

DRAFT

South Hill, St Helier

Supplementary planning guidance
Development brief



About supplementary planning guidance

The Minister for the Environment may publish guidelines and policies (supplementary planning guidance) in respect of; development generally; any class of development; the development of any area of land; or the development of a specified site¹.

Supplementary planning guidance may cover a range of issues, both thematic and site specific, and provides further detail about either, policies and proposals in the Island Plan, or other issues relevant to the planning process.

Where relevant, supplementary planning guidance will be taken into account, as a material consideration, in making decisions.

Supplementary planning guidance is issued in a number of different forms including:

Advice notes, which offer more detailed information and guidance about the ways in which Island Plan policies are likely to be operated, interpreted and applied in decision making;

Policy notes, which can be issued by the Minister, following consultation with key stakeholders, in-between reviews of the Island Plan, to supplement and complement the existing planning policy framework;

Masterplans, development frameworks and planning briefs provide more detailed information and guidance about the development of specific sites and areas of the island; and

The current supplementary planning guidance is listed and can be viewed on the Government of Jersey website at www.gov.je/planningguidance.

Hard copies of all supplementary planning guidance can be obtained from Customer and Local Services, Philip Le Feuvre House, La Motte Street, St. Helier, JE4 8PE.

¹ Under Article 6 of the Planning and Building (Jersey) Law

DRAFT FOR CONSULTATION

Supplementary Planning Guidance: Development Brief

South Hill, St Helier

December 2019

Contents

Section one: overview and aims of development	
Introduction	1
Status of the guidance	1
Purpose of the guidance	1
Aims of development	2
South Hill: status	3
South Hill: location and description	3
Section two: land use	
Office	7
Residential	7
Visitor accommodation	7
Section three: planning issues	
Design quality	9
Architectural context	9
Scale and architectural treatment	12
Environmental Performance	13
Historic environment	14
Setting of listed buildings	14
Listed buildings	16
Archaeology	17
Integration and infrastructure	18
Travel and transport: pedestrian and cycle access	18
Travel and transport: vehicular access parking	19
Travel and transport: parking	19
Amenity space	20
Environmental design and risk	24
Percent for art	21
Services	22
Section four: appendices	
Listed building schedules	24
Planning obligations	50
Planning application: information required	52
Services	54

Figures	
Figure 1: Context and topography	4
Figure 2: Context sea views	4
Figure 3: Site boundary	5
Figure 4: Aerial context	5
Figure 5: Site context and setting: west	6
Figure 6: Site context and setting: south	6
Figure 7: Context land use activity	8
Figure 8: Architectural context – Commercial Buildings	10
Figure 9: Architectural context – robust maritime architecture	11
Figure 10: Architectural context – English Harbour	11
Figure 11: Landscape context and skyline	13
Figure 12: Inter-visibility - iconic St Helier heritage assets and landmarks	15
Figure 13: Inter-visibility – heritage harbours	15
Figure 14: Inter-visibility – Fort Regent and Mont de la Ville	16
Figure 15: HE1561: Military Barracks Office – Listed building	17
Figure 16: Pedestrian access points	19
Figure 17: Etats de jersey plaque and crest	22

Section one: introduction and aims

Introduction

The purpose of this development brief is to establish the general planning principles and to provide design guidance for the development and future use of the former Government Offices at South Hill.

Status of this guidance

This is currently draft guidance produced for consultation purposes. The draft guidance will be reviewed and, if necessary, amended in response to the findings of consultation.

The Minister for the Environment will adopt new guidance to provide a framework for the assessment and determination of any subsequent planning application(s). Any planning application for development on the site should generally be in accordance with this guidance.

Purpose of this guidance

This guidance is principally aimed at those involved in the planning and design of any new development, to ensure that those planning issues that are relevant to it are considered in the design process.

It is also designed to provide those with an interest in the project with guidance and advice about the issues that will be considered during the planning process.

Finally, it provides planning guidance which will assist decision-makers in the determination of any planning application. The information required for any future planning application is set out below and summarised at Appendix Three.

Summary: aims of development

This guidance sets out, in more detail, information about the site; the policy context within which its redevelopment should be considered; the key planning considerations; and highlights the main design challenges.

Having regard to all of these factors, the key aims for the development of this site can be summarised as follows:

- to regenerate and redevelop this site through high quality urban design involving the introduction of new residential, or visitor accommodation and associated uses, into the area, helping to develop a sense of place and positively contributing to the development of a vibrant St Helier waterfront;
- to protect and enhance the iconic nature and settings of historic St Helier landmarks in and around South Hill, including Fort Regent, Elizabeth Castle and the historic harbours;
- to seek to secure a viable economic use for the listed building on the site, as an integral part of the redevelopment scheme, having regard to its historic character, integrity and setting;
- to protect the natural landform, greenery and long views of the site by seeking to ensure that the height of new development does not project above the line of the natural landform when viewed from the historic harbours;
- to ensure the optimum development yield, in terms of number of homes or floorspace, through an urban design led approach which: makes the best use of the site's topography; enables sustainable transport choices; and facilitates the imaginative provision of and access to amenity space; and which better integrates the development into the local area whilst mitigating its impact upon local infrastructure;
- to design high quality public spaces which deliver connectivity to adjacent land alongside environmental enhancement measures to conserve the specific character of the area;
- to provide an architectural treatment which balances the optimisation of sea views whilst avoiding visually assertive, dominant or damaging façades, and which, for any residential use, minimises the provision of north-facing principal rooms;
- to ensure that development respects and complements local architectural context and character in terms of design and materials.

South Hill: status

This site has, from 1961 until the autumn of 2019, provided government office accommodation. It is no longer considered to best meet the property requirements of a modern, efficient and effective public service and this site has been identified as appropriate for redevelopment as part of the rationalisation of the public estate.

It is also a strategic public asset that can help to meet the objectives of Government to regenerate St Helier and meet the various demands for new development through the delivery of high-quality architecture and urban design.

South Hill: site location and description

As its name suggests, South Hill lies in an elevated position to the south of the Town of St. Helier, sitting to the east and above the historic English and French Harbours. It is part of the large, steep-sided rocky outcrop of Mont de la Ville, atop which sits Fort Regent, separating Havre des Pas to the east, and La Collette to the south, from the town of St Helier (see figure 1: context topography)

The site itself occupies the location of a former quarry which was cut into the western side of Petit Mont de la Ville. It is, therefore, very prominent from long views to the west, including approaches to St Helier Harbour, from land and sea (see figure 2: context sea views)

It is approximately two acres (7.2 hectares) in area and is tiered, rising over seven metres from west to east (see figure 3: site boundary). The vacant offices occupy the northern part of the site, a three-storey complex on top of a granite plinth along the western boundary with the road (South Hill), with further accommodation behind which reduces in scale as it is recessed into the rising levels of the former quarry. There is a small historic granite building within the site, a former historic military barracks building, which is now appended to the 'modern' office complex: this building is listed Grade 4 (see appendix one).

Much of the site is laid out for car parking on two terraced levels within the site. Vehicular access is via South Hill, on the western boundary, and there is also pedestrian access at the north-eastern corner, and along the eastern edge of the site, to the higher ground beyond.

