

North St. Helier Masterplan

Setting the approach to the Revised Masterplan

North St. Helier Masterplan

This Masterplan takes a pragmatic look at the interventions that can be made in the north of town area and sites that can be developed by the States and also by private developers.

Key intervention sites

There are sites owned by the States that can be developed towards achieving the goals of the Masterplan. The capital released from development of these States owned sites will contribute towards the cost of the infrastructure but it is also intended that planning gain in the form of financial contribution towards infrastructure will also be sought from private developments in the area. This funding will also be used to contribute to improved public transport including a town 'hopper' service.

The States will still 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 of Town is an area worth investing in. Its improved public realm, 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 Revised Masterplan, and advice has been given on use and massing. In addition, discussions have taken place with the owners of three large sites close to the Town Park to explore how theirs and the States objectives can be jointly met.

The new residential development will be required to include 12½ % affordable.

Public realm

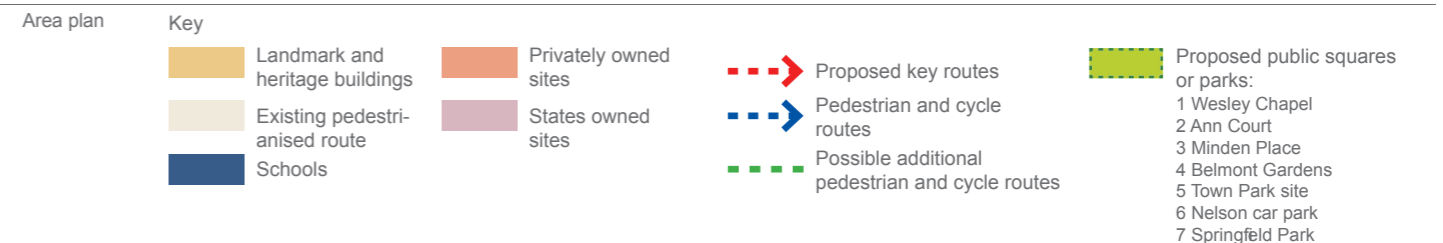
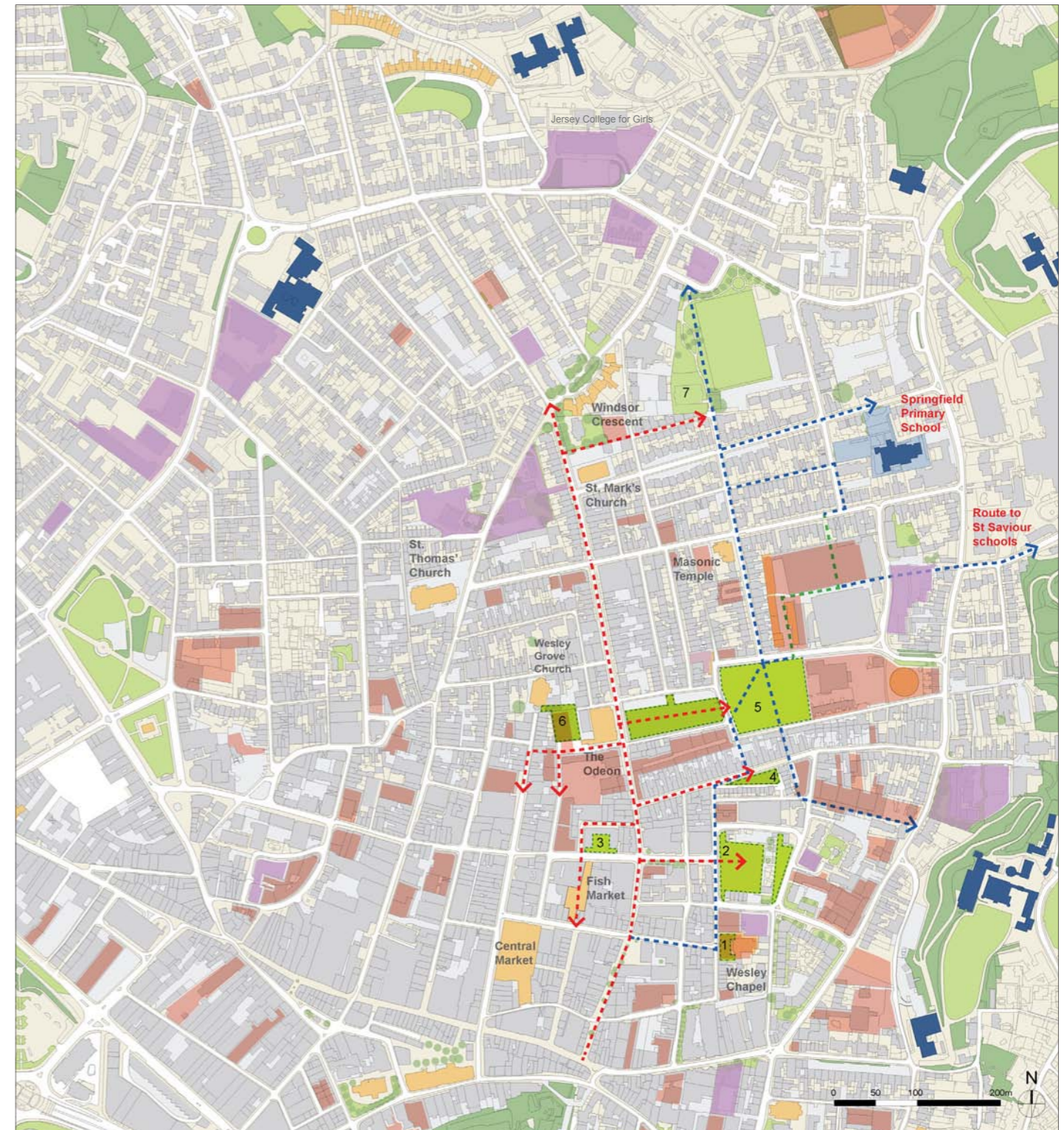
Public realm interventions proposed by the Revised Masterplan can be summarised as follows:

