

3 PROPOSED DEVELOPMENT

Description of the proposed development

3.1 An outline planning application has been submitted for the proposed Jersey Future Hospital (JFH). The application is for:

‘the demolition of Stafford Hotel, Revere Hotel, 36-40 and 44 Kensington Place including Sutherland Court, and parts of the General Hospital including: Peter Crill House, Gwyneth Huelin Wing, link block, engineering block and chimney, 1960s and 1980s blocks on the Parade, and Westaway Court. Phased construction of new hospital buildings at the General Hospital site and at Westaway Court, refurbishment of the Granite Block for continued non-clinical hospital use, improvements and construction of one half-deck of parking to Patriotic Street Car Park, and all associated landscaping and public realm, highways and access, plant and infrastructure works. Fixed matters: Means of Access. Matters reserved (by parameter plans): Scale and Mass; Siting; Landscaping; Appearance and Materials’.

3.2 Components of the proposed JFH are described in detail in the following sections. However, in summary the proposals include those listed in Table 3.1.

Table 3.1: Development proposals for Jersey Future Hospital

Development proposals	
New Main Hospital	A new hospital is proposed which would include the provision of around 288 bed spaces. This would comprise of Block A, Block B and Block C.
Westaway Court	A new building for outpatient use fronting Elizabeth Place and Savile Street, rising to 2, 3 and 4 storeys, with vehicular access/egress onto Savile Street and a layby for Patient Transport Services on Elizabeth Place.
Patriotic Street Car Park	The addition of one deck of parking to the existing car park (58 Spaces), alterations to the existing car park and the provision an upper level connection to Block A in Phase 1A, with an anticipated connection to the main ambulatory spine of Block B during Phase 1B. Relocation of the vehicle egress from Newgate Street to Patriotic Street.
Grade 1 Listed Building – (Granite Block and associated features)	<p>The Granite Block would be retained for non-clinical hospital use such as offices, delivering education and meeting rooms, and refurbished to reverse harmful later extensions and adaptations.</p> <p>The principal facades would be restored to their historic appearance, so far as is practicable. Its forecourt would be restored to a high-quality amenity space which is accessible to hospital users, staff and members of the public, removing the temporary theatre block and existing car parking area.</p>

Development proposals	
Creation of new public realm	<p>Creation of public realm to include pedestrian routes leading to the hospital including:</p> <ul style="list-style-type: none"> - North-south from Kensington Place to Gloucester Street; - Footbridge leading from Patriotic Street car park to the hospital building; - A link between Newgate Street and Patriotic Place; - Restoration and opening up of the Granite Block forecourt; - Open connection between the Parade and the JFH main entrance which would result in better linkage to Parade Gardens.
Building Heights	<p>A range of building heights are proposed, as shown on the Building Heights Parameter Plan (Figure 3.1) submitted with the application:</p> <ul style="list-style-type: none"> - Block A would be four storeys (ground+3) to a maximum height of 20.6m; - Block B would be a maximum of six storeys (ground+5) plus a non-occupied plant/flue level above to a maximum height of 34m; - Block C would be to a maximum of 15.6m; - Westaway would be a maximum of 17.9m.
Access and movement	<p>Improvements to a number of highways and junctions within the redline boundary, including:</p> <ul style="list-style-type: none"> - Gloucester Street; - Kensington Place; - Patriotic Street; - Newgate Street; - The Parade; - Junction at Gloucester Street, Seaton Place and Patriotic Place; - Junction at Gloucester Street and Newgate Street; - Junction at St Aubin's Road, Pierson Road and Kensington Place; - Junction at St Aubin's Road/Kensington Street/Pierson Road; - A1 Esplanade/Kensington Place junction.
Energy	JFH would be an all-electric hospital.
Drainage	<p>Surface water from the site is proposed to utilise the existing surface water sewer on Gloucester Street which drains to the foreshore of St Aubin's Bay. Connections to this sewer from across the site would need to be provided.</p> <p>Foul water would drain to foul water sewers on Kensington Place, Newgate Street and Gloucester Street.</p>

3.3 The total floor area of the new development is approximately 63,400sq.m (with a footprint of approximately 13,250sq.m).

New hospital

3.4 The proposed JFH comprises of three main blocks plus Westaway Court:

- **Block A** – a building fronting Kensington Place with a podium level accommodating clinical departments and wards above, rising to four storeys (ground+3 max 20.6m)¹ at its highest and stepping down to three storeys (ground+2, max 15.6m) at the street frontage. This will be the first block delivered in Phase 1A. The primary entrance will be from Kensington Place, with a link from Patriotic St Car Park, and a service block to the south-west.
- **Block B** – a building occupying the centre of the site, with frontages to Gloucester Street and Newgate Street, and to the rear of the Granite Block, comprising a three storey podium level accommodating clinical departments with three storeys of wards above, rising to a maximum of six storeys (ground+5) plus a non-occupied plant/flue level above (max. 34m). The primary entrance and active frontages including retail uses faces Gloucester Street, with a secondary pedestrian entrance and upper level link from Patriotic Street Car Park. It will be delivered in Phase 1B. During the interim phases, this building will provide the main hospital entrance, with an interim patient dropoff in front of the Granite Block. There is a permanent dropoff and ambulance bay for ED vehicles on Newgate Street.
- **Block C** – a non-clinical frontage building of three storeys, connecting the central Block B to The Parade via new hospital gardens, public realm and patient drop-off zone. This building will serve as the main hospital entrance once Phase 2 is complete, replacing the decommissioned 1980s block, after clinical departments have transferred to Block A and B; and
- **Westaway court** - a new building for outpatient use fronting Elizabeth Place and Savile Street, rising to 2, 3 and 4 storeys, with vehicular access/egress onto Savile Street and a layby for Patient Transport Services on Elizabeth Place. The buildings would comprise two interlocking L-shaped blocks. The “front” block, facing Parade Gardens, would reach a maximum height of 17.9m, with a step-down to 12.9m along Elizabeth Place. The “rear” block would reach a maximum height of 8.7m, with frontages to Savile Street and the adjoining Maison le Pape.