The vacant offices overlook public open space and a children's play space immediately to the north of the site. The site is bounded by steeply rising, treed edges to the east and south which form South Hill Park. The road (South Hill) forms the western boundary (see Figure 4-6: context)



Figure 1: context topography

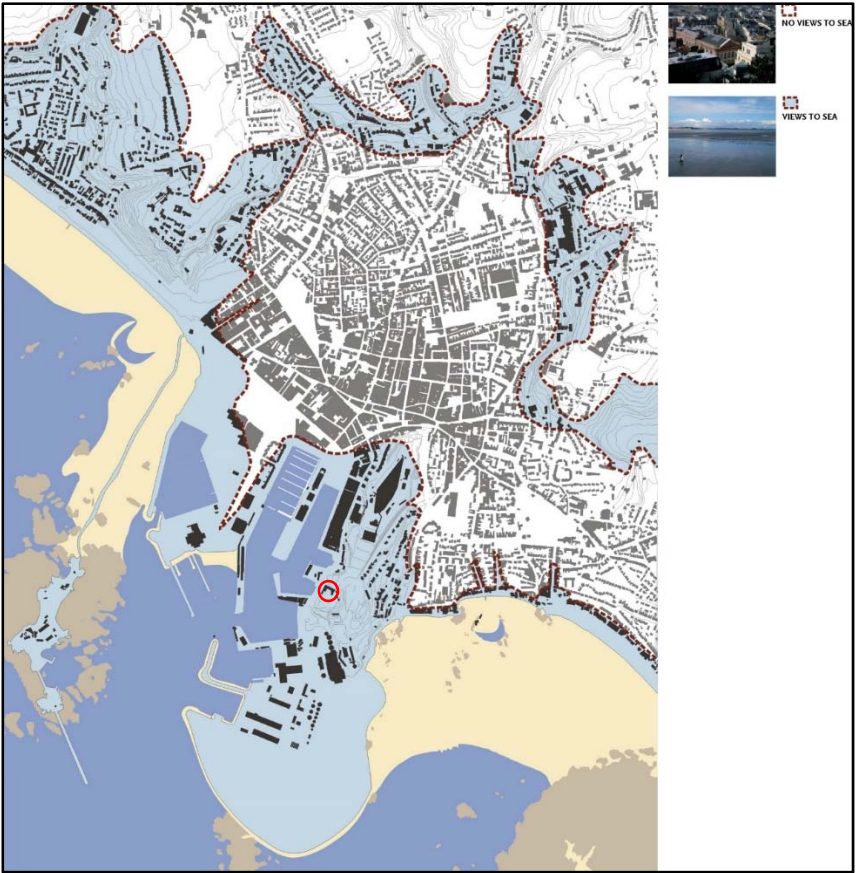


Figure 2: context sea views



Figure 3: site boundary



Figure 4: aerial context



Figure 5: site context and setting: west



Figure 6: site context and setting: north

Section two: policy context – land use

A key issue for the redevelopment of this site is the proposed land use. Any new use should contribute to the regeneration and revitalisation of this area, which is currently underutilised, lacking in vitality, and contributing little to the character of this part of Town (see Figure 7: context: land use activity).

The existing planning policy context is provided by the Revised 2011 Island Plan, which was adopted by the States in 2014; and emergent supplementary planning guidance. The South West St Helier Planning Framework is shortly to be considered for adoption by the Minister for the Environment.

Office

Whilst the site has an established use for offices its continued use for this purpose does not presently accord with proposals to rationalise the public estate.

Its redevelopment for private sector office use would not be contrary to the current Island Plan but would challenge the stated policy objective of seeking to direct major new office development in and around the St Helier Waterfront and where there is capacity to meet this requirement.

Residential

The redevelopment of the site for residential use would provide an outstanding opportunity to create a very special living environment and would introduce a use with vitality and vibrancy which would help to enliven this area and contribute to the residential regeneration of St Helier.

The potential use of the site for residential development is supported by the emergent South West St Helier Planning Framework, which identifies the location as a key opportunity site.

In considering the development of South Hill the Revised 2011 Island Plan sets out the need for housing, especially affordable homes. The use of States-owned land to help meet the need for affordable homes is a clear policy objective of the current Island Plan. The Plan explicitly states that where public land is to be released during the plan period its potential to help contribute to the provision of affordable homes should be a primary consideration. The Plan does, however, qualify this by stating that the extent to which all or some States-owned sites contribute to meeting this need will be determined through agreement between respective Ministers and have regard to the public benefit to be derived from other forms of development on these sites.

The Minister for the Environment, therefore, considers that this is a premium, high value site where the potential to secure maximum return in the release of this public asset should be secured. There are other public sites planned to be released for redevelopment which will better contribute to the provision of affordable homes.

Visitor accommodation

The site is close to the town and has superb views across the harbours and St. Aubin's Bay. It may provide an opportunity for the development of new visitor accommodation, and associated uses. The development of a hotel on this site may contribute to and catalyse wider regenerative benefits in and around this area. The potential use of the

site for new visitor accommodation is supported by the emergent South West St Helier Planning Framework.

The Jersey Tourism Product Audit (2017) notes that whilst the Island has a strong hotel offer in terms of the quality it lacks branded hotel stock (even with arrival of Premier Inn).

If the site is brought forward for use as new visitor accommodation a clear statement providing a clear and convincing justification of the alternative public benefit to be derived from the development of the site would need to be provided as an integral part of any planning submission.



Figure 7: context: land use activity

Section three: key planning issues

There are three key planning issues that need to be addressed to meet the aims for the development of this site to deliver a successful scheme. These need to deal with the quality of design; historic environment and integrating new development with surrounding land uses and infrastructure.

Design quality

To deliver excellence in architectural and urban design any scheme should be based on a simple design philosophy which can be clearly articulated and understood, within which all details are executed to the highest standards. Delivering contextually appropriate development, with excellent internal and external spaces for the end users will lie at the heart of delivering a successful development on this site.

Policy GD7 of the Island Plan requires a high quality of design that respects, conserves and contributes positively to the diversity and distinctiveness of the landscape and the built context. This is particularly relevant given the site's immediate historic context of the harbour and its relationship to the setting of Fort Regent and Elizabeth Castle.

The application of a contemporary architectural approach to the design of the development of this site should draw upon and demonstrate a clear understanding and expression of Jersey's historic vernacular and the context and setting of the site.

There are three key design issues that need to be taken into account to deliver a high quality development. The response of the design to the architectural context of the site; the scale and architectural treatment of development; and the environmental performance of the scheme.

Architectural context

It is important that the basis of design of any scheme is clearly articulated and justified, taking account of the site's local context and character. This does not preclude giving contemporary expression to local character. It would be expected that cues are derived from the characteristics of the surrounding areas. These are defined and described in the St Helier Design Guidance (see Character Area 4: Fort Regent; and Character Area 5: Old Harbours²) and illustrated in figures 8-10.

In particular, the site forms part of the backdrop and unique character of Old Harbour area's townscape. This area is characterised by clearly defined narrow-fronted vertical buildings with a mix of flat and steep pitched roofs, and a strong level of architectural variety. The predominant materials are granite walls and slate roofs, with some painted render facades. Similar precedent historic townscape examples, with maritime references, can be found in the Ordnance Yard area at the foot of Pier Road and Rue du Crocquet (St Aubin's High Street).

The domestic scale of much of this harbourside architecture is in sharp contrast to the robust, large scale, engineering infrastructure – manifest as huge granite walls that characterise the edges of roads and buildings in and around the steep hill-side topography of Mont de la Ville. Fort Regent itself along with the walls

² <https://www.gov.je/SiteCollectionDocuments/Planning%20and%20building/SPG%20-%20Advice%20Note%20-%20Design%20Guidance%20for%20St.%20Helier.pdf>

that form the backdrop to Commercial Buildings, Pier Road and South Hill give clear expression of this architectural character of the locality.

