices in St Helier. In the longer term those vacated premises in the town will be reoccupied and this has not been included in the traffic impact of the reoccupation of those town centre vacated premises must now be prepared, with a range of traffic growth scenarios. This assessment will enable informed decisions on the implications of future development and population growth in the Island.

Public Transport

The Transport Assessment identifies opportunities for good public transport links through the area, but the likely increase in demand for public transport will require financial support. The developer will be required to provide funding for sustainable transport initiatives, in particular for additional public transport.

Temporary Traffic Management

There will be several stages of temporary traffic management with varying degrees of disruption, but the principal proposal for a temporary dual carriageway through the current Esplanade car park will give similar capacity to the current road network. Detailed analysis of the stages will be required of the developer with restrictions imposed to ensure that disruption is minimised. The below ground works (burying/realigning la Route de la Liberation and car park construction) are likely to take approximately three years. Much of this work will not affect the current road network and the periods of disruption should therefore be much shorter. Capita Symonds conclude that a satisfactory arrangement can be developed.

Temporary Parking Provision

The existing temporary Esplanade Square car park has 525 public parking spaces and these will be replaced in underground parking once the scheme is completed. During construction, these spaces will be lost. To compensate, the developer will be required to provide 250 temporary spaces. The current proposal is for a temporary steel framed structure for 250 car spaces to be erected at Elizabeth terminal. To supplement this, motorists will be able to use 300 spaces which are currently left empty at Pier Road car park on weekdays.

Emergency Services

As La Route de la Liberation is the main carriageway used by all emergency services to access the east of the island, particular attention will be required to ensure that their operational efficiency is not impaired by the scheme.

4.2 Waste management (Prepared by States of Jersey Transport and Technical Services Department)

Waste Management Plan

The Esplanade Quarter forms part of the original West of Albert I and II landfill sites, created between 1986 and 1995. Most of the Island's inert waste material was disposed of here at that time, together with the ash from the Bellozanne incinerator plant.

This section draws on material provided by the developer's technical consultants to present a high level summary of the principles that will be adopted for waste management on the site.

Initial calculations indicate that about 410,000 cubic metres of material will be excavated. Much of the excavated material will be recycled during the construction work, either on site or elsewhere in the island. The States of Jersey will insist on the highest achievable levels of recycling of excavated material, with the remainder being taken to the current Jersey reclamation site, east of La Collette.

Based on current recycling rates from the incoming material to the La Collette II site, it is estimated that between 20% and 40% of the material could be recycled. Much will depend on the nature of the original fill material and the opportunity for resale into the marketplace at the time of excavation.

The overall volume equates to about 3.85 years of space in the current La Collette II reclamation site with no recycling. If 20% recycling were achieved, this volume equates to about 3 years. If 40% recycling were achieved, this volume equates to about 2.3 years.

The waste management plan will need to demonstrate that the highest achievable level of recycling of extracted materials will be achieved on this site. The developer of the waterfront 'Annex' site has recently indicated that significantly higher levels of recycling than the indicative range of 20% to 40% have been achieved. Clearly, if there is potential to exceed a recycling rate of 40% in the Esplanade Quarter, the opportunity will be taken to achieve this. Until the developer has conducted further site investigations it is difficult to determine the quantity which could be recycled and it is therefore not possible, at this stage, to accurately judge the impact on the expected lifespan of La Collette II.

Traffic movements between the development site and La Collette will be significant during peak excavation with

significant additional lorry traffic over a 12 month period. This heavy vehicular movement will impact on the area of Commercial Buildings and there will be a full traffic impact assessment to optimise the transfer of this large quantity of material. The developer will be required to cover the relevant costs associated with repair or resurfacing of the Commercial Buildings road at the end of the works.

Whilst excavation of the site is being undertaken, the developer will be required to provide a sustainable waste management plan that demonstrates best practice for the removal and ultimate disposal of the materials. In the early years of landfill on the West of Albert site, ash was mixed with inert waste. Later, the ash was disposed of in pits throughout the site. The ash must be excavated in accordance with agreed protocols for excavation and will be delivered to the La Collette II site for disposal into lined and sealed pits. This cost will be an expense for the developer.

If loose asbestos cement sheeting is found during excavation, as anticipated, the developer will be required to safely remove it using accepted protocols, for disposal at the TTS asbestos site at La Collette.

All specialist costs associated with site monitoring at the development site and at the disposal site at La Collette will be at the developer's expense, together with any containment measures required for the ultimate safe disposal of asbestos.

4.3 Risk of underground flooding

The land immediately to the north of the development site has been subject to flooding in the past. Though much less frequent in recent years, overtopping of the sea wall and flooding back along the Esplanade can still occur in certain weather and tide conditions.

The developer must investigate this problem and ensure sufficient mitigation is included at the detailed design phase to ensure the tunnel and underground car park will be adequately protected. Options must be considered and approved by the Minister for Transport and Technical Services to ensure that the proposed scheme does not adversely affect the current surface water drainage system in the area.



5.0 Consultation

Consultation (Prepared by States of Jersey Planning and Environment Department)

Consultation timetable

The Esplanade Quarter is the largest and most significant development that the Island will see for at least a generation. The Minister for Planning and Environment and the department are confident that this masterplan provides a strong framework for the future. All States departments and the Parish of St Helier have been consulted in the preparation of the current draft. Departments closely involved with the development work are represented on a project steering group.

At this stage, the Minister wants all islanders to have the opportunity to see what is proposed and to contribute to the refinement of the masterplan.

A period of public consultation starts on 14 November. The document will be available for review, discussion and comment for almost two months, in the run-up to Christmas and into the New Year. During this period, there will be presentations and an exhibition, a dedicated website and extensive opportunities to meet the scheme architects, WEB and the Planning and Environment Department team to discuss all aspects of the proposals. Also, the Minister's Waterfront Design Group – which includes some of Jersey's most experienced design and heritage advisers and interest groups – will review the proposals in detail. The consultation period will close on 10 January.

