



View of Ann Court from Providence Street

6 Belmont Gardens

Once the white vans which park on this market traders Parish car park have been properly relocated at one of the new car parks, this small triangular Parish owned site becomes available for a small local park linking the pedestrian/cycle route from Ann Court to the Town Park.

Directly opposite the site is the proposed new pedestrian and cycle route link connecting through to the Town Park site. Negotiations with Jersey Gas for this right of way are already in progress. A further possible link to the east linking the northern end of Ann Street through to the Jersey gas site is also being considered.

Traffic control measures will be required on Belmont Road to ensure safe crossings are provided for pedestrians and cyclists.



Belmont Road



Tunnell Street



Belmont Gardens

Link to Tunnell Street

Belmont Road

View of Belmont Road and Belmont Gardens

Top: View of Belmont Road and Belmont Gardens
Bottom: View of Tunnell Street showing the proposed link from Belmont Road to the Town Park

7 Minden Place

The existing car park may have a further 10 years of life before it requires replacement and it currently provides compact, centrally located shoppers parking.

Subject to a review at the end of its life, the Masterplan proposes the redevelopment of the unattractive car park and its replacement with a new commercial/residential development with retail on the ground floor opening onto a small square facing Minden Place. 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.

Historically the site was once the old Cattle Market and as such, was an important and vibrant hub for the town. Its redevelopment will provide an opportunity to once again reinvigorate this central site. The development should be considered as part of an overall plan in conjunction with the Le Masurier site and should provide improvements to the public realm in the form of public open space and improved pedestrian permeability.

It may be appropriate to link the redevelopment of this site into the Bath Street proposals to the north to encourage wider comprehensive redevelopment and a better car parking solution.



The historic cattle market site



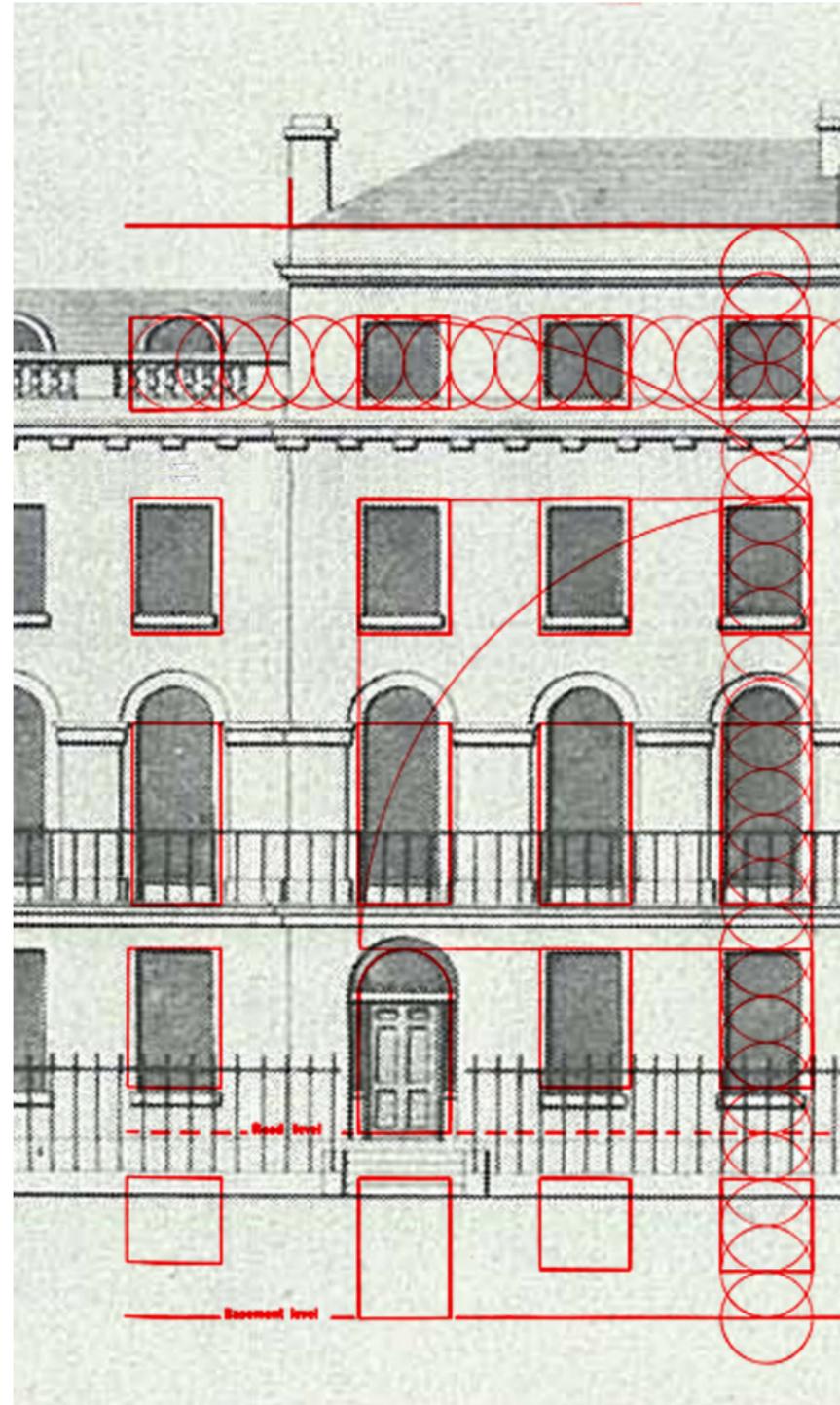
The proposed new development of Minden Place