This character is reflected on the South Hill site itself which features large scale distinctive vernacular granite retaining walls to the road and to the north east of the site where it borders the public open space. These are a key architectural feature which help to root this site in its locality and should be retained in any redevelopment. This architectural characteristic might be referenced in any emergent design.



Figure 8: architectural context – Commercial Buildings



Figure 9: Architectural context - robust maritime architecture



Figure 10: architectural context – English Harbour

Scale and architectural treatment

Excellence in design can be achieved through the application and delivery of the design principles set out in the Jersey Design Guide³.

It is expected that the development yield from this site will be optimised, having regard to these principles of good design. The quality and design of the buildings and character must contribute positively to the immediate locality, the wider views into the site and respect the heritage assets which are inter-visible with South Hill.

It is essential that the scale of development does not detract from and challenge the setting of Fort Regent and neither should it detract from or breach the strong skyline provided by the natural landform of Petit Mont de la Ville when viewed from the historic harbours. It is essential that the development sits within the natural landscape and respects the existing townscape and heritage context provided by the natural rocky outcrop of Mont de la Ville and Fort Regent (see figure 11: landscape context and skyline)

The design approach will need to be evidenced and assessed in a Design Statement. This will set out the urban design justification for the adopted approach including the impact on context, visual impact, views, design quality and the contribution the development makes to character of the locality and the Town. By necessity this will need to include a landscape and visual impact assessment as an integral element.

The development could utilise the differing levels on the site and the configuration of buildings could explore a 'tiered' approach, with height stepping up towards east of the site, and to a lesser extent the south. This would allow new buildings to maximise the seascape aspect and, in the case of residential development, should avoid or limit the provision of north facing principal rooms⁴.

The architectural treatment will need to balance the orientation of the development to enjoy the seascape views and the risk of visually assertive and dominant facades.

The materiality of any scheme should offer a restrained pallet of limited, locally relevant, contextual colours and materials which would complement the topographic and natural backdrop of the site, and not seek to compete with the landmark of Fort Regent. This might include the potential use of living or 'green' walls.

³ Jersey Design Guide (2008):

<https://www.gov.je/SiteCollectionDocuments/Planning%20and%20building/ID%20JerseyDesignGuide2008%2020080912%20SH.pdf>

⁴ Principal rooms to include the main living spaces of a lounge, kitchen and dining room



Figure 11: landscape context and skyline

Environmental performance

Any development of this site will need to meet the BREEAM Excellent standard as a minimum.⁵ The management of the built fabric of the development, water, waste, minimising pollution, efficient use of the land and future performance will need to be carefully specified to manage energy use and reduce carbon emissions in accord with the Government's stated objectives. Innovation in improving the environmental quality of the development will be encouraged. There will need to be a life time approach to the environmental standards applied to the building and its infrastructure.

The orientation of the site can be exploited to maximise thermal value using the sun path. Management of localised micro climates including localised wind sheers will need to be factored in to ensure the development does not impact the public use of the surroundings including the road network and play areas. Given the location; issues of noise attenuation, management of landscape and amenity space will need to be managed to ensure they are usable and beautiful spaces.

This site is within a dark landscape. Consideration of the evening and night time impact of lighting and the use of light in public and semi-public spaces will need careful consideration to minimise light spill to the wider environment whilst ensuring the local environment feels safe for users.

⁵ New Construction Standards <https://www.breeam.com/discover/technical-standards/newconstruction/>

Historic environment

The implications of the development of this site for the historic environment need to be considered at three levels. The first of these concerns the strategic context of the site and its relationship with the settings of iconic St Helier heritage assets. The second relates to the presence of a listed building within the site and the third involves the need to manage any implications of development for any potential archaeological interest on the site.

Setting of listed buildings

As previously stated, South Hill is a prominent site, particularly from the south and the west, and it sits within a highly visible landscape and townscape context. As a consequence, it has a strong inter-visibility with other landmark heritage assets in the area including Fort Regent (and its constituent parts of Glacis Field and South Hill Battery); the historic English and French Harbours; and Elizabeth Castle. These are all Grade 1 listed buildings and places. South Hill Park, an informal cliff-top early twentieth century seaside gardens is a Grade 2 listed place. It provides the backdrop to the site to the east and south (Appendix One provides the listing schedules for all of these assets and describes their significance).

The Revised 2011 Island Plan seeks to protect the settings of listed buildings. New development should respect or enhance listed buildings and places and their environs and should not adversely impact upon their settings. This requires consideration to be given to protecting the context within which heritage assets sit and where they can be viewed. This operates at both the immediate locality of the site but also within the context of a wider townscape setting.

Because of the prominence of the South Hill site and its inter-visibility with key heritage assets (see figures 12-14), there is a need to ensure that the mass, scale, architectural treatment, and materiality of new development does not challenge or detract from the settings and context of these key heritage sites. This will require consideration of the impact of new development at both a strategic and local level. A landscape and visual impact assessment will be a requirement of any development proposals as an integral part of a design statement, with specific focus on the impact of the key heritage assets.

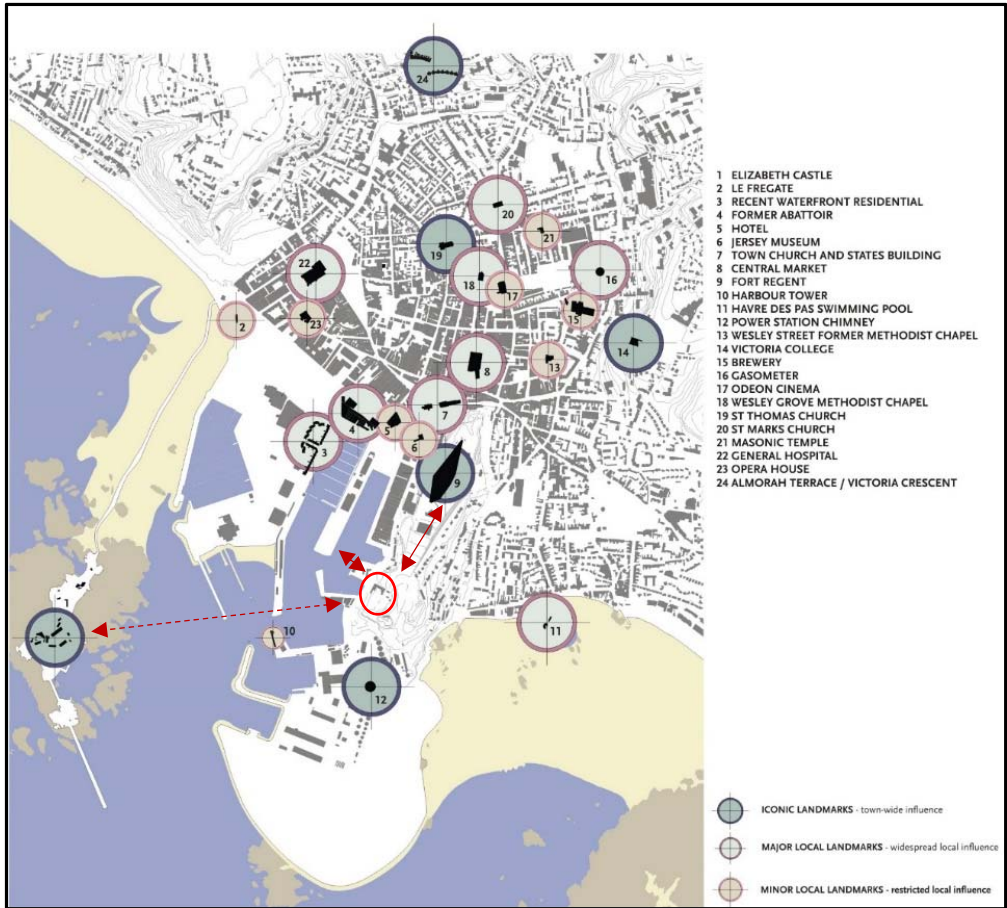


Figure 12: inter-visibility – iconic St Helier heritage assets and landmarks



Figure 13: inter-visibility – heritage harbours



Figure 14: inter-visibility – Fort Regent and Mont de la Ville

Listed buildings

The South Hill site has an association with the development of the military structures in this locality in response to the continued threat of French invasion in the early nineteenth century. It is identified as a 'barracks office and yard'⁶ in the 1830s, becoming a military prison in the later nineteenth century and recorded as the Provost Prison in 1879. The site, and the wider area, was used by the German occupying forces during the Second World War as a prisoner-of-war camp, mainly for Americans and French Algerians.