In early 2008, the Minister will publish a consultation report, giving his responses to the points raised, and the Department will produce a revised version of the masterplan document. This revised document will be taken to the States for approval in early 2008 – most likely in February or March.

What happens next will depend on the outcome of the States debate. If the States endorse the principles of the masterplan, the Minister will approve it as formal design and policy guidance for the future development of the Esplanade Quarter. Before the masterplan is approved by the Minister, there will be a further opportunity for revisions to take account of issues and concerns raised in the States debate.

Design codes

To supplement the masterplan, a set of design codes are to be produced for the Esplanade Quarter development. These will provide a manual or 'pattern book' to guide the future implementation of the scheme. They help to assure quality by defining the required standards for the detailed design and construction work and for the selection of materials. The developer will be bound, through their agreement with WEB, to adhere to the design codes and the codes will also be adopted as Supplementary Planning Guidance by the Minister for Planning and Environment. The Waterfront Design Group will be working with Hopkins, WEB and the Planning and Environment Department to prepare the design codes.

The planning application process

Tim

It is anticipated that the developer will submit a planning application for the Esplanade Quarter in Spring 2008, if the masterplan is approved. This will contain much more detail than the masterplan and will be accompanied by a full environmental impact assessment and a transport assessment. Once a planning application has been submitted, there will be further consultation on these more detailed proposals, for at least a month. At this time, a model of the development proposals will be available as well as a video 'fly-through' of the scheme. There will be further presentations and public events, an exhibition mounted by the developer, additional material available for review on the website and a series of meetings with interested parties wishing to discuss the proposals.

Due to the scale and importance of the scheme, a Public Inquiry will be held before the Minister determines the planning application. This is a requirement of the new Planning and Building Law – and this will be Jersey's first Public Inquiry. The Inquiry will provide an opportunity for all interested parties to submit comments on the proposals to an independent Planning Inspector. These comments will be submitted in writing.

Subject to the Inspector's schedule, there should be an opportunity either to supplement these comments with an oral presentation, or to be involved in round table

discussions on specific topics, which the Inspector will co-ordinate. Proceedings will be as informal as possible and there will be no requirement for legal representation for those wishing to participate in the Inquiry. The Inspector will also review all the relevant supporting documents and assessments that relate to the planning application.

After considering all the evidence and the material put to him during the Inquiry, the Inspector will publish a report to the Minister with his recommendations for the determination of the application. After considering the Inspector's report, the Minister will then proceed to his decision. Should he wish to amend any of the Inspector's recommendations, he will need sound planning reasons for doing so. The decision will then be subject to potential Third Party Appeals, in line with Jersey's Planning Law.

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6.0 Appendices

6.1 Site information

The site

In preparation for the masterplan, Hopkins architects reviewed the three remaining sites on the West of Albert reclamation area. This masterplan document makes proposals for combining all three sites into one area, highlighted in red opposite.

Existing use of the area

A car park for the town – the Esplanade temporary car park – sits on the north side of La Route de la Liberation. To the south side of La Route de la Liberation there is a temporary contractor's compound and storage area.

Site levels

The site is level on its boundary with the Esplanade. The site rises one and a half metres to the roundabout on Castle Street over La Route de la Liberation and two metres to the existing road on the south side of La Route de la Liberation immediately to the west of the cinema.

Geology

Preliminary studies indicate that the underlying geology of the area is 'made ground' comprising inorganic waste overlying the bay bedrock. A preliminary ground investigation, dated October 2005, at La Collette, (approximately 800m from the site), indicates that the underlying bedrock encountered at the end of boreholes taken there is granodiorite and granophyre. The only available information concerning the level of the bedrock in the study area has been identified from record drawing No. TS 703 from which an approximate rock level of minus 1.45m AOD (i.e. 1.45m below ordnance datum). At La Collette the bedrock was found at between minus 1.6m AOD and minus 5.9m AOD.

Water table

Water ingress has not historically been a major difficulty except when excavating close to the existing dock wall. Construction has generally been carried out between tides. Appropriately located secant piles will provide a solution to mitigate against possible water problems in excavations. Developers will need to undertake further studies regarding dewatering.



Ordnance Survey Plan with the Site Highlighted

6.1 Site information (existing sections)



6.1 Site information (land ownership)

This plan of the site has been provided by the Waterfront Enterpise Board. It shows the land ownership within the development areas. The area being considered in this report is highlighted in yellow.



Plan showing ownerhip of the West of Albert Land

6.1 Site information (the site and its environs)

The coastal waters to the south-east of Jersey is an area considered to have great ecological value because of its diverse range of habitats, communities and species found in a comparatively small area. It is not anticipated that development of the Esplanade Quarter will affect this site of special interest. There is likely to be no significant biodiversity interest within the Esplanade Quarter site but this will need to be verified.

There are a number of designated historic sites in the vicinity, of which Elizabeth Castle is the most important, located in the tidal area off the coast and dominating the attractive St. Aubin's Bay. Elizabeth Castle can be reached at low tide using the causeway to the west of the site. Development on the site will be seen from Elizabeth Castle and the sea approaches to St Helier's marinas and ferry terminal. The visual impact of any new design for the Esplanade Quarter will need to be carefully assessed.





Elizabeth Castle from the Waterfront



6.1 Site information (utilities)

Preliminary contacts have been made to determine the utility equipment in the vicinity of the site.

Drawings prepared in 1993 by the States of Jersey Resources Recovery Board and by Ove Arup and Partners show the routes of the original and the new surface water outfalls which cross the development site. The drawings show that a 1525mm diameter sewer runs from Gloucester Street and crosses La Route de la Liberation. The drawings show that the outfall across the site is a 1350 mm diameter pipe surrounded with 500mm reinforced sulphate resisting concrete supported on a 250mm deep precast reinforced concrete slab. The surface water outfall has a fall of approximately 1 in 400.