Developing an architectural approach

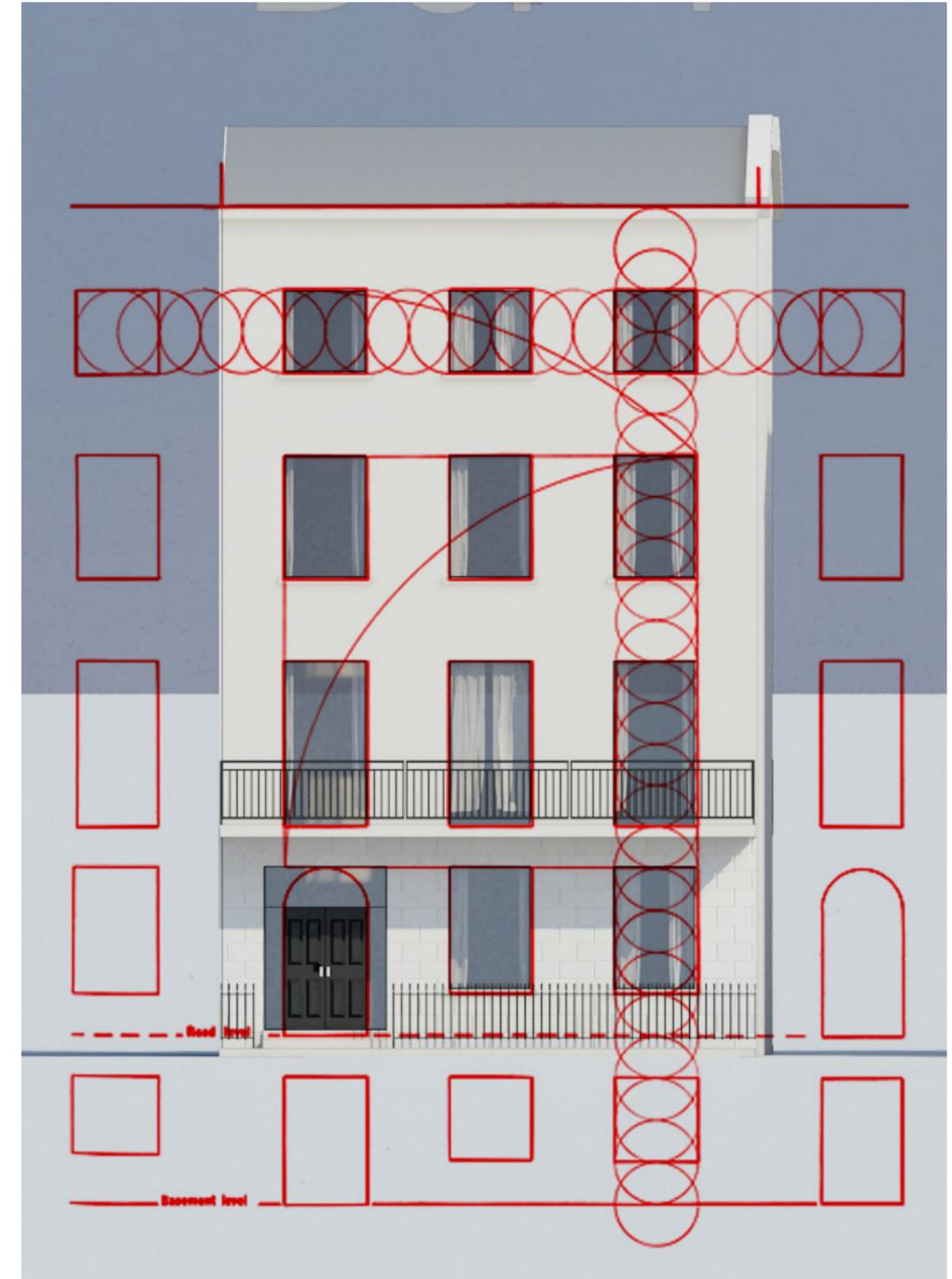
This Masterplan has sought to provide a high density approach to housing with associated generous public space. During the first quarter of the 19th century St Helier developed a series of grand set piece terraces of contiguous houses. These formal terraces of fine, large houses are a useful precedent for this Masterplan as they developed an architectural language that works over 5½ floors as opposed to the usual St Helier building height of 2-3 floors. The language comprises formal groupings of windows which 'line through' often the walls were rendered to give a more formal appearance and 'light' decorative elements were added for balconies, canopies, door surrounds etc.