The only remaining physical remnant of the former military complex on the South Hill site is the early military barracks office: this is now a Grade 4 listed building (HE1561: Military Barracks Office: see figure 15 and schedule at Appendix One).

The Revised 2011 Island Plan sets out a strong presumption against the loss of the historic character, integrity and settings of listed buildings. The redevelopment of this site should secure a viable economic use for this listed building as part of any redevelopment scheme.

A Heritage Impact Statement will need to be submitted as part of the application setting out the significance of the Listed Building and its setting and assessing the capacity for change. The statement will need to set out the mitigation options and measures that have been considered to deal with the impacts of the proposed development scheme upon the heritage asset, including a clear, robust and evidenced justification for the approach adopted.

⁶ 1834 Le Gros Map

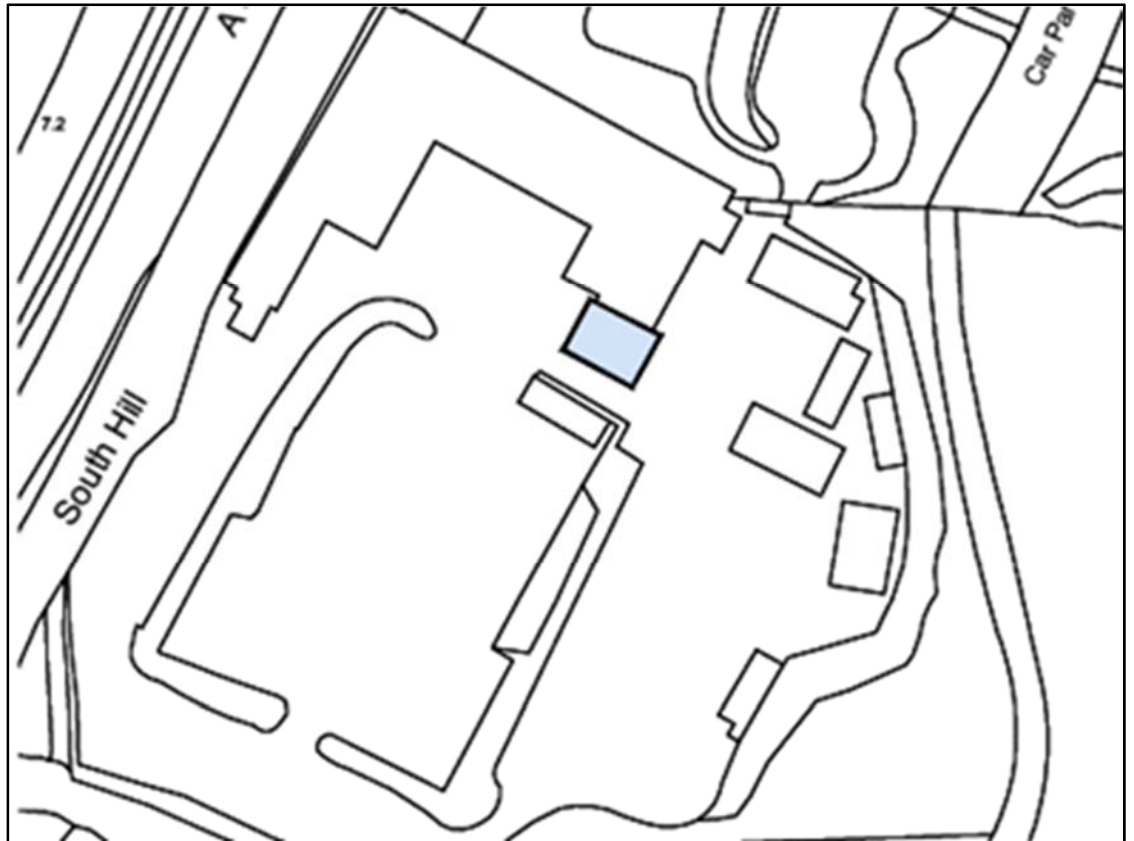


Figure 15: HE1561: Military Barracks Office – listed building

Archaeology

Given the development of the South Hill site in association with Napoleonic military defences, parts of it are embraced by the listing for Fort Regent and South Hill Battery (see HE1195 at Appendix One), which is listed at Grade 1 on the basis of, amongst other things, its archaeological interest. Similarly, the site is also embraced by the St. Helier historic town and harbour Area of Archaeological Potential (AAP) designation (see Appendix One).

In view of the potential archaeological interest on the site, appropriate archaeological evaluation will be required as part of the redevelopment of the site. As a former quarry it is unlikely there are any deep archaeological deposits, but a desk-based assessment will help establish the likely survival of archaeological material. Similarly, any works affecting existing historic standing structures (i.e. the listed Military Barracks Office) will also require appropriate evaluation and recording where necessary.

Integration and infrastructure

All developments should engage with and contribute to the surrounding spaces, buildings and activities. No building or site sits in isolation and the more it acknowledges what is happening around it the more successful it will be. A development scheme and buildings that allow for pedestrian access and which offer an active frontage at street level with human-scale spaces will achieve a better connection with its locality and contribute to the delivery of a sense of place. The topography and the scale and robustness of local and adjacent boundary walls makes this challenging in the context of the South Hill site.

To secure the positive integration of the development into the area particular regard should be made to pedestrian access to and from the site and its integration with local footpath and cycle infrastructure along with access to and the provision of amenity space.

The impact of development on local infrastructure will need to be mitigated. This will require consideration of trip-generation and the implications for local transport infrastructure, which will be heavily influenced by the level of on-site parking provision. This site offers considerable opportunities to promote more sustainable and active modes of travel and transport, which should be optimised.

Travel and transport: pedestrian and cycle access

The existing pedestrian links from the site: directly onto South Hill to the west, to the play space to the north and to the open space to the east need to be retained and enhanced as part of the redevelopment of the site (see Figure 16: Pedestrian access points). These should be accessible to both site users and be publicly accessible to promote permeability across the site to enable its better integration with the local area.

Any provision of public routes across the site ought to be clearly legible, safe and convenient to use. This will need to be carefully considered given the change in levels across the site and the nature of the site boundaries formed of robust, large scale granite walls. Pedestrian access points will need to be carefully articulated, legible, and convenient for pedestrian use.

Beyond the site, the connection to the public footpath network is poor and there will be a requirement to enhance the safety and convenience of pedestrian accessibility around and from the site, particularly to provide safe pedestrian facilities on South Hill. This may also require investment in the stability and condition of facilities, in particular, the footpath link to the east of the site, to enable their safe use (see Environmental design and risk). Any off-site pedestrian enhancement will be secured through a planning obligation agreement.

The site is not currently served by and is somewhat remote from existing public transport services. This lends further support to the requirement to enhance access and connection to the public footpath network to better enable users and visitors to the site to reach existing bus infrastructure and services.