Record drawings provided by the States Transport and Technical Services Department identify a 300mm diameter foul water sewer discharging from the existing Waterfront development into the 1144mm foul water sewer in La Route de la Liberation at the manhole at the junction of George Street.

Jersey Water has advised that there are two 12 inch diameter and one 18 inch diameter water mains in La Route de la Liberation in the vicinity of the junction with Gloucester Street and the junction with Peirson Road.

Jersey Gas has supplied a drawing that shows one nine inch diameter and two six inch diameter low pressure mains in La Route de la Liberation in the vicinity of its junction with Gloucester Street and the junction with Peirson Road together with one 400mm diameter medium pressure main. A 315mm diameter medium pressure main crosses La Route de la Liberation approximately 200m west of the Castle Street roundabout to serve the development on the south side of La Route de la Liberation.

The Jersey Electricity Company has provided a drawing showing several high voltage and low voltage cables in La Route de la Liberation. There is also a substation shown in the park between St Aubin's Road and Peirson Road.

Jersey Telecom has provided a drawing showing up to five different duct/cable routes in La Route de la Liberation between Gloucester Street and Peirson Road.



6.2 Construction issues

Land ownership

The land for the development is owned by WEB while La Route de la Liberation is in the ownership of the States of Jersev. Any amendments to the ownership of the road will require consent from the States of Jersey. With the realignment of La Route de la Liberation the anomaly of the Axa ownership of a small parcel of land on the Leisure Centre boundary, adjacent to the existing road underpass, will need to be resolved.

Building over the tunnel

Running the dual carriageway through the basement permits construction costs to be more easily absorbed within the overall development. There will be specific requirements to ensure the safety and stability of the road and the construction over. The carriageway will be maintained by the States of Jersey Transport and Technical Services Department.

There will be environmental issues that will need to be resolved. These include, but are not limited to, air quality within the tunnel and smoke extraction. Also there are technical issues to be resolved, such as noise generated in the tunnel and how to isolate this from the buildings above. Geotechnical information for the underlying rock is being assessed to determine acceptable structural solutions.

Landfill

Any proposal requiring underground parking will result in a large quantity of spoil being removed from the site. The significance of the volume is such that it will impact on the current landfill regime. The management of the disposal of this spoil will need to be agreed with the States of Jersey and will be addressed by condition in any planning approval (see 'waste impact' section of this report).

Flood risk

The States Transportation and Technical Services Department has advised that there is an existing flood problem in St Helier. At times of certain high tides coinciding with strong storms, water runs up the beach and overtops the sea wall in the area of Patriotic Street and Kensington Place, to the west of the site. The water then collects in this area, which is low lying, and causes flooding.



Land Ownership Map Showing Land which needs to be aquired from Axa

The existing underpass is not affected by this flooding because its western end rises to a higher level (see section 'flood risks' in this report).

Structural grids

A consistent structural grid (above and below ground) allows a coordinated design and permits the below ground structure to be designed and groundworks construction to be commenced prior to finalization of all details in connection with the superstructure. This approach. allowing the substructure to start at an early stage, will speed up the building delivery.

Building systems

Establishing a building system (a kit of parts) approach at an early stage will ensure a high quality product, help to reduce the construction period on site and should benefit from inherent economies of scale.

Building services

The quality of the environment is paramount for the success of the development. The building services will need to adopt the sustainability requirements of the States legislation, with the desire to better these standards as an exemplar development. The services distribution is to be below ground level with maintenance access from the basement. The zone for services is also to be used for tree pits. Careful consideration will need to be given to the disposal of surface water drainage.



Structural grid co-ordination (above and below ground)

6.2 Construction issues



THE ESPLANADE QUARTER -A NEW FINANCIAL SERVICES DISTRICT FOR JERSEY

OVERVIEW OF PROJECT MANAGEMENT / CONSTRUCTION STRUCTURE

BRIEF HISTORY OF COMPANY

Harcourt Developments Ltd. is one of Irelands largest and most successful privately owned property development and investment companies. The group carries out a range of major construction projects in Ireland and internationally.

The group has in excess of 500 employees, with many holding professional qualifications in the areas construction, project management, property management, financial and accounting disciplines.

The team at Harcourt Developments Ltd. have a successful track record of developing, evaluating and constructing landmark developments. Harcourt Developments Ltd. procure its construction projects using a combination of direct in-house or external Main Contractor, this choice is based on a range of parameters including resources and geographical location. Harcourt Developments Ltd. has directly carried out a number of large scale developments including approx 3 million sq ft of office, industrial and residential in Park West, Dublin and a number of hotel developments in both Ireland and Antigua.

While continuing to develop, the group owns and manages a prime investment portfolio generating revenues from a combination of retail, offices, industrial, leisure and residential accommodation, more information can be found on www.harcourtdevelpments.com.

STRUCTURE

For this project Harcourt Developments Ltd. along with its subsidiary companies, Harcourt Construction will form a dedicated team to oversee, manage and construct the project from inception to handover.





RESOURCES

A Director of Operations and Board Member will be responsible for the project, and a team from Harcourt Developments / Construction comprising of senior, termediate and junior staff will manage the day-to-day running of the project on site.

TTHE TEAM FOR THE ESPLANADE QUARTER PROJECT



6.3 Technical issues in lowering La Route de la Liberation

Piped services

Where the surface water sewer crosses the route of the proposed tunnel carrying the realigned dual carriageway (at approximate chainage 210) it is likely that the sewer will be in conflict with the tunnel construction. Options available to eliminate the conflict include providing a siphon on line under the tunnel or diverting the sewer westwards to a point where the vertical alignment of the tunnel will allow for the sewer to pass under the tunnel base. The option of a siphon has been discounted due to the difficulty in maintenance and construction.