3.5 The proposed JFH will provide a total of around 288 bed spaces which will be split across a number of wards as follows:

- 192 inpatient beds;
- 26 Emergency Assessment Unit / Clinical Decisions Unit;
- 12 critical care;
- 22 private;
- 9 newborn unit;

¹ All heights are given as above site datum

- 15 paediatric; and
 - 12 obstetrics and gynaecological.
- 3.6 All bed spaces are proposed to be provided in single occupancy rooms.
- 3.7 The Building Frontages Parameter Plan (Figure 3.2) indicates where the primary, secondary and tertiary frontages are proposed:
- Primary frontage – zone for primary hospital entrance and active frontage;
 - Secondary frontage – zone where occupied floors and secondary entrances are predominantly located; and
 - Tertiary frontage – zone where concealed elevations allow for plant/louvres/service access.
- 3.8 The primary frontage of the hospital would comprise a welcoming façade set within new improved public realm that would stitch the new hospital into the townscape fabric of St. Helier.
- 3.9 The hospital frontage onto Newgate Street would include the necessary back door access for people coming from Patriotic Street Car Park. An upper level bridge connection will bring people straight onto the main hospital concourse at level 1 in Block A. The drop off zone for emergency vehicles would also be located along Newgate Street; this would be accessed from Gloucester Street and Kensington Place via a new extension to Newgate Street.
- 3.10 With regards to Westaway Court, patient only parking will be accessed from Saville Street and a layby for patient services is proposed on Elizabeth Place.
- 3.11 Within the proposed JFH, space has been allocated for shops and cafe. Initial plans indicate that this would be located on the ground floor.

Patriotic Street Multi-Storey Car Park

- 3.12 The project will increase parking capacity within the existing Patriotic Street multi-storey car park to provide parking capacity for both staff, patients and visitors. An additional half deck of parking is proposed on top of the existing car park which will provide an additional 58 parking spaces.
- 3.13 The car park would have both long term and short stay car parking spaces and the parking layout would be reconfigured to allow for more efficient use of space. There will be provision of an upper level connection to Block A in Phase 1A, with an anticipated connection to the main ambulatory spine of Block B during Phase 1B. The vehicle egress will be relocated from Newgate Street to Patriotic Street.

The Grade 1 Listed Building

- 3.14 The Granite Block is a Grade I listed building and internal changes to the fabric of the building will be necessary to facilitate the required healthcare use of the building for educational and administrative functions. However, these changes would not be needed until 2025 (until that time the building would continue in its current use). At this stage of design development, the detail of these internal changes are not known and would be developed during the detailed design phase as a separate planning submission.
- 3.15 External changes to the Granite Block would be required during the construction phase. This would include restoration of the principal facades to their historic appearance, where practicable, and the removal of modern glazed links.
- 3.16 The forecourt of the Granite Block would be remodelled to allow for the creation of a high quality amenity space which is accessible to everyone. This would include the removal of the temporary theatre block and existing car parking area.

Creation of New Public Realm

- 3.17 The Ground Floor, Public Realm and Pedestrians Parameter Plan (Figure 3.3) shows the proposed new public realm that would support JFH and improve the setting of the Granite Block, contributing to the regeneration of St Helier. New public realm zones include:
- The site of the existing 1960s block will be cleared and the area landscaped to create a space that can be used as hospital gardens;
 - North-south from Kensington Place to Gloucester Street via Newgate Street; whilst this street would primarily be the 'service street' for the hospital, the quality of the street would be enhanced to create a viable secondary pedestrian link from north to south;
 - A pedestrian link from the Parade to the main front entrance of JFH;
 - A pedestrian link from the Parade behind the Granite Block to a secondary pedestrian entrance;
 - A connection between Patriotic Street multi-storey car park to the main hospital building; and
 - Granite Block forecourt would be reinstated with the removal of the existing temporary structures and the creation of a hospital garden.

Building Heights

3.18 The Buildings Heights Parameter Plan (Figure 3.1) shows the range of maximum building heights proposed. In summary, these would be:

- Block A - four storeys (ground+3 max 20.6m) at its highest and stepping down to three storeys (ground+2, max 15.6m) at the street frontage;
- Block B - rising to a maximum of six storeys (ground+5) plus a non-occupied plant/flue level above (max. 34m);
- Block C – the entrance block would have a maximum height of 15.6m;
- Westaway – two, three and four storeys rising to a maximum of 17.9m and stepping down to 12.9m along Elizabeth Place and 8.7m along Savile Street; and
- Patriotic Street Car Park would be 16.7m

3.19 Building massing and scale has been considered with regards to existing streetscape and skyline.

Access and Movement

3.20 The Access Strategy (See Figure 7.4 in Volume III) shows the location of the vehicular access points across the proposed site. Various elements of access are described below:

Access to Patriotic Street multi-storey car park

3.21 All vehicular access and egress into the car park would be concentrated on the existing Patriotic Street and Kensington Place entrances. The current car park egress onto Newgate Street would be removed.

Drop off zones

3.22 Drop off zones for community/patient transport service vehicles would be split between the main building entrance on The Parade and on Newgate Street.

3.23 The main taxi and private vehicle drop off (not parking) would also be at this location.

3.24 During the interim the drop off would be on the Granite Block forecourt during Phase 2.

Emergency vehicles

3.25 Emergency vehicles access would be located on Newgate Street, south-east of the proposed junction with Kensington Place. Ambulances would be able to access the proposed ambulance bay from Kensington Place, Patriotic Street and Gloucester Street.