The site is in close proximity to the Eastern Cycle Network. Under the terms of Policy TT3, a contribution to the further development of the cycle network either in the form of a direct contribution to infrastructure or a financial contribution will be sought as part of a planning obligation agreement.

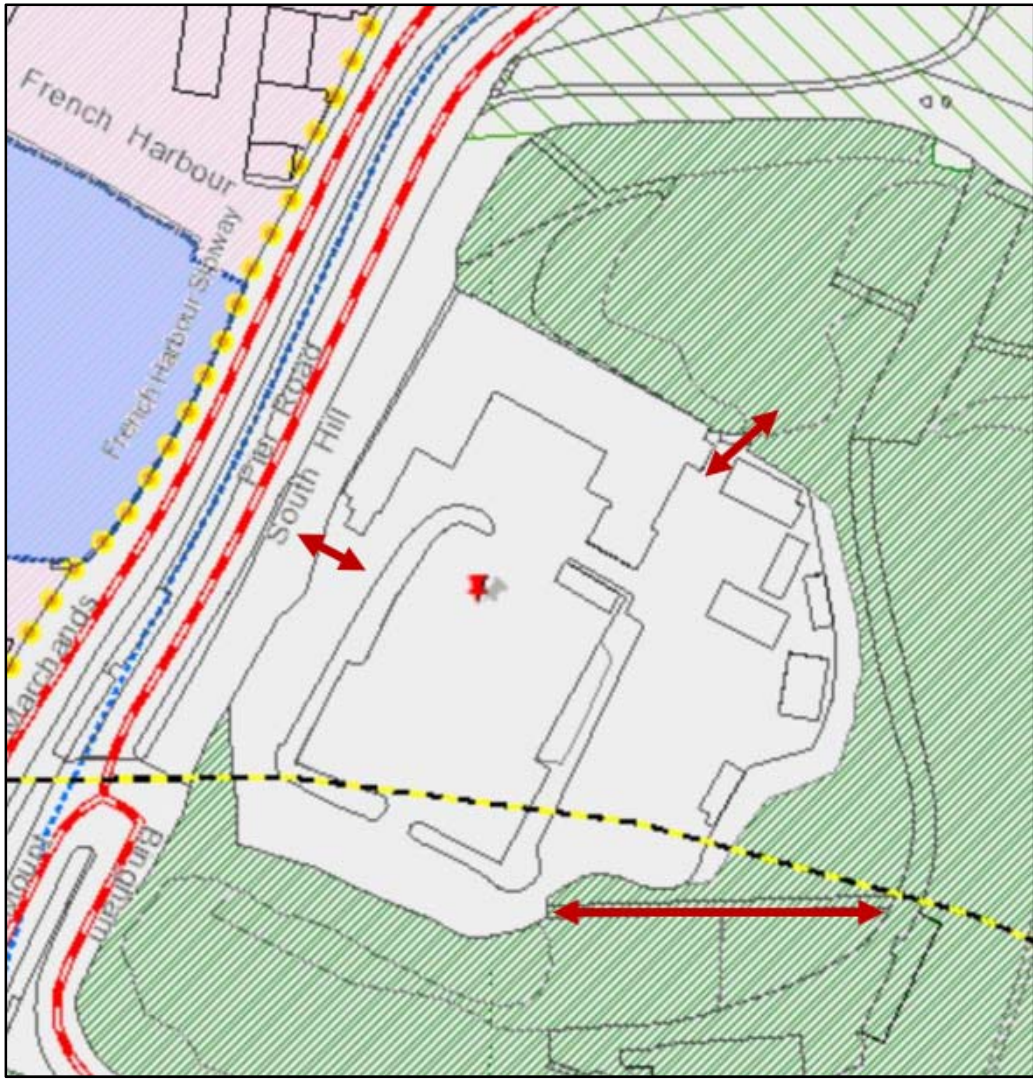


Figure 16: pedestrian access points

Travel and transport: vehicular access

The current vehicular access arrangements with direct access to the site along the western boundary to and from South Hill should be maintained. Any revised access point should at least maintain the current degree of separation from the junction to the south. The access will need to be large enough to accommodate service vehicles including refuse collection. The management of the visual impact of the entrance way and the service areas will be required at the earliest stage of design to minimise visual impact in close and longer views.

Travel and transport: parking

Given the site’s close location to the opportunities and facilities provided by the Town of St Helier and the objective of optimising the development yield from the site, it provides a good opportunity to influence travel demand and choices of travel. The development forms and patterns should reduce the level of on-site parking. This helps positively enable and promote walking, cycling and public transport as a more sustainable modes of travel compared to the private car.

The establishment of the level of parking for the development of this site should be informed by a site-specific Transport Assessment and Travel Plan which should, as one of its primary objectives, seek to promote the use of more sustainable means of travel to and from the site.

The number of car parking spaces provided on the site for any residential development should be limited. They should be in the range of a *maximum* level of provision of zero to one space per unit of one-two bed accommodation with a *maximum* level of provision of zero to two spaces per unit for any three-four bed dwellings. Any parking provision below the maximum level would require justification judged against the availability of other sustainable transport options available to site users.

These standards reflect the Minister's emergent revision to supplementary planning guidance for parking standards which promote more sustainable modes of transport in locations where travel choices permit this; in response to the declared climate emergency.

To further reduce the level of on-site parking the potential for residents or users of the site to use a car-sharing arrangement would be encouraged. The establishment of such would need to be secured and maintained using a planning obligation agreement (Appendix Two).

Similarly, a planning obligation (Appendix Two) would be required to ensure that parking spaces on the site are used by residents and not sub-let to commuters or other off-site users.

To make the most efficient use of land on the site, the provision of surface-level parking should be minimised, and preferably, avoided. The significant change in levels across the site offers the potential for the provision of full or half- basement parking, subject to an assessment of ground conditions. It is likely the site is founded on bed rock suggesting a half basement with podium on the lower western terrace may be the most expedient approach.

Secure, covered and conveniently located cycle parking facilities will be required, in accordance with Policy T4 and the Minister's emergent parking guidance. The level of provision should be made at one space per one-two bedroom dwellings and two spaces per three plus bedroomed dwellings with one space per 10 dwellings for visitors. Long stay facilities should be in the form of a 'Sheffield' stand or its equivalent, and might be provided communally, but in a way that is secure and easily accessible.

Amenity space

The site is immediately adjacent to both public open space (South Hill Park to the east and south, with La Collette Gardens beyond) and the children's play space to the north. Part of the provision of public amenity space as an integral part of the development may be achieved by a contribution to facilitate access to and the enhancement of existing adjacent facilities. Any such contribution would need to be secured through a Planning Obligating Agreement (Appendix Two). This will need to be proportionate to the reduction or negation of on-site provision of public amenity space.

There will still be a requirement to ensure the provision of on-site private amenity space and this should provide residents or users of the site with clearly defined private residential amenity space. In this respect and in accord with the desire to optimise

development yield, consideration should include the potential to incorporate lower level roof gardens into the design of buildings on the site.

Environmental design and risk

The Safety Zone for Hazardous Installations embraces a small part of the southern edge of the site. There is a need to ensure that the provision of development in this part of the site does not expose site users to an unacceptable level of risk. This matter will need to be the subject of assessment and appropriate consideration by the relevant agencies including the Fire and Rescue Service and the Health and Safety Inspectorate Planning Policy Note: Safety Zones for Hazardous Installations (2017) sets out how the risks associated with the Safety Zone will be assessed.⁷

This site is exposed to noise from harbour activities and therefore suitable acoustic glazing and whole unit ventilation should be provided to any residential or visitor accommodation on the site, balanced against environmental performance requirements.