The Masterplan elevations have been derived from an analysis of the Georgian system of proportion and then applying this to four and five storey facades. Some with raised ground floors and half in half out basements and others with the ground floor flush with the pavement. Some have more decorative balconies and others are more restrained.

The intention has not been to design specific proposals but merely to illustrate the grain and character of the development. Further work is required to develop this language into a more contemporary expression – one that relates more directly to 'our time'.



The Georgian system of proportion



Proportion system applied to the Masterplan proposals



Various precedents of Georgian houses in St. Helier

The Masterplan Summary

North St. Helier Masterplan

1. Bath Street / David Place

- Pedestrian improvements to Bath Street / David Place;
- Pavements widened and trees introduced where possible;
- Pedestrians occupying shared space, traffic calming measures introduced.

2. Bath Street to Halkett Place pedestrian link

- Improving east west pedestrian connectivity at the north end of Halkett Place.

3. Gas Place / Talman site

- Remediate the land;
- New Town Park currently under construction.

4. Ann Court

- New underground car park;
- New public square;
- New residential accommodation for families.
- 15,000 sq.m. private residential;
- 115 residential parking spaces (underground);
- 185 shoppers parking spaces (underground);
- 2,480 sq.m. public realm.

5. Belmont Gardens

- Market trader vans relocated to a new car park;
- New community 'pocket' park;
- New pedestrian link to the Town Park.

6. Minden Place

- Multi-storey car park demolished subject to a review at the end of its life;
- New building with active use on the ground floor;
- New public square adjacent to Minden Place;
- New pedestrian link to Le Masurier site.
- 900 sq.m. retail at ground floor;
- 2,250 sq.m. housing;
- 25 residential parking spaces (underground);

- 100 shoppers parking spaces (underground);
- 10 disabled parking spaces (at street level).

7. Jersey Gas Site

- New housing development;
- New underground car park;
- New pedestrian link to Belmont road and Ann Street.