- Pedestrian and cyclist improvement works to Bath Street and David Place;
- Locating public spaces en route to car parks;
- Where possible locating car parks below ground to

free up space above ground for public realm and development;

- Creating new routes northwards for pedestrians and cyclists;
- Considering the creation of additional routes north-eastwards for residents and school children as part of future developments.

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



What has Changed?

Hopkins Architects have been working on the Masterplan for the North of St Helier for over two years. The first draft of the plan was published for consultation on the 26th September 2009. A second version of the Masterplan was published in July 2010 and this again has been the subject of extensive consultation and discussion.

This latest Masterplan has responded as follows to the issues that have been raised:

1. 100 shoppers parking spaces have been provided underground on the site of the Minden Place car park and the underground parking provision within Ann Court will be reduced by 100 spaces. The existing car park will remain in use until 2020 when it will need replacement.
2. 200 shoppers parking spaces have been provided on the Le Masuriers' Bath Street site with a new pedestrian connection to the Markets
3. Bath Street and David Place will remain two way but with enhanced pedestrian improvements and traffic calming measures which will be paid for via contributions from private developments within the town.
4. 110 long stay commuter or public parking spaces will be provided on the Ann Street Brewery site.
5. 138 long stay commuter or public parking spaces will be provided below ground on the Jersey Gas site.
6. A strategy has been developed that proposes long term commuter car parks strategically located around the ring road which, when implemented, will reduce traffic congestion within the town centre.

The masterplan calls for green travel plans to be developed for individual schemes including car clubs and provision for electric vehicles where appropriate. Developers should explore the use of hi-tech parking systems within proposals.

A 'hopper' bus service is to be provided and it is proposed that this is funded via contributions from private developments in the town. This bus service is a vital first

step towards the masterplan aspiration of relocating long term parking on the periphery of the town adjacent the ring road.

The above provisions will be reviewed on a biennial basis to ensure that they meet current and future demands and will also allow the plan to be revised when the Sustainable Transport Strategy delivers transport change and a shift to public transport.