Historic uses of the site indicate there may be historic contamination for example tanks and pipework in the upper car park areas. An appropriate land contamination survey would need to be carried out in accordance with Supplementary Planning Guidance, Planning Note 2 - Development of Potentially Contaminated Land October 2005. The nature of any remedial works or mitigation measures required would depend on the outcome of the contamination survey and the proposed use of the land in question.

The office building is known to contain asbestos and appropriate waste mitigation and management plans would need to be developed for its safe removal and disposal.

The site is bordered by granite cliffs and slopes which are the remaining working faces of the former quarry. The stability of these edges, which may fall outside the boundary of the site, will need to be assessed and consideration given to carefully designed and appropriate mitigation to provide a safe environment for future users and residents of the site and users of footpaths to and from the site. There will need to be care to minimise the visual impact of any requisite containment and rock stabilisation in the setting of adjacent Listed Buildings and Places.

Percent for art

The Percent for Art policy seeks to encourage developers to integrate art and craft of the highest quality into the built environment through the incorporation of artistic input into the design process of development. This is encouraged in relation to the development of the South Hill site.

It is considered that there is scope to incorporate any such artistic input into the scheme itself or as part of any enhancement of adjacent public open space. Any off-site provision would be managed through a Planning Obligation Agreement (Appendix Two).

⁷ Policy Planning Note: Safety Zones for Hazardous Installations:
<https://www.gov.je/SiteCollectionDocuments/Planning%20and%20building/ID%20Safety%20Zones%20for%20Hazardous%20Installations%20July%202017%20DM%2020170814.pdf>

There is also a requirement to salvage and re-use the '1961 Etats de Jersey' granite plaque and crest which is incorporated within the western elevation of the office building on the site as part of the redevelopment scheme.



Figure 17: Etats de Jersey plaque and crest

Servicing

Refuse storage and collection will need to be considered carefully to minimise visual impact, environmental and amenity impact but allowing residents easy access to well ventilated refuse storage areas.

Information concerning the principal services to the site is briefly outlined at Appendix Four.

Disclaimer

It is important to note that this document is not binding in itself. Any information supplied in this brief does not in any way absolve an applicant from satisfying themselves that all necessary information on the requirements of the various authorities and organisations is correct at the time. Neither does it restrict the Minister for the Environment from amending or varying such information contained in the brief, before a planning application is determined.

Section four: Appendices

The following appendices are provided specifically in relation to the brief for the South Hill site:

- Appendix One: Listed building schedules
- Appendix Two: Planning obligations
- Appendix Three: Planning application information
- Appendix Four: Services

Listed Building Schedules

PLANNING AND BUILDING (JERSEY) LAW 2002

LISTED BUILDINGS and/or PLACES

Les bâtisses et endraits historique



SCHEDULE

Military Barracks Office, South Hill, St. Helier.

In amplification of the requirement of;

- i) Article 51 Paragraph 3(a) to show in relation to each site included on the List which one or more of the special interests set out in paragraph (2) attaches to the site;
- ii) Article 51 Paragraph 3(b) to describe the site with sufficient particularity to enable it to be easily identified and;
- iii) Article 51 Paragraph 3(d) to specify any activity, referred to in Article 55 Paragraph (1), which may be undertaken on the site without the Minister's permission;

the following supports the Minister for Planning and Environment's view that the site known as **Military Barracks Office, South Hill in the Parish of St. Helier** is of special interest.

- | | | |
|------|----------------------------------|---|
| i) | HER Reference | HE1561 |
| ii) | Special interest | Architectural
Historical |
| iii) | Statement of Significance | Early C19 military barracks office - the only significant remnant of the former military complex situated on the hillside between Fort Regent and the South Hill defences – used as late C19 military prison and by German occupying forces as a prisoner-of-war camp during WWII. |
| iv) | Description | Single storey building constructed of rubble granite with dressed quoins. Hipped slate roof. North side of building adjoins post-war office development with new openings; remnant of dressed stone arched window opening (now blocked) with new doorway inserted below. East wall has single dressed stone arched window opening (now blocked). No openings to south wall. West wall has earlier doorway now partially blocked into window |

opening; and large dressed stone window (perhaps modified from the original). No original window or door fittings survive – interior modern office fit out.

The interior of the property is not of interest.

Part of early C19 military barracks. Marked on Le Gros Map 1834 as 'C' Barracks Office. The barracks became a military prison in the later C19 (the

arched windows originally being barred) – recorded as the Provost Prison in 1879. The site was used by the German occupying forces during the second world war as a prisoner-of-war camp, mainly for Americans and French Algerians (a former member of the Canadian Air Force visited the site circa 2000 and recalled being incarcerated within the surviving building). Currently used as part of States of Jersey offices.

v) **Location**

Plan attached

vi) **Restricted activities**

The carrying on, of any of the following activities –

(a) to carry on an activity which might injure or deface the site or part of a site

require the express prior consent of the Minister

Informative: the carrying on of any activities to the interior of the property, which do not amount to development, do not require the express consent of the Minister.

vii) **Listed Status and Non-statutory Grade**

Listed Building Grade 4

Plan and Photograph(s) of Military Barracks Office, South Hill, St. Helier

Plan



Photograph(s)



SCHEDULE

Fort Regent & South Hill Battery, Le Mont de la Ville, St. Helier.

In amplification of the requirement of;

- i) Article 51 Paragraph 3(a) to show in relation to each site included on the List which one or more of the special interests set out in Article 51 Paragraph (2) attaches to the site;
- ii) Article 51 Paragraph 3(b) to describe the site with sufficient particularity to enable it to be easily identified and;
- iii) Article 51 Paragraph 3(d) to specify any activity, referred to in Article 55 Paragraph (1), which may be undertaken on the site without permission;

the following supports the view that the site known as **Fort Regent & South Hill Battery, Le Mont de la Ville in the Parish of St. Helier** is of special interest.

- | | | |
|------|----------------------------------|--|
| i) | HER Reference | HE1195 |
| ii) | Special interest | Architectural
Archaeological
Historical |
| iii) | Statement of Significance | Fort Regent is the only substantial, and best-preserved, late Georgian fort in the Channel Islands. It is a key part of the history of fortifications in Jersey and the development of defensive theory and design in the context of a changing military environment, particularly the threat of French invasion. The listing includes the area of the fort from the Glacis Field to the North-East Outworks and Signal Station, and the area of the South Hill Battery. The scarp area around the fort is included, as is the east ditch. The listing does not include post-1945 structures and features within the site. The 1974 Parade Ground roof is listed separately. |

iv) **Description**

A large integrated fort complex including two bastions and four redans giving complete firing cover to the outer wall; an 18ft thick curtain wall constructed on the edge of the natural cliff along the western flank (further steepened by blasting); defensive ditches around the north, east and south sides of the fort; Northern outworks; a deep gorge blasted between Regent Road and the hill to the east (further widened in 1897 to allow for the Jersey Eastern Railway Company terminus at Snow Hill), with East outworks erected on a small granite spur above the gorge; and Parade Ground (roofed in 1974). Also an essential component of the defensive arrangements for Fort Regent is the Glacis field to the south, designed to prevent cannon fire directly at the outer wall and expose advancing infantry. The approach road includes stone copings with original iron spikes that mark the position of a rolling bridge opposite the Counterguard ditch. The Rue de L'Est offers fine views of the magnificent masonry of the fort's east wall. South Hill was also an integral part of the original fort complex. The southern redoubt, built initially by Conway, remains, although substantially remodelled before the First World War to take British 6" guns - the concrete walls below the upper battery date from this period. On the seaward side of South Hill, masonry walls surmount the cliff face of Mount Bingham, including late 18th century work.

