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Setting the approach to the masterplan

6.0 The masterplan

The masterplan takes a pragmatic look at the interventions that can be made and sites that can be developed by the States themselves.

Key intervention sites

There are sites owned by the States which can be developed to move towards achieving the goals of the masterplan. A balance between the costs of public realm improvements and the capital released from development has been sought, with the intention that the development will finance the public realm and parking improvements. It is considered important that the States can actively start development with its own funding stream without reliance on private finance. The States will take an active role to kick start the regeneration of the north of town area. This pro-active approach will send a clear signal to local landowners that the North Town is an area worth investing in. Its improved public realm, reduced traffic congestion, new parks and new developments will set the quality benchmark for other future, privately financed developments.

Development sites

Privately owned potential development sites have been looked at as part of this masterplan, and advice has been given on use and massing.

Public realm

Public realm interventions proposed by the masterplan can be summarised as follows:

- Reinforcing and partially pedestrianising the main artery in the north town: Bath Street and David Place;
- Locating public spaces enroute to car parks;
- Locating car parks below ground to free up space above ground for public realm and beneficial development;
- Creating informal routes northwards for pedestrians and cyclists;
- Considering the creation of additional routes northeastwards for residents and school children as part of future developments.

The particular needs of children in this area were highlighted during consultation. Many of the children are living in apartments and bedsits which have no external space or gardens. Apparently, they rarely leave the immediate area of the north town and as such have no access to green space. Family friendly local parks are therefore vitally important for this area.

Pedestrian and cycle routes linking the proposed and existing public realm are illustrated on the adjacent plan.

The masterplan

Before arriving at a masterplan proposal we looked at multiple permutations and variations for the Key intervention sites. These are illustrated and explained in Appendix B: Masterplan options considered. The final masterplan solution is illustrated at the end of this section.