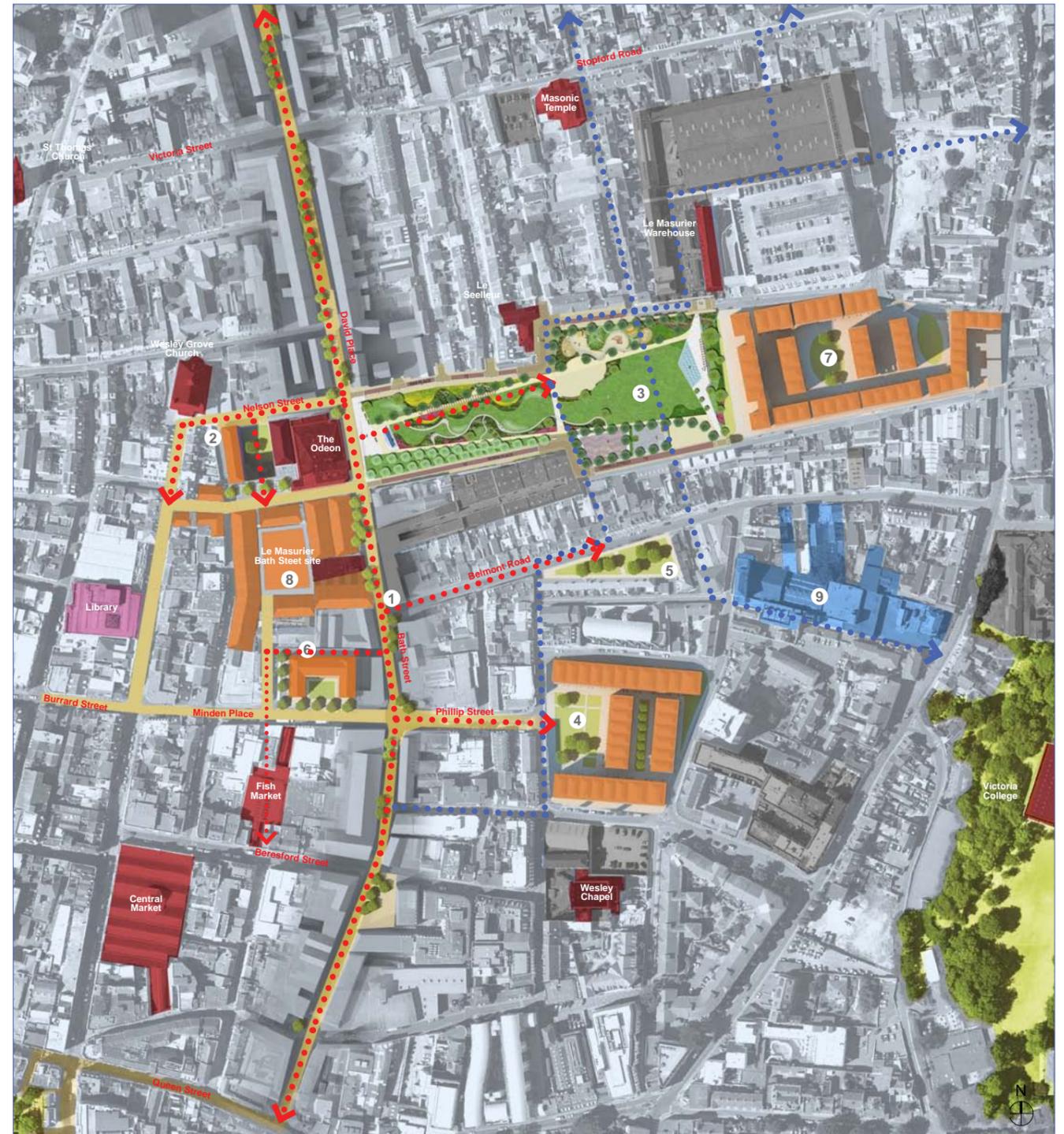
- 810 sq.m. public space;
- 24,000 sq.m. of housing development;
- 180 residential parking spaces;
- 138 long stay public parking spaces.