Fort, 1806-1814, with C18 Signal Station and South Hill Battery. The town hill was a centre for ritual in prehistory and site of a Neolithic monument (moved to Henley-on-Thames in 1787). Fortifications were first constructed on the hill in the mid-18th century. The Signal Station pre-dates the fort and has been operational since 1792 - one of the oldest in the British Isles. The French attacks of 1779 and 1781 led to the establishing of a series of Signal Stations to relay information about shipping movements around the Island. The battery on South Hill developed from the late C18 and was later integral to the C19 fort complex and its defensive strategy. Construction of the fort itself was completed in 1814 - named after the Prince Regent. A fresh water well (235ft deep) for the

garrison was completed in 1808. The pump house is located under the parade - the original beam engine survives in part. The military importance of Fort Regent declined steadily during the first half of the 20th century and it seems that it was used primarily as a barracks. A battery was fully manned during the First World War. The last duty of the Royal Militia of the Island of Jersey was to garrison the fort from September 2nd 1939 to June 1940. The German occupying forces used Fort Regent during World War II. South Hill was armed with machine gun and mortar positions, and Conway's 18th century works were augmented with new concrete structures. Post-war the fort was used for temporary storage of derelict vehicles and accommodated a variety of companies storing coal, potatoes and wine. Converted to large leisure complex in 1970s. Archaeological interest of standing structures and potential below-ground remains of earlier phases of development.

v) **Location**

Plan attached

vi) **Restricted activities**

The carrying on, of any of the following activities –

(b) to carry on an activity which might injure or deface the site or part of a site

require express consent.

Informative: Unless otherwise stated in the Description above, interior interest applies to the major, surviving elements of the historic interior.

These could include:-

- historic joinery fittings such as staircases, fireplace surrounds, doors, moulded architraves, wall panelling and internal window shutters,
- historic structural timber features such as ceiling beams and joists, original timber roof frames and early wide floorboards,
- historic decorative plasterwork ceiling mouldings, cornices and central roses,
- historic ironwork such as fireplace grates, fire surrounds
- integral original stonework features such as fireplaces, niches and stairs and
- a distinctive or innovative plan form dating from before 1850.

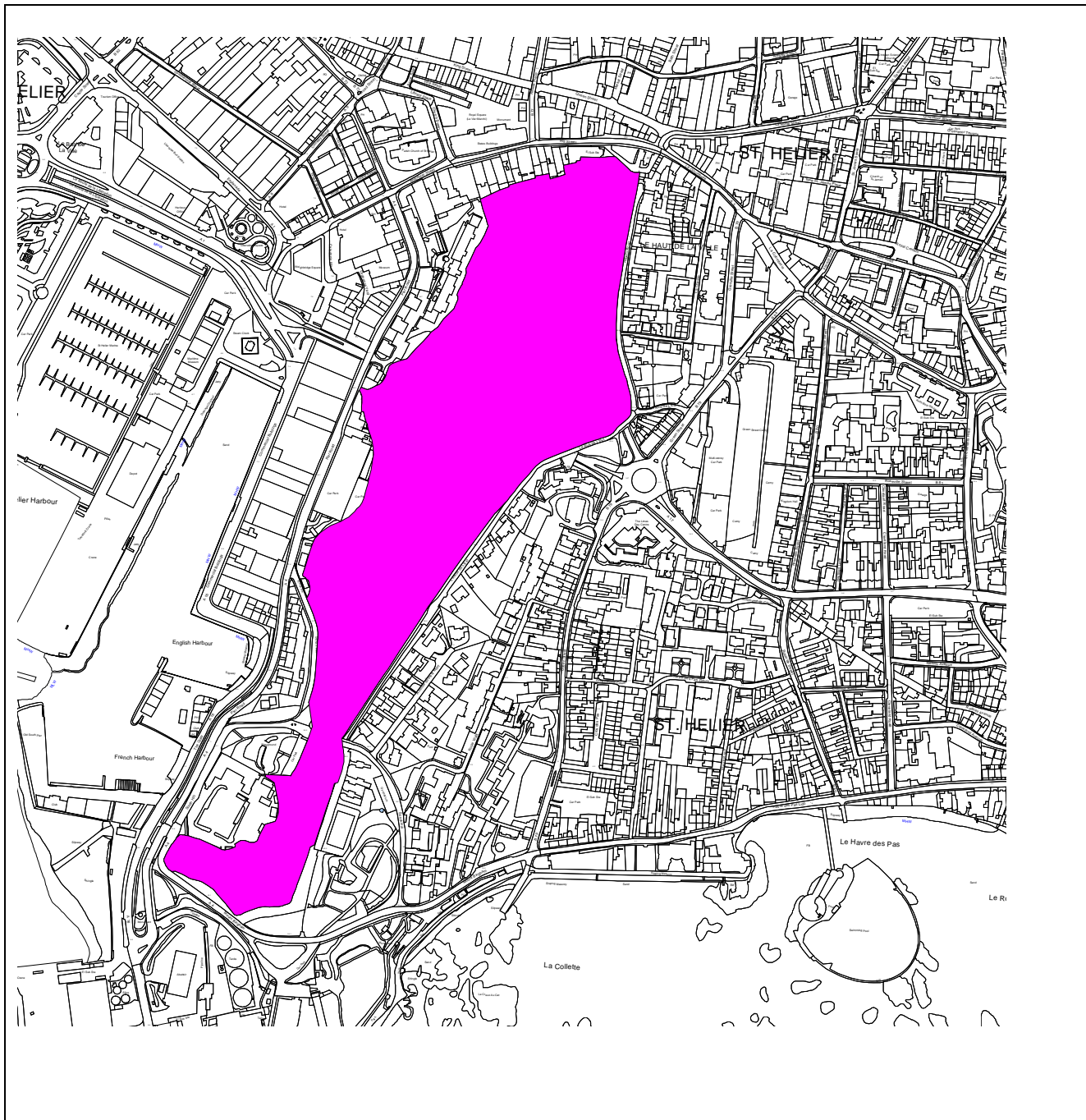
This is not an exhaustive list. Nor are all these elements assumed to be present in this property. None the less it is assumed that the property is of an age and survives in a condition to suggest these features could be present and as such any activities which affect these features of special interest, where they are present, will require express consent.

vii) **Listed Status and Non-statutory Grade**

Listed Building Grade 1

Plan and Photograph(s) of Fort Regent & South Hill Battery, Le Mont de la Ville, St. Helier

Plan



SCHEDULE

English Harbour & French Harbour, Harbour, St. Helier.

In amplification of the requirement of;

- iv) Article 51 Paragraph 3(a) to show in relation to each site included on the List which one or more of the special interests set out in Article 51 Paragraph (2) attaches to the site;
- v) Article 51 Paragraph 3(b) to describe the site with sufficient particularity to enable it to be easily identified and;
- vi) Article 51 Paragraph 3(d) to specify any activity, referred to in Article 55 Paragraph (1), which may be undertaken on the site without permission;

the following supports the view that the site known as **English Harbour & French Harbour, Harbour in the Parish of St. Helier** is of special interest.