The vertical alignment of the proposed carriageway rises in a westerly direction from the tunnel portal (at chainage 210) to allow the carriageway to tie in with existing levels (at approximate chainage 30). By analysis of the vertical alignments of the proposed carriageway and the surface water sewer it is feasible to divert the surface water sewer under the proposed new alignment of La Route de la Liberation.

A new 1350mm surface water sewer will need to be constructed from MHS 2 to run westward to a point adjacent to the north side of the eastbound carriageway at chainage 155 and a new manhole constructed. The new 1350mm sewer will then cross under the new road to a new manhole where an 80m length of new 1350mm diameter sewer will be constructed to rejoin the existing 1350mm sewer at a point approximately 100m downstream from MHS 2. This section of sewer will be at a flatter fall over the last 80m, but as it is surcharged at all high tides, it is deemed to be acceptable.

As the existing route of the sewer conflicts with the tunnel construction, it will be necessary to divert it to the west and cross the proposed new alignment where it has risen out of the tunnel and achieved a higher level.

Other utilities

It is probable that all or some of the water mains could be affected by the possible construction of a roundabout at the western end of the scheme. It is also possible that the water mains could be affected by the realignment of La Route de la Liberation to the east of the Gateway junction.

The section of medium pressure main serving the Waterfront development will be affected by the realignment of the tunnel.

High voltage and low voltage cables are likely to be affected by the realignment of La Route de la Liberation.

Telecom routes are likely to be affected by the realignment of La Route de la Liberation.

Dealing with flooding

The proposed tunnel will rise to ground level at its western end at a location at which ground level is approximately 7.8m and falling within the area subject to flooding.

The developer will have to liaise with the States of Jersey to provide a solution to the sea water flooding experienced by St Helier. There are several potential options available and further design development would be required in order to determine the best solution, either for the tunnel in isolation, or alternatively in conjunction with a solution for the wider flooding problem.

These include:

(a) providing an artificial high point in the road alignment at the approach to the tunnel portal, in conjunction with flood control walls along both sides of the road between the artificial high point and the tunnel approach ramp;
(b) provision of flood doors at the western portal or at the top of the western approach ramp; or

(c) provision of a flood control wall along the southern side of the road for the full length between the western tunnel approach ramp and the West Park junction. The ground levels at this location are likely to be at a level sufficient to form a barrier and western protection against flooding.

Some modification of the marine slipway will be required irrespective of whether any of these alternatives are adopted for control of flooding. However if alternatives (a) or (c) are adopted, further modification would be required to accommodate the flood control wall. This impact could be largely mitigated by provision of a flood gate to permit access through the flood wall to/from the slipway at this location.



Diagram showing the existing foul sewer (red) and surface water sewer (blue)

Information supplied to WEB by Scott Wilson

6.3 Technical issues in lowering Route de la Liberation

If proposal (c) were to be adopted suitably detailed and accompanied by the necessary work to prevent water ingress through existing drainage infrastructure, this alternative would have the potential to provide a solution to the flooding problem for this area of St Helier, in addition to preventing flooding of the tunnel, hence delivering significantly greater value.

Highway drainage of the realigned Route de La Liberation will be achieved by positive drainage of the carriageways. In the open walled section and the at grade length of dual carriageway it is anticipated that the drainage will be achieved by the carriageway draining into road gullies that will discharge into a highway drain and utilize existing outfalls. In the tunnel section however the carriageway drainage will be effected by utilizing slotted channel drains discharging into a dedicated highway drain. The discharge from the tunnel drainage will be directed to a sump within the tunnel complex and then pumped to an outfall.



Diagram illustrating the relative positions of the sewers and the lowered road and possible solutions

6.4 Planning policy

Relevant planning policies are contained within the Supplementary Planning Guidance for the Waterfront (dated April 2006). Key policies are summarised in this section

Public realm

Key policies require:

- a public realm strategy which clearly sets out the interrelationships between different sites, their design approach, the proposals for management, and their capacity to accommodate other uses;
- new development that contributes to the public realm through the creation of well designed public areas of open space which relate to the buildings around them and which incorporate all hard and soft landscaping and street furniture;
- all new links and areas of open space are to recognise and respond to existing vistas and landmarks, and are to be designed to maximise these elements;
- all new development is to provide a rich network of safe and connected pedestrian routes within the waterfront which will be part of the Public Realm Strategy;
- a programme, clearly indicating the phasing and delivery of all pedestrian routes and connections, be submitted as part of each application; and
- the several existing means of accessing the waterfront from the town are to be significantly improved and enhanced in order that pedestrian flow is encouraged.

Design

The broad thrust of policy is the requirement for excellence in design, flowing through the scheme from spaces to individual buildings. **Nothing less than the highest design standards will be acceptable.**

Key elements of layout, density, height, and design including matters relating to the construction quality of the development are to be clarified, to ensure that construction quality supports the building design and detail.

Key principles are that:

- · important vistas and viewlines are to be protected;
- the special character and nature of Jersey's

architecture and the urban structure, grain, density and mix of St Helier are to be respected. The design shall respond to and reinterpret that character;

- interest and quality within urban design and architecture is to be provided;
 - appropriate materials to the waterfront's context and which contribute to the setting and framing of buildings and spaces are to be used. Buildings are to be clad in granite to match the local Jersey stone; interest and variety in the detailed design of the buildings is to be provided that responds to building locations, the use of the building and its relationship to existing and proposed development. This will be achieved by way of a design statement; and
 - diversity and homogeneity both have roles to play in creating a successful urban environment and continuous building heights, façade treatments and blank walls are to be avoided.