8. Le Masurier Bath Street site

- Mixed-use development;
- 110 long stay commuter car spaces;
- 100 short stay shoppers car park;
- Odeon Cinema and 92 Bath Street retained unless alternative proposals make a convincing case for their demolition;
- New public open space with pedestrian links to Halkett Place and Minden Place.

9. Ann Street Brewery site

- Residential development;
- Possible commercial development on the ground floor;
- 110 long stay public car spaces.



| | | | |
|--|-----------------------------|--|---------------------------|
| | Proposed key routes | | Landmark buildings |
| | Pedestrian and cycle routes | | Key intervention sites |
| | | | Private development sites |

Other development sites

A proportion (initially 12½%) of any residential development will be required to be developed as affordable housing. Non residential developments will be required to contribute, by way of a development contribution to be agreed by the Planning and Environment Minister, towards the cost of infrastructure and public realm improvements.

There are numerous sites ripe for redevelopment in North St Helier totalling circa 22,000 sq.m. in area, see section 2.3.17; Landownership and area schedule of the original Masterplan Consultation Document. The masterplan makes specific recommendations for the following sites:

10. Former Le Masurier Warehouse

As a going concern, this site could retain its existing warehouse use.

However if this site was to be redeveloped, it would offer an alternative site for a long stay and local residents car park or an opportunity for residential development. Any development should include a pedestrian route linking the Salisbury Crescent site with the historic buildings on the Wine Warehouse site, through to the new Town Park.

Any future development to be contained within existing building heights, to prevent loss of privacy and overshadowing the houses in Stopford Road.

11. Wine Warehouse

Redevelop existing historic structures for small scale retail, together with food and drink use. Any new development should be sympathetic to the scale and materials of the existing historic structures, and include provision for the proposed pedestrian route from Salisbury Crescent to the proposed town park.

12. Britannia Place site

This site should be developed as a new 3 storey residential scheme with the main facades presented towards the new park.

Consideration should be given to establishing design codes to guide future development for this project and other development around the proposed Town Park.

Any proposed development of the sites to the south of

Robin Place should retain the existing historic buildings. In redeveloping this site, service access should be provided from Tunnell Street, and consideration be given to closing Robin Place and incorporating it within the public realm of the town park. The ground floor of the Bath Street end of this site would be suitable for ancillary (non vehicle trip generating) retail or food and drink use.

13. Nelson Street car park site

This site is suitable for residential use and/or amenity space associated with the redevelopment of the Odeon Cinema.

Proposals for the development must ensure that the front of the Old Fire Station building is set within an appropriate urban setting, with suitable public space in front and furthermore, a route is provided 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 west of the car park site.

14. Charles Street (South) sites – (Le Coin)

These sites should be developed as a 4 to 5 storey residential scheme.

15. Mayfair Hotel site

This site could be developed for residential or hotel accommodation. Any new development should address the air quality and noise issues associated with locating residential accommodation near a main, and reasonably heavily trafficked road. The development should be of 3 storeys adjacent to St Saviour's Hill Road and Brooklyn Street, and up to 4 storeys on Ann Street.

16. Robin Hood Roundabout site (Springfield)

Subject to it being acceptable in traffic terms, consideration should be given to removing the Petite Rue Du Val Plaisant and incorporating the land into an improved soft landscape area to the Springfield Stadium. The roundabout site would be suitable for multi-storey long stay parking or parking with residential over. Architectural quality facades would be required for the car park solution. If residential use is considered, due attention should be given to the air quality and noise issues associated with the proximity of the site to the



Key

- Landmark buildings
- Key intervention sites
- Private development sites

Springfield Road, perhaps by incorporating a set back with soft landscaping to the north of the site.

17. Masonic Temple Car Park site

The Masonic Temple car park site would be suitable for a 3 storey residential development.

18. Former Jersey College for Girls

Currently a competition is being held to select an architect to design a residential scheme providing:

There is an existing consented scheme to convert the neoclassical school together with an extension to provide 47 apartments and 9 townhouses.