This latest Masterplan has adopted the Burns+Nice landscape scheme for the Town Park as this is the scheme being implemented. Accordingly sections of the masterplan that had previously dealt with the provision of the Town Park have been removed. Overall the revised masterplan provides for the transport needs of today, while recognizing that over time these may reduce.

A developer tariff will be worked up for the entire area to contribute towards public realm and transport solutions.



Aerial view of St. Helier - highlighting area of change in the proposed Masterplan

- Landmark buildings
- Key intervention sites
- Car park

Key intervention sites

These sites have specific proposals developed within the Masterplan.

1. Pedestrian improvements to Bath Street / David Place

Bath Street and David Place will remain two way for traffic but where possible pedestrian improvements, traffic calming and 'shared space' measures will be adopted. Consideration should be given to extending this approach to Stopford Road, Victoria Street and St Mark's Road.

2. Bath Street to Halkett Place pedestrian links

A pedestrian 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 is dependent on the development of private land to the east of Halkett Place and a number of possible sites are to be considered. This link will directly connect the Town Park with the Jersey Library on Halkett Place.

3. Gas Place and Talman sites

These sites are currently being developed to provide the new Town Park.

4. Ann Court

This site is suitable for new residential development, a new public square and an underground car park.

5. Belmont Gardens

This Parish owned site currently used as a market traders' car park is suitable for redevelopment as a small local park.

6. Minden Place Development

The existing car park is likely to remain in place until it reaches the end of its design life in 2020. When redeveloped this site would be suitable for residential use on the upper floors, and retail and/or food and drink use on the ground floor. The development should be 4 storeys. A small market square could be included as part of this development. Below the development will be an underground shoppers car park providing space for 100 cars together with 25 spaces for the residential accommodation. 10 disabled parking spaces will be provided at street level. It is not likely that this site will be comprehensively developed with the Le Masurier Bath Street site on parking provision dealt with holistically between these two sites.

7. Jersey Gas Site

This large site is suitable for a significant new development for residential should it become surplus to the Gas Company's requirements. The International Energy Group (the parent company of Jersey Gas) has indicated a willingness to work with the States to achieve the States and its own commercial objectives.

The site will be required to deliver underground car parking spaces for general public use, which will be subject to a management agreement with Transport and Technical Services.

The site must be fully remediated as part of the redevelopment within the context of a thorough archaeological assessment.