- 3.26 To exit, ambulances would use either Newgate Street/Gloucester Street or Kensington Place/Kensington Street.

Service vehicles

- 3.27 Service vehicles, including hearses would enter the site via an entrance on the western end of service block off Kensington Place and exit at the eastern end of the service block onto Newgate Street. This would be at ground level.

Bicycles

- 3.28 Bicycle-parking zones for staff would be provided within the basement of the proposed JFH and to the rear of the Granite Block. There would also be provision of bicycle parking for visitors and patients with both internal and external parking provided.

Offsite highways works

- 3.29 Offsite highways works would include junction improvements to accommodate construction traffic, drop-offs for pedestrians, Patient Transport Services and Emergency Department ambulance vehicles. It would also include traffic flow rearrangements, new/improved pedestrian crossings and footways and an extension to Newgate Street for hospital use and ambulance lanes.
- 3.30 Proposed measures to enhance connectivity to the JFH include:
- Introduction of traffic signals at the Gloucester Street/Newgate Street junction and a signalised pedestrian crossing Gloucester Street;
 - Retention of signalised crossings on Patriotic Place and Seaton Place at the junction with Gloucester Street;
 - Relocation of the signalised crossing on The Parade, remove on street parking and reduce the carriageway width to 6m to reduce traffic speeds and improve public realm; and
 - Extension of Newgate Street to be made available for hospital vehicles (ambulances and service vehicles).

Energy

- 3.31 The Energy Strategy for the proposed JFH includes an all-electric hospital. Stand by generators would also be required for emergency use only.
- 3.32 A substation would be provided at St Elmo to the rear of Edward Place.

Drainage

- 3.33 Surface water drainage for the existing site discharges into DfI sewers on Gloucester Street, Newgate Street, The Parade, and Kensington Place. DfI has requested that surface water drainage is to connect to a system draining to the foreshore. The surface water sewer on Gloucester Street currently connects to the foreshore, and is the only sewer in the vicinity of the hospital which does so. Therefore, surface water drainage from the site will need to connect to this sewer where possible. There are different options for achieving this, which are discussed further in the Flood Risk Assessment in Appendix G-1.
- 3.34 Foul water would be separated from surface water and would be directed to the foul drainage sewers on Kensington Place, Newgate Street and Gloucester Street.
- 3.35 The area around Westaway is drained by gullies, linear drainage channels and rainwater downpipes which outfall into the combined DfI sewer on Savile Street. There is no evidence of existing surface water flooding occurring on the site.
- 3.36 In their scoping response (See Appendix A-1, in Volume II), the DfI stated that separation of surface water and foul is required, with surface water drainage required to connect to a system draining to the foreshore. The surface water sewer on Gloucester Street currently connects to the foreshore, and is the only sewer in the vicinity of Westaway which does so. Therefore, surface water drainage from the sites should connect to this sewer where possible, either directly or through one of tributary connecting sewers.

Waste

- 3.37 An outline Site Waste Management Plan (SWMP) has been prepared for the construction phase of the project and is submitted in support of the planning application (Appendix I-2). It is anticipated that any non-hazardous generated material would be re-used on-site wherever possible. Hazardous materials, such as asbestos would be disposed off-site in an appropriate manner.

Jersey Future Hospital Construction

- 3.38 Construction of the proposed JFH will include a number of construction phases listed in Table 3.2. Aspects of construction that have been considered within the EIS are described in the sections below.

Table 3.2: Construction phases for the proposed JFH

	2018	2019	2020	2021	2022	2023	2024	2025	2026
Phase 1A									
Enabling and highways works									
Relocate some hospital functions									
Demolish along Kensington Place									
Construct of Block A									
Works to Patriotic Street Car Park									
Construct Westaway									
Transfer services into Block A/Westaway									
Phase 1B									
Enabling and highways works									
Demolish Gwyneth Huelin Wing, Peter Crill House and central laboratory block									
Construct Block B									
Transfer remaining hospital services to Block B									
Phase 2									
Demolish 1980's/1960's block/temporary theatre block									
Construct Block C – frontage block, Parade drop off and landscaping									
Make good/ screen Edward Place									
Decommission existing hospital									
Refurbish Granite Block									
Move admin services/ education to Granite Block									

3.39 Figure 3.4 in EIS Volume III shows the proposed phasing of the JFH buildings.

Enabling Schemes

3.40 There are a number of schemes which are required to facilitate the operation of a fully functioning General Hospital alongside the construction of the proposed JFH. These projects are termed 'enabling schemes' and, whilst not part of this planning application for the proposed JFH, are described here for completeness. Table 3.3 provides a description of each of the enabling schemes (ES) along with details of whether a separate planning application is required and the anticipated construction programme.

3.41 Environmental effects that may result from the enabling schemes have been assessed within the cumulative effects chapter of this EIS (Chapter 16).

Table 3.3: Enabling projects

Ref	Name	Description of project	Anticipated Location	Project sequence	Separate planning application	Anticipated construction programme
ES-01	Creation and Relocation of Catering Production Unit	Relocation of JGH hospital catering services off site to non HSSD location.	St Peter Technical Park - existing light industrial unit	Enables Phase B	Yes	May 2018 – Feb 2019
ES-02	Relocation of Engineering block	Relocation engineering functions to release site for main JFH building	TBC	Enables Phase A	Yes	Jun 2018 – Mar 2019
ES-06	Corporate offices and Training Functions relocation	Relocation of all training, education and office administration staff from the Peter Crill House building to off-site location (location to be confirmed).	Location to be confirmed	Enables demolition of required parts of the existing hospital	No	Dec 2018 – Dec 2020
ES-08	Alterations to existing Parade, 1960's & Granite Blocks	Alterations and changes required within existing buildings to accommodate displaced functions as required by phased construction of new main JFH building.	Jersey General Hospital (Granite Block, 1960s & 1980s) buildings	Enables demolition of required parts of the existing hospital	No	Jun 2018 – Dec 2021
ES-09	Critical Plant & Support systems relocation	Relocation and maintenance of hospital critical plant, equipment and services from Gwyneth Huelin, Pathology/Pharmacy Block and Peter Crill House.	Jersey General Hospital (Granite Block, 1960's & 1980's) buildings & pathology.	Enables demolition of required parts of the existing hospital	Yes (on Part)	Oct 2018 – Dec 2022
ES-10	Staff accommodation relocation	Relocation of staff accommodation from Westaway Court to vacate site for demolition and new build. Peter Crill House Staff accommodation relocation.	Limes plus private sector accommodation	Enables project ES07 to start.	No	April 2018 (VP) TBC (PCH)