Land to the north of the existing school buildings (Centre Point) has also been included within the competition brief and the competition is seeking designs to accommodate 110 residential apartments (94 of which are new build i.e. 11 4-bed town houses, 65 2-bed flats and the rest are 1-bed flats) .

The competition is asking for designs in a Georgian neo-classical style

Further development opportunities may become available on the Mont Cantel site currently occupied by Janvrin School.

19. Le Bas Centre

This site could be considered for community use as a facility for the elderly or for residential. If residential, due attention should be given to the air quality and noise issues associated with the proximity of the site to St Saviours Road.

20. Wesley Chapel

This is a mixed use redevelopment with a public square on Wesley Street, There is currently a consented scheme for this site.

21. Le Seilleur Building

The opportunity should be taken to bring back into use this historic building, possibly for community use as part of wider development gain in the area.

Appendix 1

Masterplan Car Parking Provision

Car parking position

Introduction

This appendix provides greater clarification on the parking implications and proposals emanating from the North of Town Masterplan.

It provides clarification on the short and long stay parking situation prior to the commencement of the Town Park, what changes in parking behaviour have been seen since the commencement of works for the town park and the closure of the previous car parks on site, and ultimately what the parking solution and traffic situation could be seen if the masterplan is implemented.

Residential parking has not been included within the tables below. Each scheme proposed within the masterplan will be expected to provide a suitable level of residential car parking commensurate with the town centre location.

Parking strategy

The masterplan proposals are designed to meet current parking and transport behaviours. It is however acknowledged that during the life of the masterplan, these behaviours and needs will change, and as a result of the sustainable transport strategy, parking requirements are likely to decrease and public transport requirements will increase.

The masterplan solutions therefore recognise this and all site redevelopments will be subject to the parking and transport situation at the time. All developments will be expected to undertake a full transport assessment, and the level of car parking both for the public and residents will be expected to reflect the needs at the time.

With this in mind, a proposal to improve town bus services via a hopper service is included within the masterplan and the masterplan also refers to the expectation that public car parking on the periphery of the ring road will develop and link into this hopper service provision over time.

The hopper service is expected to be funded via contributions from private developments in the town.

In all parking proposals, modern technology should be considered. This would allow the investigation of stacking and other automated parking systems. It will also be expected that green travel plans be developed for individual schemes including car clubs and provision for electric vehicles where appropriate.

Public Car Parking Supply

PUBLIC CAR PARKING POSITION PRE-TOWN PARK (up to the end of 2010)

| CAR PARK | NO. SPACES PUBLIC (SHOPPER SHORT STAY) | NO. SPACES PUBLIC (COMMUTER LONG STAY) | TOTAL PUBLIC PARKING |
|-------------------|--|--|----------------------|
| Gas Place | 20 | 370 | 390 |
| Minden Place MSCP | 240 | 0 | 240 |
| Nelson Street | 0 | 50 | 50 |
| | | | |
| TOTAL | 260 | 420 | 680 |

CAR PARKING POSITION POST TOWN PARK COMMENCEMENT (Jan 2011)

| CAR PARK | NO. SPACES PUBLIC (SHOPPER SHORT STAY) | NO. SPACES PUBLIC (COMMUTER LONG STAY) | TOTAL PUBLIC PARKING |
|-------------------|--|--|----------------------|
| Gas Place | 0 | 0 | 0 |
| Minden Place MSCP | 240 | 0 | 240 |
| Ann Court | 47 | 133 | 180 |
| Nelson Street | 0 | 50 | 50 |
| | | | |
| TOTAL | 287 | 183 | 470 |

NOTE: the spare capacity that currently exists within the current short stay and long stay parking stock at Minden Place Car park and Pier Road has accommodated the removal of the Gas Place car parking. The commuter car parking at Talman has effectively been reprovided by the private sector elsewhere within the town.

The 47 short stay spaces at Ann Court have proved popular and are full every day by mid morning. The commuter parking spaces are full by 8am each morning. The anticipated increase in use of Pier Road does not appear to have occurred (as of Feb 2011) suggesting that some commuters have either changed from public to private parking or have changed their mode of transport.