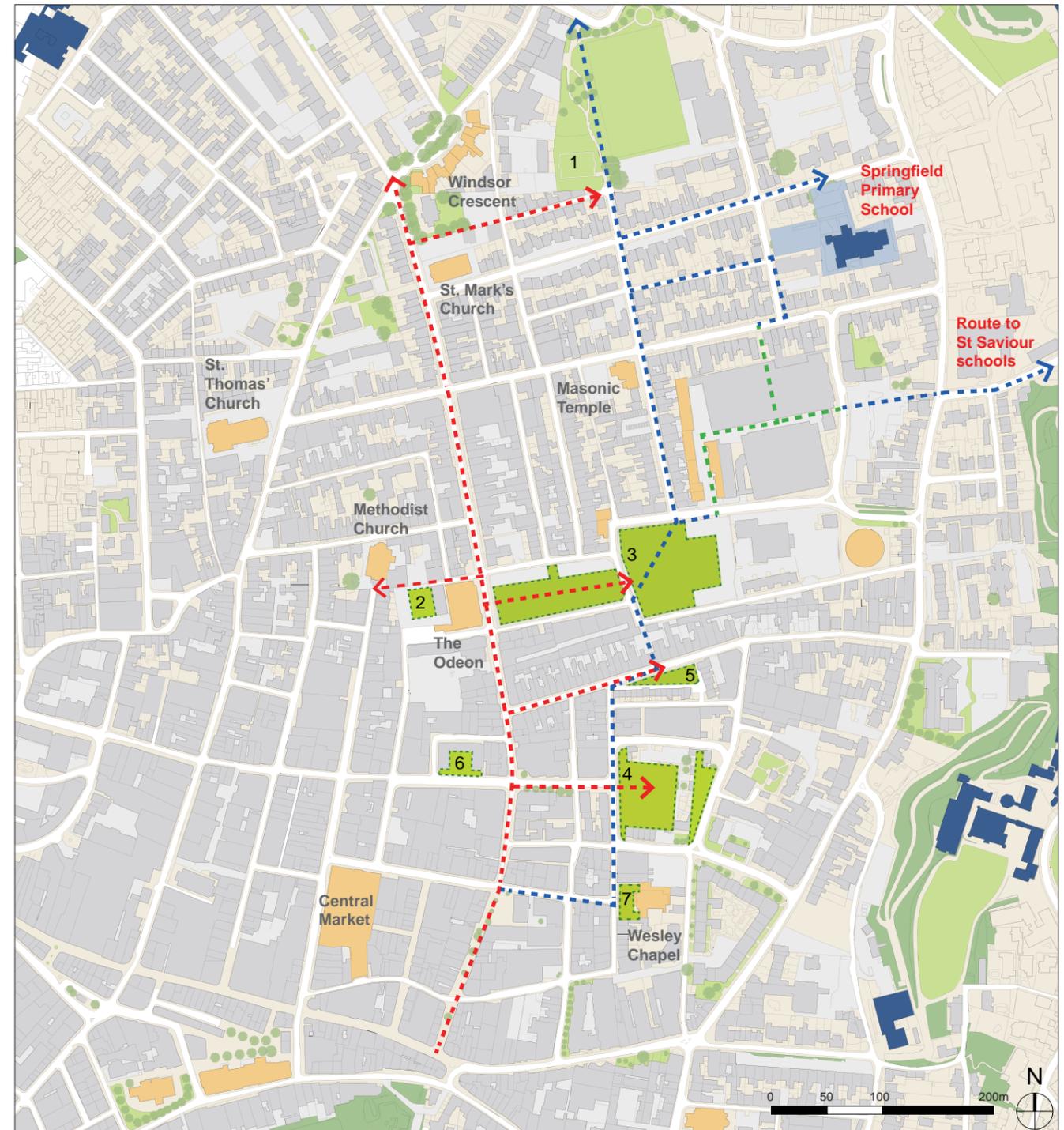
Affordable housing

The brief for affordable housing has changed during the development of the masterplan as follows;

The original masterplan brief (March 2009) asked for 100 units;

Recent TTS proposals (Dec 2008) talked of 70 units with 35 of these to be located in the proposed Salisbury Crescent development leaving 35 units to find; and

Finally, the Department of Planning & Environment have redefined the brief by requesting the masterplan include both 10% and 20% affordable housing quantum. These quantum are, however, being looked at as part of the financial strategy for the masterplan as a whole.



Site plan

Key

- | | | |
|---|---|---|
|  Landmark and heritage buildings |  Proposed key routes |  Proposed public squares or parks: |
|  Existing pedestrian route |  Pedestrian and cycle routes | 1 Springfield Park |
|  Schools |  Possible additional pedestrian and cycle routes | 2 Nelson car park |
| | | 3 Town Park site |
| | | 4 Ann Court |
| | | 5 Belmont Gardens |
| | | 6 Minden Place (Little Portugal) |
| | | 7 Wesley Chapel |

Key intervention sites

This design guidance must be read in conjunction with the character area design guidance contained within the Willie Miller Urban Character study dated February 2005.

KEY INTERVENTION SITES

These sites have specific proposals developed by the masterplan.

1. Partial pedestrianisation of Bath Street / David Place

By making Bath Street and David Place single lane for north bound traffic only, the pavements can be widened, trees introduced and shared space principles adopted for design of public realm and road. Consideration should be given to extending this approach to Stopford Road, Victoria Street and St Mark's Road.

2. Bath Street to Halkett Place link

A route is to be created that connects Bath Street with Halkett Place to provide a much needed east west connection in this area. This link will require development of private land to the west of the Nelson Street car park site.

3. Gas Place and Talman sites

These sites together are suitable for a new town park providing approximately 6 verges (10,900 sq.m.) of public open space, a 200 space underground car park, with some perimeter residential development limited to five storeys on the eastern side of the Gas Place site, as outlined within the masterplan.

4. Ann Court

This site is suitable for residential development, particularly elderly housing, of up to 4½ storeys, a new 0.93 verge (1,700 sq.m.) public square and a 400 space underground parking including 285 spaces for shoppers to replace Minden Place car park, in accordance with the recent States decision in P/202/2009 dated 10 March 2010. A further 0.43 verge (775 sq.m.) of public space is provided in

and around the development making the total space given over to the public realm as 1.36 verges (2475 sq.m.).

5. Belmont Gardens

This Parish owned site currently used as a market traders car park is suitable for redevelopment as a small local park, providing 0.3 verge (550 sq.m.) of public open space.

6. Minden Place (Little Portugal)

This site is suitable for residential use on the upper floors, and retail and/or food and drink use on the ground floor. The development should be three or three and a half storeys. A small market square, approx 0.14 verge (260 sq.m.), will be included as part of this development which may be on Minden Street to the west of the site, or as a widening of the public realm on the Minden Place frontage. Approximately 35 no. parking space could be provided below the site for the residential properties and a further 8 no. space at ground level for disabled parking.



Aerial view of proposed intervention sites

Key

- 1. Partial pedestrianisation of Bath Street / David Place
- 2. Bath Street to Halkett Place link
- 3. Gas Place and Talman sites
- 4. Ann Court
- 5. Belmont Gardens
- 6. Minden Place (Little Portugal)

- Landmark buildings
- Key intervention sites