The developer will need to demonstrate that his proposal has been informed by;

- building heights and relationships between buildings;
- ground floor and roof treatment;
- environmental standards;
- wind and solar analysis;
- scale and location of open space;
- hard and soft landscaping;
- road hierarchy widths and functions;
- conservation strategy;
- surveillance and safety; and
- important views and vistas.

Parking requirement and standards

There is a flexible approach to parking provision for both office and residential development.

- Many sites are tightly restricted with a limited site footprint. Often providing all the required spaces underground is difficult to achieve without going down a number of levels.
- Excessive or substantial below ground excavation give rise to considerable volumes of waste or spoil. (Policy WM1 refers).
- Large volumes of new private parking spaces would encourage private car usage contrary to the strategic objectives of the Island Plan. (Policy TT1) and the emerging Travel and Transport Strategy.
- The central location of these new offices and the availability of public transport should permit

a significant reduction of parking standards to encourage a more sustainable approach to providing new office floorspace. (Policy G1).

- Insisting on above ground parking to match the required standards would provide 'dead' frontages to streets and façades. (Policy BE3)
- High levels of parking provision are not necessary in a town where there is availability of public transport and other local services.
- It is not a sustainable approach to demand high levels of parking provision which encourages the use of motor vehicles, particularly in a town centre location.
- High level of parking provision is land hungry and can have a detrimental impact on the quality and character of the housing development when there is a wish to encourage "design led" schemes.
- Alternative car parking facilities are available in some instances to meet the demand from new schemes.

A Travel Plan must be submitted with new proposals which clearly demonstrate the provision made for accommodating alternative and more sustainable travel options for those occupants of the new offices. Travel plans and alternative solutions such as car clubs will be encouraged.

It is reasonable to assume that the existing standards for residential parking when reviewed will (at least in the built up area) drop from their existing levels. On that basis it is recommended that:

- space given to parking should be kept to a minimum. To be consistent with recent planning approvals it should fall to between 50% - 80% of existing standards, assuming a starting point of one space per unit;
- parking that is provided is close to homes and is secure; and
- parking provision does not have an adverse impact on the creation of good urban places.

6.5 Car Parking

The Esplanade Quarter will provide parking for 1420 cars.

Providing car parking above ground is visually unacceptable, contrary to planning advice and would result in loss of other more beneficial uses for land at ground floor and above. The entire parking provision can be achieved within two basement levels beneath the entire site.

The sea wall will be revealed within the basement areas, creating space for pedestrian access to and from the Esplanade while providing natural daylight and ventilation. The zone also delineates a gateway boundary to the new quarter.

A roundabout beneath the scheme on the lowered La Route de la Liberation provides a means of access for car parking and servicing on either side of the dual carriageway. The headroom requirements for lorry deliveries will inform the layout.



6.6 Design coding

Building Design

Buildings must be constructed to a high standard of quality. Typically the palette of materials will be:

- granite (to match the character and colour of that indegenous to Jersey);
- planar glazing with stainless steel fixings;
- white precast concrete;
- stainless steel window frames;
- louvres of stainless steel and sustainable hardwood.;
- natural stone or hardwood for floors at ground level.

Exposed mastic must be avoided.

Where possible the buildings should have 'active façades' which can be defined as:

- the public edge of the building should house activities which benefit from interaction with the public space and can contribute to the life of the streets themselves;
- allowing for the creation of natural surveillance and therefore a greater sense of continued observation of the street;
- building façades which communicate something of what is happening on the inside of the building to the outside; and
- the architecture of the building combined with the occupancy and use creating the active façade.

Architecturally this can be achieved in a variety of ways including:

- · clear glazing in the building façade (i.e. not mirrored);
- balconies, terraces and bay windows allowing occupants to participate in and become part of the street life;
- using depth and relief on the façade;
- glazed atria that are accessed directly from the street, which can become active semi public zones between the pavement and private office;
- elevations offering an element of shelter such as colonnades and building overhangs;
- designing entrance to have prominence and importance within the streets and squares;
- no blind and 'passive façades'; and
- attention to articulation and detail in the façades.

Buildings should have three distinct layers:

- a ground floor level with a set back 'active' elevation behind a colonnaded or overhanging building façade over;
- a mid section comprising the largest component and area of the façade; and
- set back top floors with perimeter terraces.

All three levels of the elevation should relate to one another compositionally and materially, and consideration should be given to their individual features as well as their contribution to the whole elevation. Elevational characteristics will be derived from the correct use of:

- formal ordering and composition;
- choice of building materials;
- method of construction and its expression; and
- implementation of the details.
- The block disposition places all building elevations within the public realm and are to be treated as public elevations. All main street elevations and those facing directly onto areas of public realm should be treated and designed with a similar level of quality and detail. This is to maintain architectural consistency, avoid rear elevations and protect the quality of the environment.
- Roof top plant must be ordered neat and have minimum visual impact and is not to be seen from the public realm. Similarly there should be a minimum amount of visible louvres and grilles at ground level.

Hard landscape

The design and construction of the public space should follow some simple principles as set out below. The aim is to create a cohesive, coordinated hard landscape that is easy to use, maintain, is ordered and controlled, legible and has an inherent high quality of design. The benchmark for the quality of materials will be the improvements made recently in Broad Street, St Helier.

The hard landscape should:

- be simple and avoid over complicated patterns;
- be restrained in the use of colour and texture, except when used for a particular purpose such as to emphasize the kerb crossing;
- relate to the scale and status of the space in the type and size of paving used;
- be robust enough to withstand the location and the anticipated amount of use of the area;

- street furniture, tree pits, manholes etc should be at right angles to the direction of paving to avoid awkward cuts and junctions;
- kerbs should only be used to delineate roads from pavements and need to include flush dropped kerb sections incorporating tactile paving;
- pedestrianised streets should retain flush kerb lines/ edges to delineate the status and function of different parts of the street;
- consideration should be given to using granite setts because of their durability;
- manholes and access covers should be recessed with flush paving material over;
- on carriageways road markings should be as unobtrusive as possible;
- garish bright colours for bus and cycle lanes should be avoided.