8. Le Masurier Bath Street & Odeon Cinema site

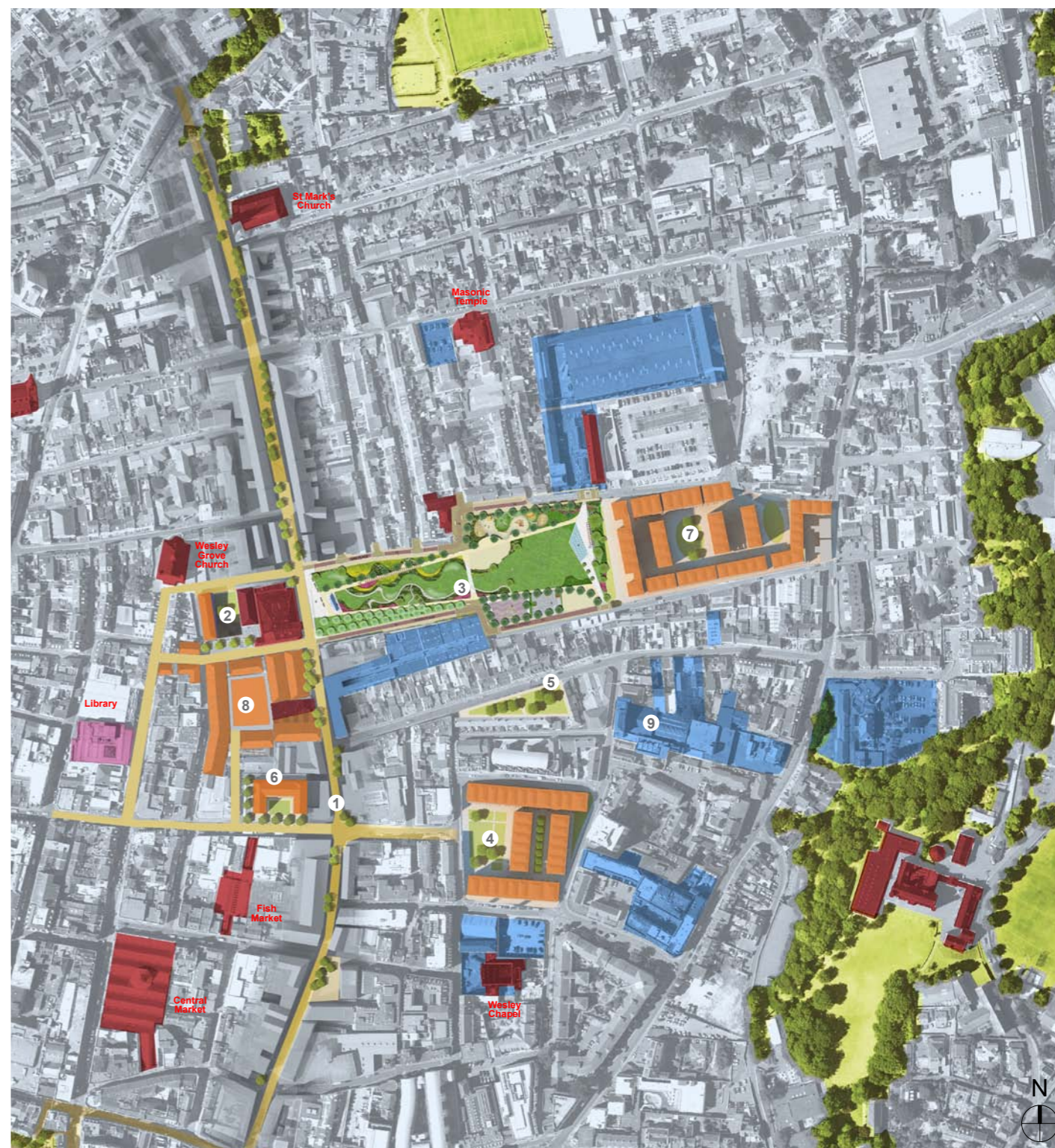
The development of these sites presents a significant opportunity to regenerate this part of the town. They should be developed with a mixture of retail, office and residential development. On-site car parking provision should be considered for shoppers parking and long stay commuters.

Any future proposals should give due consideration to the retention of the listed Odeon Cinema and 92 Bath Street. Any demolition of the Odeon will only be considered through the planning process when alternative high quality proposals can be weighed against the heritage issues.

The development should provide improved pedestrian permeability and should be developed as part of an overall plan in conjunction with the Nelson Street car park site and Minden Place.

9. Ann Street Brewery site

The masterplan identifies this site as suitable for long stay parking provision in view of its strategic location adjacent the St. Saviour's Road. This will help to reduce cross-town traffic congestion. In addition, the listed brewery buildings on Ann Street and St. Saviour's Road are to be retained and the site developed for residential use, possibly with a commercial development at ground floor.



Aerial view of proposed intervention sites

Key

1. Pedestrianisation improvements to Bath Street / David Place
2. Bath Street to Halkett Place pedestrian links
3. Town Park
4. Ann Court
5. Belmont Gardens
6. Minden Place Development
7. Jersey Gas Site
8. Le Masurier Bath Street and Odeon Cinema site
9. Ann Street Brewery site