Site preparation

- 3.42 The construction site would be secured with suitable temporary hoarding at the boundary of the works area. The site would be manned 24 hours a day. Access route diversions would be put in place.

Establishment of site compound

- 3.43 The location of the site compound has not yet been confirmed, as this would be determined by the appointed contractor. However, it is likely that the main site compound, which would include offices, storage, concrete batching and lay-down space, would be located at La Colette. There would be minimal on-site establishment restricted to welfare facilities, site offices and delivery zones. It is currently anticipated that site offices would be established within the additional 1 deck of Patriotic Street car park once this has been built (end of 2022) until the proposed JFH is commissioned.

Demolition

- 3.44 All buildings which currently function as the JGH and Westaway Court will be demolished. This includes Peter Crill House, Gwyneth Huelin Wing, link block, engineering block and chimney, the 1960's and 1980's Blocks, temporary theatre, lab block and Westaway Court. Other buildings that will need demolition include St Elmo's (a modern extension to the rear of 1 Edward Place), the Stafford and Revere Hotels, 36-40 and 44 Kensington Place, including Sutherland Court. Low dust and vibration methods would be used for demolition including robotic crushing/nibbling and diamond drilling/sawing.

Site remediation

- 3.45 Desk based assessments have identified the potential for contamination to exist on site and further ground investigations (GI) would be required to confirm the presence and composition of potential ground contamination. Further information on the principles of works required are summarised within Chapter 9: Geology, Hydrogeology and Contamination. Following detailed GI works it may be necessary to prepare a Remediation Strategy for the site which would set out the methodology for remediating contamination on the site.

Piling works

- 3.46 It is anticipated that piled foundations would be required to support the proposed structures. Bored piles are likely to be preferred to driven piles in order to minimise noise and vibrations during construction.

- 3.47 Piled walls are anticipated to be required to facilitate construction works (i.e. to allow vertical face excavations for the basements and provide groundwater cut-off) and provide permanent support to the basement and superstructure. Open-cut excavations may be feasible in some areas of the proposed buildings footprint. Dewatering measures are anticipated to be required to allow construction works.

Plant and machinery

- 3.48 The plant and machinery that would likely be used during the construction phase may include scrapers, dozers, 360-degree excavators, backhoe loaders, dumpers, dump trucks, rollers and compressors. Other heavy equipment may also be required during the construction of buildings including lifting plant, cranes and forklift trucks. Precise details of the nature and quantity of plant and machinery for each phase are unknown at this stage but would be defined in the Construction Method Statement that would be prepared by the contractor.

Construction materials

- 3.49 The construction materials required would likely be those normally associated with a development of this nature, including items such as precast concrete, bricks, windows, roofing materials, ready mixed concrete, plasterboard, dense bitumen/ stone macadam, concrete kerbing and sub-base crushed concrete.

Construction Environmental Management Plan

- 3.50 A framework Construction Environmental Management Plan (CEMP) has been prepared for the proposed JFH (Appendix O-1). This would be developed further by the contractor.
- 3.51 The CEMP would contain control measures and the standards to be implemented throughout the proposed construction of the development. It sets out a series of measures and standards of work, which shall be applied by contractors throughout the construction period to:
- provide effective planning, management and control during construction to control potential impacts upon people, businesses and the natural and historic environment; and
 - provide the mechanisms to engage with the local community and their representatives throughout the construction period.

Vehicle movements during construction

- 3.52 Whilst the location of the compound area has not yet been confirmed, there are a limited number of roads in Jersey that can accommodate the largest delivery vehicles associated with the development. It can therefore be assumed that delivery vehicles will

arrive and depart on the A1 Esplanade, accessing the site from Kensington Place. During Phase 1A, construction vehicles will exit the site via a combination of Kensington Street and St Aubin's Road.

- 3.53 Minor works are proposed to the Esplanade/Kensington Place junction to ensure the largest delivery construction vehicles can turn right from the Esplanade onto Kensington Place.
- 3.54 To minimise the impact of construction traffic, HGVs would not be permitted to enter or leave the site during peak hours of 07:30 to 08:30 and 16:30 to 17:30.
- 3.55 It has been estimated that during peak construction there would be a maximum of 84 daily one-way HGV trips that would be generated.

Parking provision

- 3.56 During construction, the car park will not be closed, although it is anticipated that the top four decks will be closed whilst the additional half deck is constructed.
- 3.57 Access proposals throughout construction include:
- Access/egress from Kensington Place to stay as existing;
 - Newgate Street egress to be removed in Phase 1A and relocated to Patriotic Street (currently motorcycle parking access);
 - South-western access on to Patriotic Street to become motorcycle only in Phase 1A;
 - In Phase 1B, egress on to Patriotic Street to be removed and replaced with JGH staff cycle stands, and middle accesses with go from two entries to an entry and egress; and
 - Final state to be as per Phase 1A

Public access during construction

- 3.58 Where possible, it is intended to retain or improve amenity for pedestrians during each phase of construction. However, the necessary closure of roads and associated footways in the direct vicinity of the site may result in increased journeys for some pedestrians.
- 3.59 It is anticipated that the footway on the southeast side of Kensington Place between the egress from the MSCP and the junction with Kensington Street will need to be closed for a significant extent of Phase 1A.