Soft landscape

Planting within an urban context can be used to frame views and highlight desire lines and focal points; to provide shelter from wind and rain, buffer noise and pollution and create shade; to segregate different uses i.e. pedestrians and traffic; to offer contrasts in colour and texture and to unify spaces and routes.

The following principles should be adopted:

- the range of species should be limited;
- trees are to be planted at ground level with a clear trunk height of minimum 2.0 metres;
- trees should be carefully sited so as to minimise impact on surrounding buildings and utilities;
- groups and/or lines of trees should be located to relate to built form and not be used where they are likely to obscure views of townscape, signage or lighting;
- tree pits should be constructed and trees sited where they will be able to reach maturity;
- species of trees and plants should be selected that are semi-drought tolerant and suit the prevailing climate;
- planting should be carefully integrated with other elements and should not interfere with the active zones of the street.

Street lighting

A comprehensive lighting strategy will need to be developed that relates to the rest of the town. However

the following principles will need to be considered in its development:

- lighting should contribute to personal safety, and the perception of security, for pedestrians;
 - the use of white light (as opposed to orange low pressure sodium lights) is required;
- separate pavement lamps should be located on the same column as carriageway lighting;
- all components should be colour coordinated and be consistent with other street furniture elements;
- lighting columns should align and be spaced to relate to the buildings;
- careful integration of routes avoids unnecessary holes and visible chases;
- lighting units should be placed unobtrusively or concealed behind architectural features;
- consideration should be given to energy efficiency and lifespan when considering lighting specification (this is important in terms of finance and sustainability);
- consideration should be given to other light sources such as shops and private buildings;
- light pollution should be minimised and comply with the Guidance Notes for the Reduction of Light pollution (Institution of Lighting Engineers);
- any floodlighting must not affect any residential building occupants at night;
- a coordinated approach should be taken for all street furniture;
- the lighting should create an interesting and where appropriate 'dramatic' night time landscape, which enhances the buildings and structures.

Street furniture

The approach to street furniture should follow the principles set out below. The benchmark for the quality of materials, as noted within the Development Brief, will be the improvements made recently in Broad Street, St Helier.

- Street furniture should be integrated into the design of streets and spaces, both during strategic and detailed design;
- The streetscape should be seen as a series of 'outdoor rooms' and as such all furniture and objects should be placed with the same consideration and attention to detail as indoor spaces;

6.6 Design coding

- Streets and spaces should incorporate the minimum amount of street furniture items;
- Elements of street furniture should be combined into single units i.e. signage combined with shelters or lighting columns;
- Street furniture must not conflict with pedestrian movement patterns;
- All street furniture must conform to current safety requirements;
- Pedestrian crossings should where possible be of the simplified type which avoid 'cattle pens' of railings used on two stage crossings, and give priority to pedestrians.

Signage

Signage should be clear, legible and coordinated with all other elements of street furniture. However the design is intended to be legible and readable to people with a minimum of signage. The following principles should be followed:

- A single consistent and coordinated design for pedestrian signage to give the waterfront a unique identity;
- The location of signage should be considered in terms of necessity and the wider context of the surrounding buildings and landscape;
- Signs should be located to minimise visual and physical intrusion into the streetscape;
- Where possible, smaller traffic signs should be mounted on lighting columns;
- Street name plates should be attached to a boundary wall, building, fence or railing and not mounted on posts to reduce clutter;
- Traffic and directional signage should be combined, and reduced in scale and number wherever possible and placed at 'nodal' points for maximum visibility.

Public art

Funding towards the potential National Gallery may be considered as part of the Percent for Art contribution.

There will also be a requirement for public art on site. It is difficult to describe at this stage the nature of any works as any art project will depend on the commissioner of the work, the brief to the artist and the budget, timescale and the chosen location within the scheme. Public art works should be located in publicly accessible, prominent locations. It is important at this stage to keep an open

mind and not limit the possibilities for creativity, but any work of art should be:

- inspiring
- thought-provoking
- uplifting
- contextual

The programme for public art, including any contribution while construction work is underway, will be a condition of the planning process.

6.6 Design coding - inclusive design

The whole of the public realm needs to be inclusive to all users to current best practice guidelines (refer to BS 8300: 2001) and as such careful consideration should be given at the conceptual and detailed design stages to positioning of wheelchair accessible parking bays, the design and location of crossing points, the general levels strategy across particular sites, the use and location of paving materials and street furniture.

In particular the following principles should be followed:

- where steps are required, these are augmented with ramps preferably at 1 in 20 or greater but no steeper than 1 in 12 (8.33%), landings and handrails as necessary and tactile paving along the tops of the steps;
- tactile paving, designed to the relevant highways guidelines and incorporated into a coordinated paving design, will be provided at controlled pedestrian crossings and other crossing points;
- tactile paving will also be used at the top and bottom of steps and ramps to indicate a change in level;
- the location of all street furniture items will be considered in relation to general pedestrian movement.

The Esplanade Quarter is to be designed as an inclusive environment: an environment that everyone can use equally.

Whilst accessibility within each of the individual buildings will be developed in more detail as part of their respective building briefs, a number of guiding principles for the landscape and public realm are defined here. A number of these design principles help to make the built environment more inviting and user friendly for ablebodied users, as well as setting down clear parameters and order in the streetscape.