- Landmark buildings
- Key intervention sites
- Private development sites

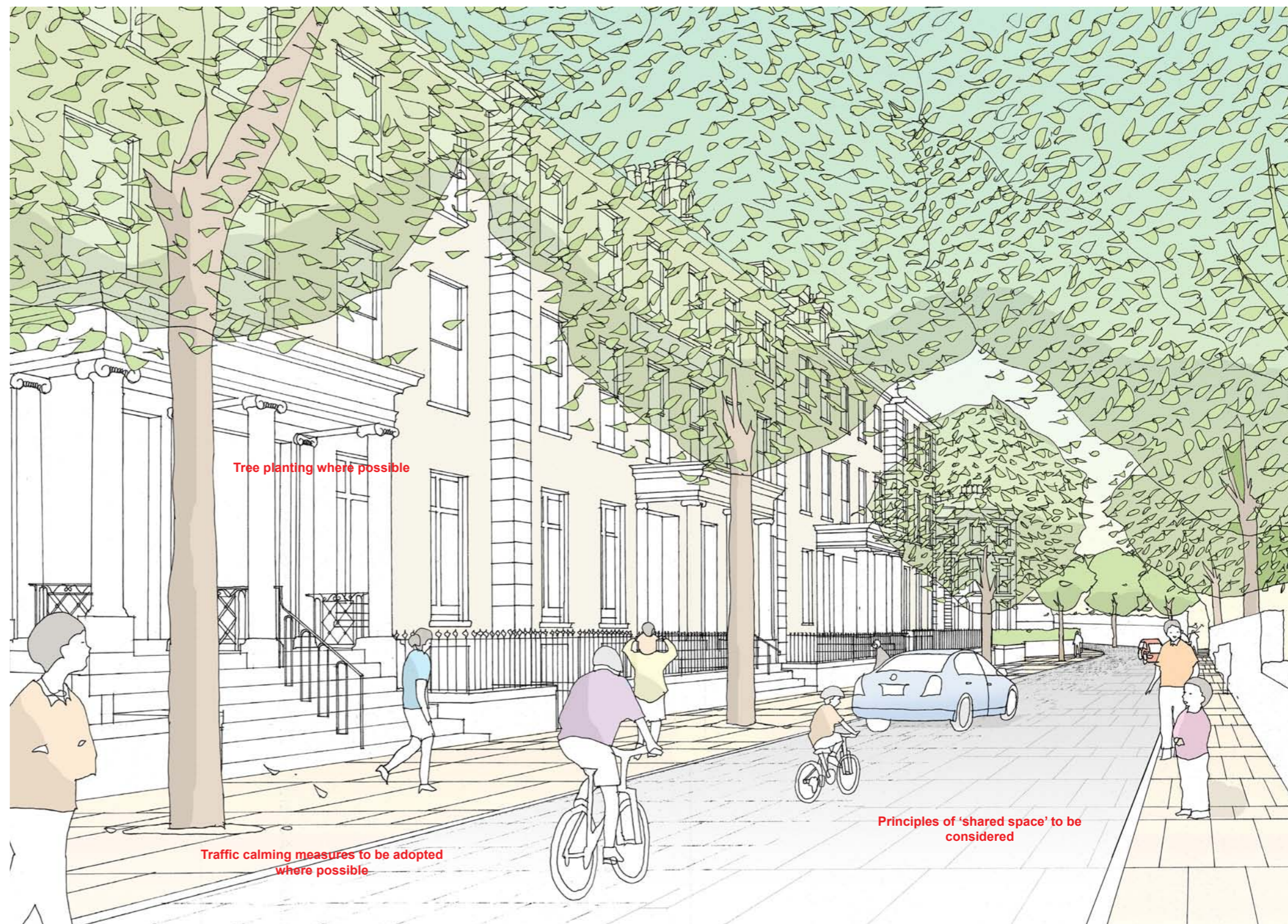
1 Pedestrianisation improvements to Bath Street / David Place

Earlier masterplan proposals had relocated Minden Place shopper's car park to below Ann Court where access to and from would be easily accessible from the ring road. Following extensive consultation it became apparent that relocating this car park was unacceptable and consequently the masterplan has been revised to retain 200 car spaces for shoppers on the Minden place and Le Masurier Bath street sites. The retention of this car parking, with access from Minden Place means that making Bath Street / David Place one way northbound is no longer possible. The masterplan still recognizes this route as being the main north-south arterial route within North St Helier and proposes that further work be undertaken to investigate the following:

- Adoption of 'shared space' principles similar to those that have been successfully used in Broad Street;
- Adoption of traffic calming measures aimed at prioritizing routes for pedestrians and cyclists;
- Tree planting to be undertaken where possible; and
- The introduction of seating and other planting where possible.



Current view up David Place



A route better suited for pedestrians, cyclists and buildings...