3.60 As part of the demolition and construction associated with Phase 1B, the pedestrian accesses into the Gwyneth Huelin Wing will be removed. A new pedestrian access into the hospital will be created between Patriotic Street MSCP and (the now operational) Block A of JFH. A pedestrian access is also proposed into Block A on Kensington Place, between the junctions with Newgate Street (extended) and Kensington Street. The existing hospital accesses into JGH located on The Parade will be retained throughout the duration of Phase 1B.

3.61 There will be no need for public access to the Westaway Court site during construction.

A&E access during construction

3.62 No changes are proposed to the current access for ambulance services during the construction period which will continue to access A&E from Gloucester Street.

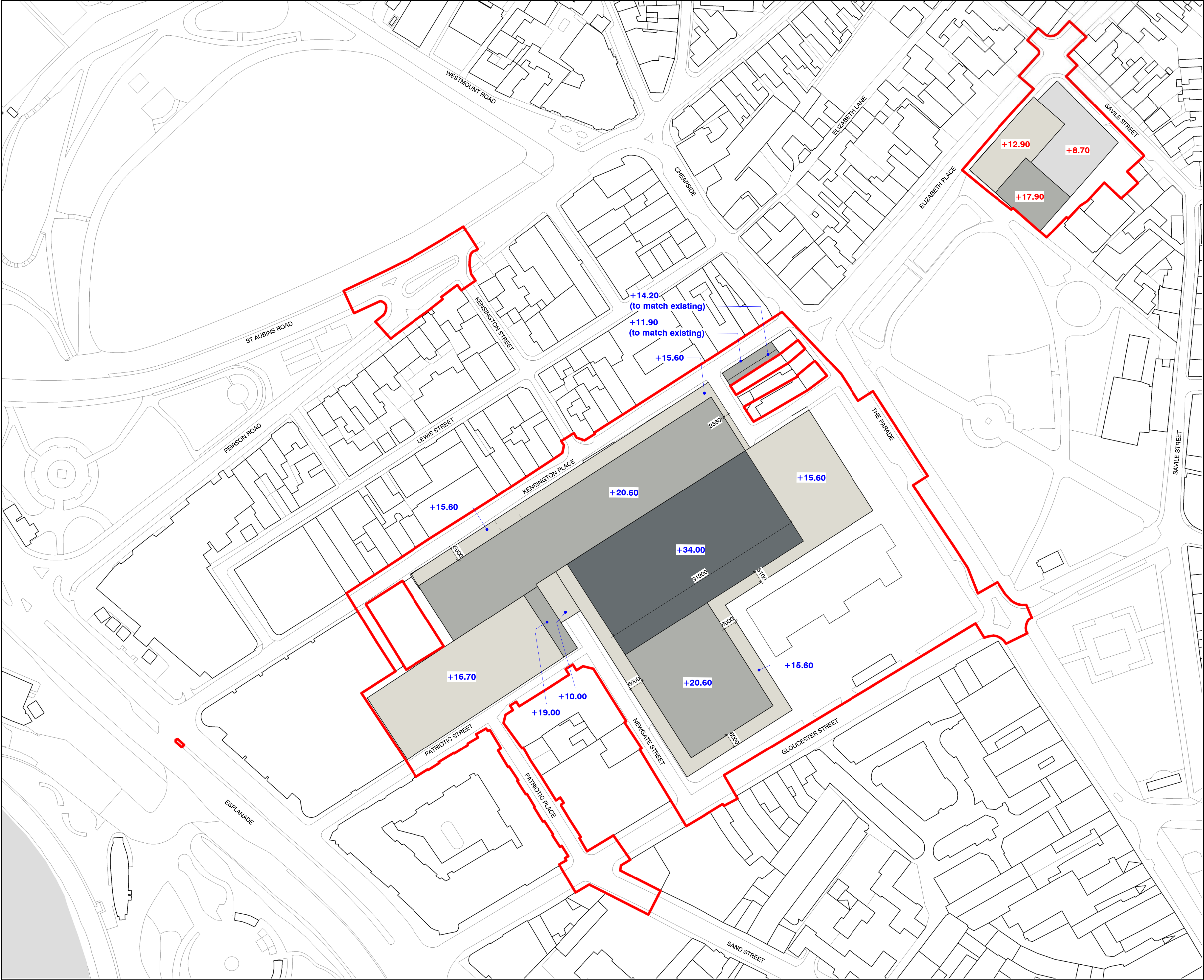
Employment

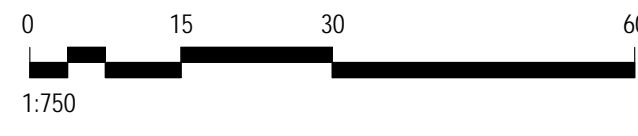
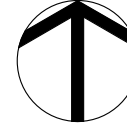
3.63 Over the whole construction phase, it is estimated that the average daily workforce required on site across the programme (Jan 2019 to March 2026) would be approximately 203 workers. However, the application is in outline only at this stage detailed estimates of employment numbers to be generated during the construction phase are not yet available. More details are provided within Chapter 14: Socio-Economic Assessment.

Working hours

3.64 Working hours during the construction phase would be in accordance with the requirements of the Considerate Constructors Scheme:

- 07:30hrs – 18:00hrs Monday to Friday;
- 08:00hrs – 13:00hrs Saturday; and
- No noisy activity on Sunday (refer to Chapter 6 Noise and Vibration).





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OUTLINE OF PROPOSED FUTURE HOSPITAL DEVELOPMENT

SHADES OF GREY SHOW INDICATIVE RELATIVE HEIGHTS WITH THE SHORTER MASSING SHOWN LIGHTEST

NB.