The streetscape is to be designed to be as 'step free' as possible. Ramps are used in preference over steps leaving all pavements, pathways and parks wheelchair and ambulant user accessible, as well as making them an easy to use hard landscape for able-bodied users. The streetscape should be designed to ensure that;

- building entrances have level access directly from the street;
- the streetscape is free from clutter and obstacles;
- hazards such as randomly placed bollards are avoided and street furniture and signage are

positioned carefully away from key circulation routes; a lighting scheme provides good illumination, comfort,

- assistance in orientation, low glare and reflectance;
- there is a clear approach to way finding in terms of clear signage, direct and unambiguous routes and paths, key markers and orientation points and effective lighting;
- accessible public transport interchanges, bus stops and parking are provided;
- integrated use of tactile and warning paving is used as appropriate;
- there is consultation at every design stage with local and national access groups and advisory bodies to ensure that the needs of disabled people are being met at a local and city wide scale;
- The whole of the public realm needs to be inclusive to all users to current best practice guidelines (refer to BS 8300: 2001) and as such careful consideration should be given at the conceptual and detailed design stages to positioning of wheelchair accessible parking bays, the design and location of crossing points, the general levels strategy across particular sites, the use and location of paving materials and street furniture.

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Effective street lighting

Open and inviting buildings

Isive Design

6.6 Design coding - community safety

A person's sense of safety and security in an environment In the Esplanade Quarter this is achieved by the are pivotal to their perception, participation in and enjoyment of the public realm.

Initial consultations with the Fire and Rescue and Police services have taken place on the masterplan and both services will be closely involved in the continuing design of the scheme.

Jersev has limited resources to deal with emergency incidents and fires. Serious considerations will be given to the use of sprinkler systems and appropriate smoke extraction systems.

There are a number of schemes designed to facilitate crime prevention through design, which will continue to influence the design development of the public realm and the West of Albert area as a whole. The most prominent of these is 'Secured by Design'

The 'Secured by Design' (SBD) scheme is a UK Police initiative to encourage the building industry to adopt crime prevention measures in design development to assist in reducing the opportunity for crime and the fear of crime, creating a safer and more secure environment. 'Secured by Design' is endorsed by the Association of Chief Police Officers (ACPO), and has the backing of the Home Office Crime Reduction Unit.

Regular consultations and discussions will take place with the local Police force.

English Partnerships 'The Urban Design Compendium' identifies 3 key principles for building in safety

- Ensuring natural surveillance and human presence;
- Minimising conflict:
- · Designing in territoriality and community involvement

followina:

- a key principle in the design of the public realm and latterly the buildings, is that the development blocks are filled to their 'edges' and front directly onto the public realm, this also achieves the required density but minimises blank facades and encourages natural . surveillance:
- The ground floors of many of the buildings across the development have a mixture of shops, facilities, cafes, bars and restaurants which will facilitate activity at all times of the day and night encouraging a good level of occupancy and vibrancy;
- The street network of the Eplanade Quarter is an integrated network and avoids dead ends or cul de sacs
- Where it is located on street parking is positioned directly in front of buildings:
- The soft landscaping strategy for the streetscapes concentrates on urban tree planting and lower level opportunities for street planting to allow unobstructed views at a range above and below eve level, as well as prevent planting being used as a hiding place: and
- Good design with safety and crime prevention in mind should bring about a living and working environment which allows its users to participate and bring it under their 'control' and create a sense of mutual responsibility.

Some more general considerations for the design of the public realm are set out below.

- The creation of active street frontages encourages participation in street life and thus a sense of natural surveillance of the street environment. This is particularly appropriate at main entrances;
- Clear delineation of public and private zones, with semi-public 'buffer' zones or defensible space between:
- Providing open and unobstructed views, clear and directional pathways and routes through an area. Try to avoid high dense planting in certain areas to screen potential assailants;
- Good street lighting is essential for way finding, 24 hour use, civic interest and drama, emphasis of buildings and features, and pedestrian and road traffic safety. The well-lit streetscape should avoid unlit dark areas:
- · Clearly defined and observed ingress and egress

from buildings, parking and facilities;

- Secure and safe car parking partly on street or in secured car parks:
- Regular maintenance. Although outside the scope of this report, regular maintenance of an area is essential; grass cutting, ground maintenance, litter and graffiti removal and general cleaning:
- Make buildings 'front on to' the public realm. Create clear, direct, unobstructed views in and out of buildinas:
- Avoid 'dead ends' and recesses and 'cul de sacs':
- Well designed robust and secure street furniture elements, enclosures, shelters etc to deter antisocial and criminal behaviour: Avoid 'blank' end walls and facades:
- Safe and accessible public toilets and recreational
- facilities where provided; and
- A high quality environment in terms of materials. construction and architectural quality will improve the perception of a neighbourhood as distinctive, held in high regard and worthy of respect. Using high quality materials also means more resistance to vandalism and damage.

In addition to these design initiatives, CCTV is considered essential in this development in order to address security risks.





Encourage natural surveillance







Traffic calming where appropriate

Good street lighting



Defensible space

Unobstructed views

Clear directional routes

6.6 Design coding - street lighting



The Esplanade Quarter, Jersey

6.6 Design coding - street furniture



Benches and seating

Cycle racks

Litter bins

Signage

Materials must be selected in accordance with the approved palette of materials

Materials

6.7 Sustainable development

Definition of Sustainable Development

Sustainable development means different things to different people, but the most frequently quoted definition is from the report 'Our Common Future' also known as the Brundtland Report, 1987:

"Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs."

This means meeting environmental and social objectives as well as economic goals in the development in order to help ensure the future sustainability of our planet. On this basis, a sustainable building must address the 'triple bottom line', namely environmental impacts, social concerns and economic performance.



Globally, buildings consume large amounts of resources and emit different types of pollution. It is crucial that buildings are made sustainably so they reduce the damage caused to the environment.

Environmental impact of buildings

Buildings impact the environment during construction; use and demolition.