+20.00 ALL LEVELS SHOWN IN BLUE TEXT INDICATE MAXIMUM HEIGHTS FOR THE MAIN HOSPITAL SCHEME. HEIGHTS ARE RELATIVE TO PROJECT DATUM LEVEL 0.00m (GROUND FLOOR DATUM) = JERSEY DATUM LEVEL (+10.00m)

+20.00 ALL LEVELS SHOWN IN RED TEXT INDICATE MAXIMUM HEIGHTS FOR THE WESTAWAY SCHEME. HEIGHTS ARE RELATIVE TO PROJECT DATUM LEVEL 0.00m (GROUND FLOOR DATUM) = JERSEY DATUM LEVEL (+12.00m)

+15.60 HEIGHTS TO PODIUM DO NOT INCLUDE FOR BALUSTRADING TO PUBLICLY ACCESSIBLE ROOF ZONES. THE PARAMETER CONSTRAINTS FOR BALUSTRADING TO THESE AREAS ARE DEFINED IN THE PARAMETER SECTION DRAWINGS.

REV	DESCRIPTION	DATE
S2.P04	UPDATED BOUNDARY	04/04/18
S2.P03	UPDATED BOUNDARY, PARAMETER EXTENT	24/03/18
S2.P02	SECOND ISSUE	17/03/18
S2.P01	FIRST ISSUE	02/03/18

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CLIENT
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PROJECT
JERSEY FUTURE HOSPITAL (JFH)

THE PARADE, ST HELIER, JERSEY
JE1_3QS

DRAWING TITLE
PARAMETER PLAN - BUILDING HEIGHTS

STATUS
INFORMATION

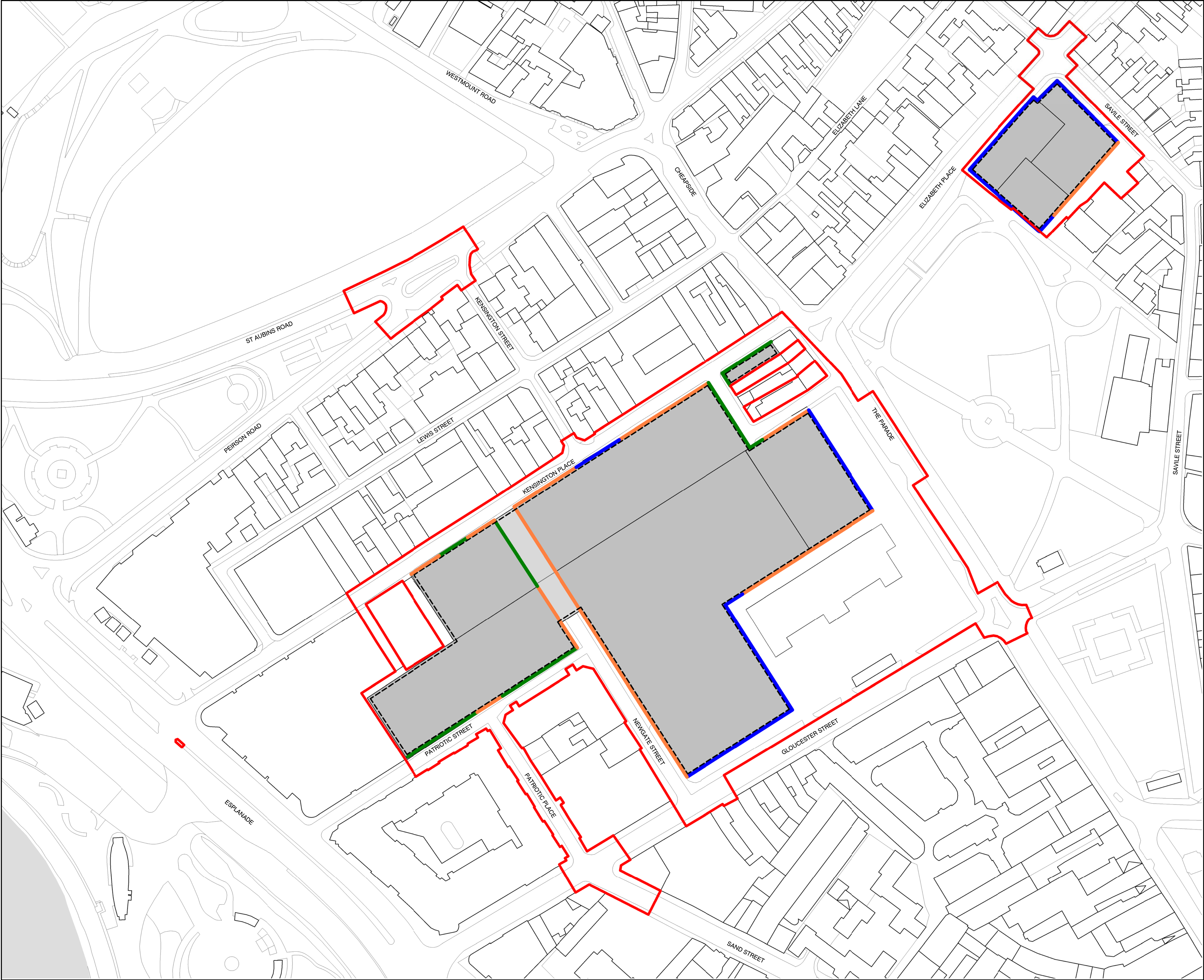
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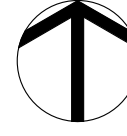
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Original Sheet Size A1 - 841 x 594mm