Land depletion Ecological loss Fuel depletion



Building impacts on environment



Socio-economic impact of buildings

There are many social and economic issues that are a by-product of the design of the built environment. Sustainable buildings will attempt to address these issues during the design stage. Socio-economic impacts include the following:

- indoor air quality
- emplovee productivity
- visual and thermal comfort
- ease of operation/maintenance
- ecological literacy

Sustainable building design

Sustainable building design follows an integrated design approach.

Climate change

The development proposal must consider the predicted changes to climate and sea level as well as the current prevailing climatic conditions.

Site-specific environmental credentials

Design proposals should set out high standards in

energy efficiency and sustainable construction. All dwellings must achieve EcoHomes standard 'very good' and commercial/employment space should achieve BREEAM 'excellent' rating. Other uses should target standards of an equivalent nature.

The design for the Esplanade Quarter must provide a robust and well researched assessment of the most appropriate density, scale and mix of uses for the site that will support the aims and objectives of the States of Jersey and its partners, in creating a balanced and sustainable development that integrates with and complements the existing town of St Helier.

Development proposals should also consider the inclusion of modern approaches to building and construction technology, energy conservation and production, and waste management.

Environmental and landscape appraisal

Noise levels

The main road, La Route de la Liberation, will be beneath the site. The design and detailing must acknowledge both the air and structure borne noise sources in the development proposals. Noise from plant will be considered within the planning application



Sustainable Building Design

National planning policy on noise and its impact on new development is set out in Planning Policy Guidance Note 24 (PPG24). PPG 24 defines various Noise Exposure Categories (NEC's) for development sites, with reference to external (free field) daytime (7:00-23:00 hours) and nighttime (23:00-07:00 hours) noise levels. Where ambient noise levels are particularly high (NEC's C and D) PPG 24 advises that planning permission for new residential developments should normally be refused.

Possible mitigation measures to be considered are:

- Diverting traffic from the roads (informed by the Movement and Transport Analysis):
- Setting the buildings back from the main roads;
- If necessary, noise barriers including the use of walls, . fences and landscaping:
- Acoustic glazing and ventilation (although this may prevent natural ventilation); and
- Location and orientation of habitable rooms to avoid noise intrusion and anti vibration features to isolate structure borne noise.

Attention will need to be paid to residential properties within ten metres of La Route de la Liberation tunnel entrance at the west end of the site.

Once site-specific details are finalised a detailed noise assessment should be carried out.

Air quality

As with noise, La Route de la Liberation beneath the site will have air quality issues. The underground car parking will require ventilation to ensure that the air quality is at least of sufficient standard to meet regulation requirements. If possible this should be achieved through natural ventilation.

6.7 Sustainable development

Mitigation measures to be considered here are:

- reduce the traffic from within the site priority pedestrian streets;
- ensure that car park exhaust air is ejected where it can be dissipated given the prevailing environmental and microclimate conditions;
- provide a ten metre buffer zone between residential accommodation and the tunnel entrance; and
- do not locate residential accommodation below the first and possibly second floor for the narrower roads subject to an air pollution study and modelling. It is anticipated there will not be residential accommodation at ground floor level. Microclimate information should be used to ensure that buildings provide protection from the worst weather while utilizing sea breeze to dissipate traffic fumes.

An air quality survey will identify any areas of particular concern.

Climatic analysis

The redevelopment of the Esplanade Quarter will need to integrate microclimate and environmental concerns. Analysis of sunlight, daylight and wind criteria are to be used to inform built form and public realm strategies to maximise environmental and microclimate benefits, and reduce exposure of residents, occupants and pedestrians to noise and pollution.

Sunlight

In the Jersey climate, sunlight is welcomed both in the workplace and the home and is valued in open spaces to encourage plant growth. Sunlight availability is limited by cloud cover.

Sunlight throughout the winter months is especially valued. However, due to its low angle it is especially difficult to obtain in high density urban locations. In summer months spaces exposed to the sun may need shading to prevent thermal discomfort of occupants of buildings. In housing the main requirement for sunlight is in living rooms, and less so in bedrooms and kitchens. The orientation and layout of both residential and workplace accommodation needs to be considered to achieve the best balance.

For overshadowing purposes it is necessary to consider

the path of the sun throughout the year.

In general, a dwelling or non-domestic building which has a particular requirement for sunlight will appear reasonably sunlit provided that:

1. at least one main window wall faces within 90 degrees of due south

2. on this window wall, all points on a line two metres above ground level are within four metres (measured sideways) of a point which receives at least a quarter of annual probable sunlight hours, including at least 5% of annual probable sunlight hours during the winter months (21 September to 21 March).

Solar radiation and solar gain will also need to be considered with regard to the façades of buildings.

Temperature

The average external weekly air temperature and humidity for the local area are shown in the accompanying diagrams.

Wind environment

Overview of pedestrian comfort:

The pedestrian wind environment is governed by the interaction of the prevailing wind systems with the local topography. Wind flows can affect the comfort and safety of pedestrians. The mechanical force of the wind affects the safety of pedestrians. Pedestrians could be knocked over by high wind speeds caused by sudden gusts above about 20m/s. The impact on an individual pedestrian depends on age, size and gender. For example, elderly people are more likely to be susceptible to these effects. Comfort is influenced both by mechanical and thermal effects of the wind. Thermal effects arise due to the cooling of the wind. Therefore, in the summer months, wind may enhance the environment rather than cause discomfort as long as nuisance effects are not too significant. In winter months, wind will generally cause discomfort due to increased heat loss.



Direct Solar Radiation

Diagrams illustrating the prevailing wind strength and direction are illustrated for the local environs. A comfort indicator is included.

The microclimate of the development needs to provide protection from the worst weather. This will mean protection from the sea, while utilizing sea breeze, particularly prevalent in the summer, to provide natural cooling and help disperse traffic fumes.







Comfort - Temperature, Humidity, Wind Speed, Solar Radiation and Cloud Cover

Wind Speed and Direction