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— OUTLINE OF PROPOSED FUTURE HOSPITAL DEVELOPMENT

--- PARAMETER EXTENTS

— PRIMARY FRONTAGE - ZONE FOR PRIMARY HOSPITAL ENTRANCE AND ACTIVE FRONTAGES

— SECONDARY FRONTAGE - ZONE WHERE OCCUPIED FLOORS AND SECONDARY ENTRANCES ARE PREDOMINANTLY LOCATED

— TERTIARY FRONTAGE - ZONE WHERE CONCEALED ELEVATIONS ALLOW FOR PLANT / LOUVRES / SERVICE ACCESS

— PROPOSED ACCESS TO NEWGATE STREET AT GROUND FLOOR ONLY

S2.P04
S2.P03
S2.P02
S2.P01

UPDATED BOUNDARY
UPDATED BOUNDARY, PARAMETER EXTENT
SECOND ISSUE
FIRST ISSUE

04/04/18
24/03/18
17/03/18
02/03/18

REV	DESCRIPTION	DATE
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CONSULTANT
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HASSELL

CLIENT
DEPARTMENT FOR INFRASTRUCTURE

PROJECT
JERSEY FUTURE HOSPITAL (JFH)

THE PARADE, ST HELIER, JERSEY
JE1_3QS

DRAWING TITLE
PARAMETER PLAN - BUILDING FRONTAGES

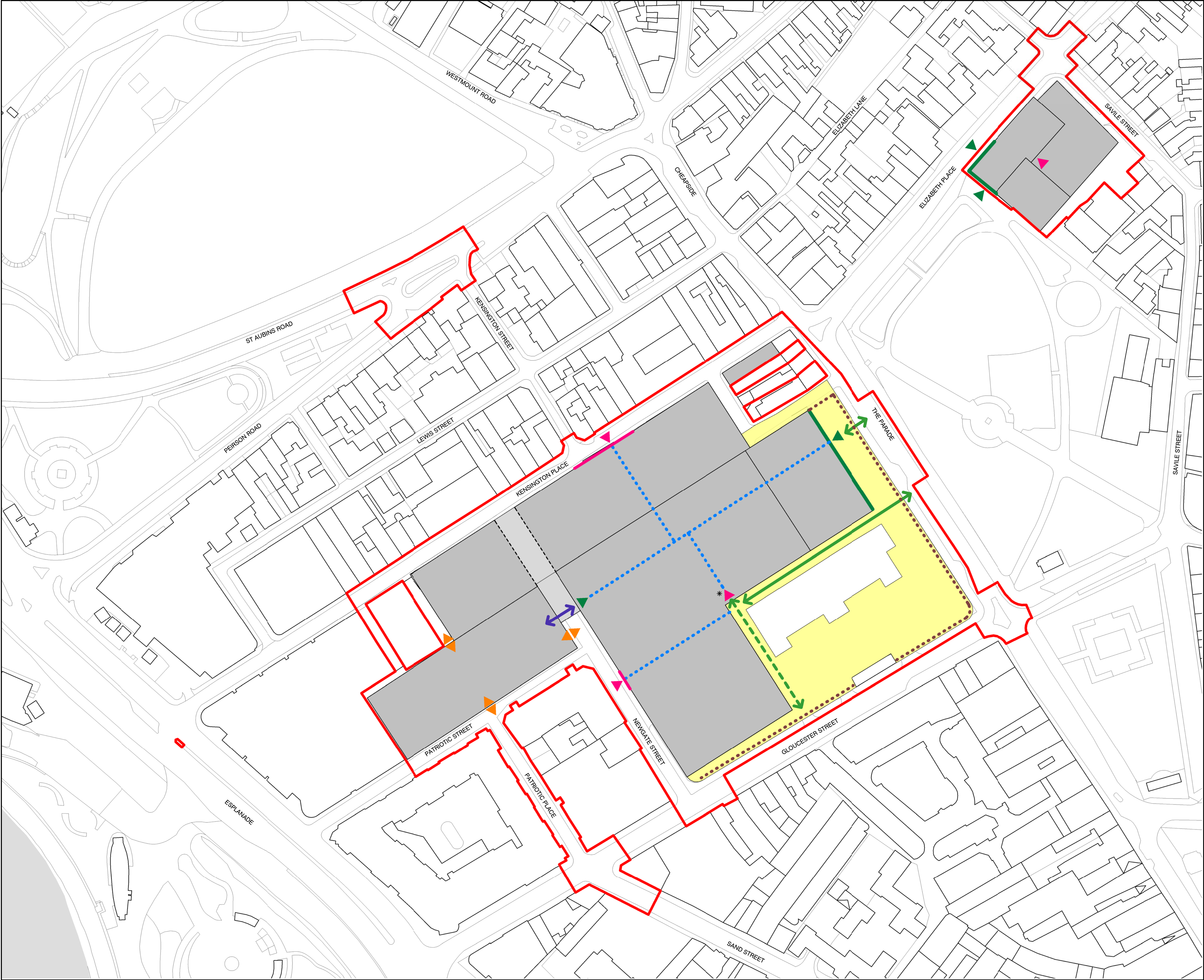
STATUS
INFORMATION

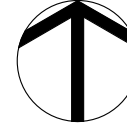
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PROJECT# - ORIGIN - ZONE - LEVEL - TYPE - ROLE - DRAWING# - STATUS+REV			
JFH-HSL-M1-ZZ-DR-A-PL102-S2.P04			

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1:750

NOTES

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OUTLINE OF PROPOSED FUTURE HOSPITAL DEVELOPMENT

NEW PUBLIC REALM ZONE

PROPOSED ACCESS TO NEWGATE STREET AT GROUND FLOOR ONLY

NEW PRIMARY PEDESTRIAN ROUTES

NEW SECONDARY PEDESTRIAN ROUTES

UPPER LEVEL PEDESTRIAN BRIDGE

PRIMARY PEDESTRIAN ENTRANCE TO BE LOCATED WITHIN ZONE SHOWN

SECONDARY PEDESTRIAN ENTRANCE TO BE LOCATED WITHIN ZONE SHOWN

*

SECONDARY ENTRANCE (USED AS INTERIM ENTRY DURING PHASE 2)

PATRIOTIC STREET MSCP

NEW PUBLIC EDGE TREATMENT

INDICATIVE INTERNAL PEDESTRIAN ROUTE

S2.P04
S2.P03
S2.P02
S2.P01

UPDATED BOUNDARY
UPDATED BOUNDARY, PARAMETER
EXTENT
SECOND ISSUE
FIRST ISSUE

04/04/18
24/03/18
17/03/18
02/03/18

REV

DESCRIPTION

DATE

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PROJECT
JERSEY FUTURE HOSPITAL (JFH)

THE PARADE, ST HELIER, JERSEY
JE1_3QS

DRAWING TITLE
PARAMETER PLAN - GROUND FLOOR
PUBLIC REALM AND PEDESTRIANS

STATUS
INFORMATION

SCALE @ A1
1 : 750

ORIGINATOR PROJECT #
012145

REVIEWED
CL

APPROVED
KM

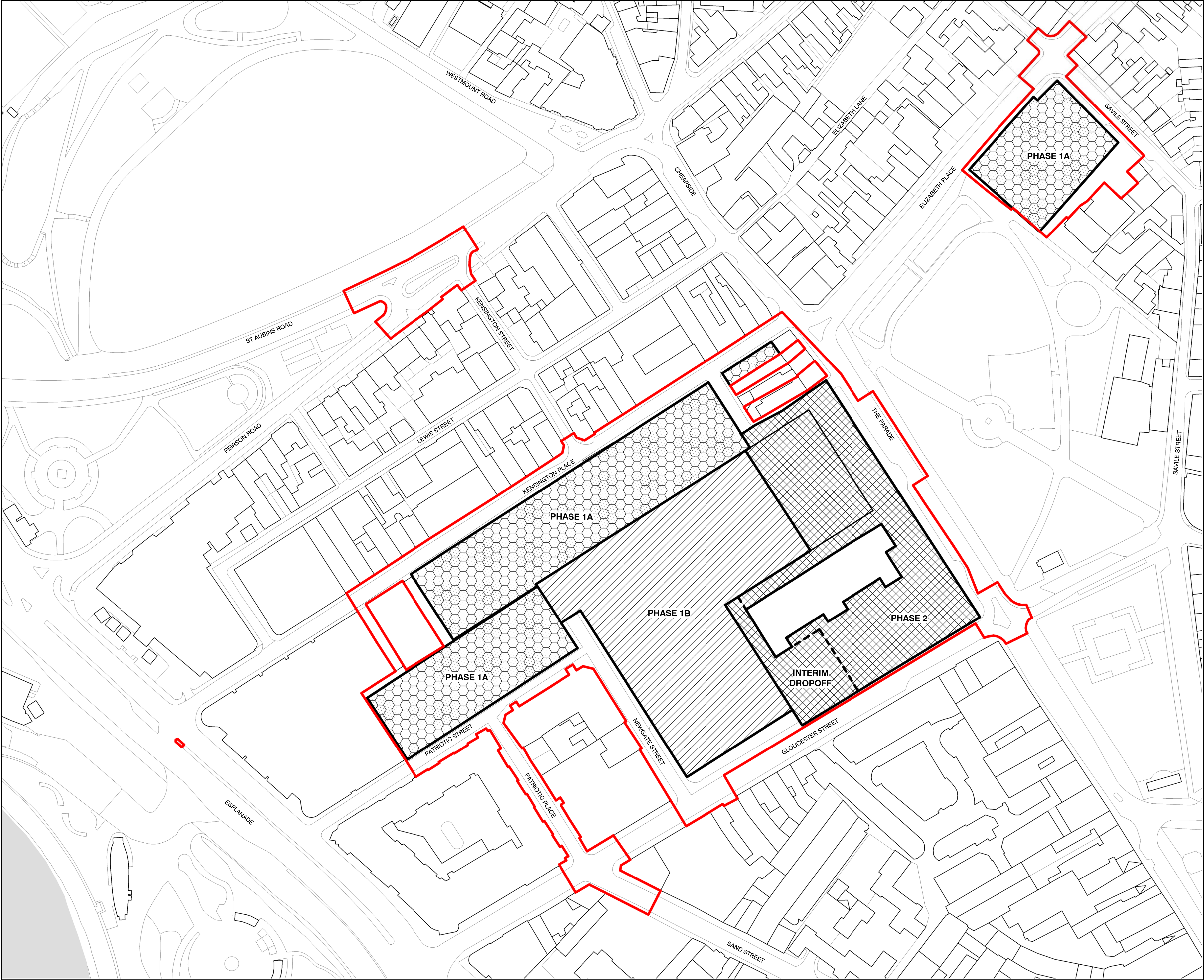
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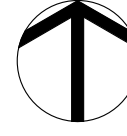
JFH-HSL-M1-ZZ-DR-A-PL104-S2.P04

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OUTLINE OF PROPOSED FUTURE HOSPITAL DEVELOPMENT

PHASE 1A

PHASE 1B

PHASE 2

INTERIM DROPOFF

S2.P03

UPDATED BOUNDARY, PARAMETER

04/04/18

S2.P02

UPDATED BOUNDARY, PARAMETER

24/03/18

S2.P01

EXTENT

17/03/18

REV

DESCRIPTION

DATE

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PROJECT

JERSEY FUTURE HOSPITAL (JFH)

THE PARADE, ST HELIER, JERSEY
JE1_3QS

DRAWING TITLE

PARAMETER PLAN - PHASING

STATUS

INFORMATION

SCALE @ A1

ORIGINATOR PROJECT #

REVIEWED

APPROVED

1 : 750

012145

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KM

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