- i) **HER Reference** HE1081
- ii) **Special interest** Architectural Historical
- iii) **Statement of Significance** Jersey has a long maritime history and the most significant buildings that illustrate those seafaring traditions are of public and heritage importance. One of the most characteristic features of maritime Jersey is its small historic harbours, which also rank as some of the Island's greatest architectural and engineering achievements. The area of listing encompasses the structure of the English & French Harbours, South Pier, La Folie Quay and the seawall of Merchants Wharf (Commercial Buildings) - defined to the rear by the Merchants Wall. Also included are the associated 18th / 19th century structures that contribute to the significance and character of the tidal harbour site including the various slipways and small ancillary features of historical value such as the C18 cannon bollards

and 1820s signal lamp. The area of tidal harbour enclosed within the harbour structures is also significant because of its integral value to the character and setting of the harbour. Other buildings of architectural and historical interest within the harbour area are listed separately - namely La Folie Inn, South Pier House, Les Barraques and the old Life Boat Station.

iv) **Description**

The structures forming the old harbour comprise the walls of the English and French Harbours, La Folie Quay, South Pier and Merchants Wharf. The form of construction of the harbour works is similar throughout, from early C18 to 1814. All walls are faced with random coursed granite stonework, dry-jointed and founded on rock. Along the south side of English Harbour, records indicate that a stone graving slipway was constructed c1860 - now buried below silting.

St Helier Harbour is of great historical significance to Jersey and has played a pivotal role in the island's trade and transport links, as well as to its fishing industry and to the defence of the Island. Before the 18th century, the growing number of merchant vessels collecting and delivering cargo and goods to the island landed at St Aubin's harbour, with carts driven across the sands at low water to take goods to town. This area known as La Folie was built in the early 1700s. The stone fronted quay was open to the south-westerly gales and provided little protection for the tavern that was built here in the 1720s and to many people it was a foolish project - a folly. As the harbour developed, the berths on the town side were referred to as the English Harbour as early as 1768 while those on the south were known, in 1765, as the New Harbour and later the French Harbour. In the 18th century cannon barrels were set into the quayside for ships to tie up on, two of these can still be seen as can the granite bollards on the ends of the quay which sailing vessels used to haul themselves out. South Pier is also part of the 18th century developments of St Helier harbour. Work on the pier or le Havre Neuf started in the first half of the 18th century and was paid in a variety of ways - in 1720 the States issued banknotes to help pay, in 1749 a States Lottery was started to raise money and in 1751

King George II gave £300 sterling towards the project. (However, the States spent the money on a statue of the King in the Market Place as a mark of gratitude to him.) In 1765 the South Pier was linked with La Folie. However, the quality of work was poor and it was in constant need of repair. The pier was rebuilt in 1798 and the New Harbour was completed. It was later to become known as the French Harbour.

The English Harbour became more defined when David de Quetteville began building le Quai des Marchands (Commercial Buildings) in 1814. The French Harbour was defined earlier when the South Pier was built. In 1819-20, William Hinchcliffe continued the retaining wall from Commercial Buildings along the face of Le Mont de la Ville. He designed it with 27 openings (les runs à calfaîtage) which were used by the caulkers to store their tools and oakum which they used in the nearby shipyards. Above the retaining wall, on Pier Road, is a signal lamp mounted on an old, cast iron post, presumably originally a street lamp. The post has the Royal Cipher 'GRIII' on the base, dating it to the 1820s. The design is not typical of the style of posts used for gas street lights in St Helier at that time. In the 19th century a number of shipbuilders operated here including George Hamptonne 1826-41, George Deslandes 1824-42 and Thomas Gavey 1852-66. Throughout the 1920s and 1930s the great Jersey yachtsman T.B. Davis over-wintered his racing schooner Westward here on South Pier.

- v) **Location** Plan attached
- vi) **Restricted activities** The carrying on, of any of the following activities –
 - (c) to carry on an activity which might injure or deface the site or part of a site require express consent.
- vii) **Listed Status and Non-statutory Grade** Listed Building Grade 1

Plan and Photograph(s) of English Harbour & French Harbour, Harbour, St. Helier

Plan



Photograph(s)





SCHEDULE

Elizabeth Castle & Hermitage, La Baie de la Ville (St. Aubins Bay), St. Helier.

In amplification of the requirement of;

- iv) Article 51 Paragraph 3(a) to show in relation to each site included on the List which one or more of the special interests set out in paragraph (2) attaches to the site;
- v) Article 51 Paragraph 3(b) to describe the site with sufficient particularity to enable it to be easily identified and;
- vi) Article 51 Paragraph 3(d) to specify any activity, referred to in Article 55 Paragraph (1), which may be undertaken on the site without the Minister's permission;

the following supports the view that the site known as **Elizabeth Castle & Hermitage, La Baie de la Ville (St. Aubins Bay) in the Parish of St. Helier** is of special interest.

- i) **HER Reference** HE1426
- ii) **Special interest**
 - Architectural
 - Archaeological
 - Historical
- iii) **Statement of Significance**

The significance of Elizabeth Castle is in its long associations with the history of the States of Jersey and the conflicts between England, France and, latterly, Germany, which are reflected in its fabric, as well as its landscape contribution to St Aubin's Bay and the south coast of the island. The castle is a major monument, combining a great many unique archaeological and architectural features with its special historical significance.
- iv) **Description**

Originally founded as an Abbey in 1155, the castle site has undergone numerous and extensive alterations and incorporates examples of military architecture and associated structures from the Tudor period to the Second World War. The site now comprises an Upper Ward (containing upper and lower Keeps and associated buildings, including 2 examples of surviving 16th century houses), a Lower Ward (principally C18 barracks, magazines and storehouses set around a parade ground) and an

Outer Ward - all connected by a series of gates. The whole is contained within defensive walls that incorporate various batteries, bastions and gun casemates. The Hermitage chapel is situated on a separate rocky outcrop reached via a breakwater. It is believed to have been occupied in the sixth century by the hermit Helibert - who later became St Helier - and a small chapel was built here in the twelfth century. At the base of the rock are the remains of a tri-apsed chapel dating to the ninth or tenth century AD - the oldest ecclesiastical remains in Jersey and the Channel Islands.

The castle is the site of the Abbey (later Priory) of St Helier (1155) and a major example of Tudor (1551) and later fortification.

The site is of archaeological interest for its standing structures and the potential of below-ground remains, such as the ruined Abbey buildings.

v) **Location**

Plan attached

vi) **Restricted activities**

The carrying on, of any activity which might injure or deface the site or part of a site requires express consent.

Unless specifically provided for by the Heritage Management Agreement which forms an integral part of this listing schedule, the following are deemed to be restricted activities for which express consent is required

- (a) to use or operate a device designed or adapted to detect or locate metal or minerals in the ground;
- (b) to carry on an activity which might injure or deface the site or part of a site.
- (c) to insert a probe into the surface of the site
- (d) to dig a hole or make an excavation,
- (e) to remove sand, stone, gravel, earth or rock
- (f) to tip earth or waste material.

This might include activities that would involve works to the subsoil; drainage works; planting or uprooting trees, hedges or shrubs; the stripping of top soil; tipping operations; the commercial cutting and removal of turf or gardening.

The following activities are permitted and **do not** require express consent.

- (g) where part of all of the site is in current agricultural use, ploughing to a depth not

greater than previously carried out and no more than 30cm;

- (h) where part or all of the site is already in use as a garden, gardening activity where it would not disturb the soil below the depth of 30cm;
- (i) here part of all of the site is used as a graveyard, the excavation of graves, where provision is made for archaeological recording.

Those works set out in the management agreement dated 24 January 2017 are permitted activities do not require express consent under the auspices of Article 55(3)(b).

- works which amount to development, under the auspices of Article 5, and which require permission under Article 9; and
- works which, while not amounting to development, adversely affect the special interest of the site, under Article 54(1);

require express consent.

vii) **Listed Status and Non-statutory Grade**

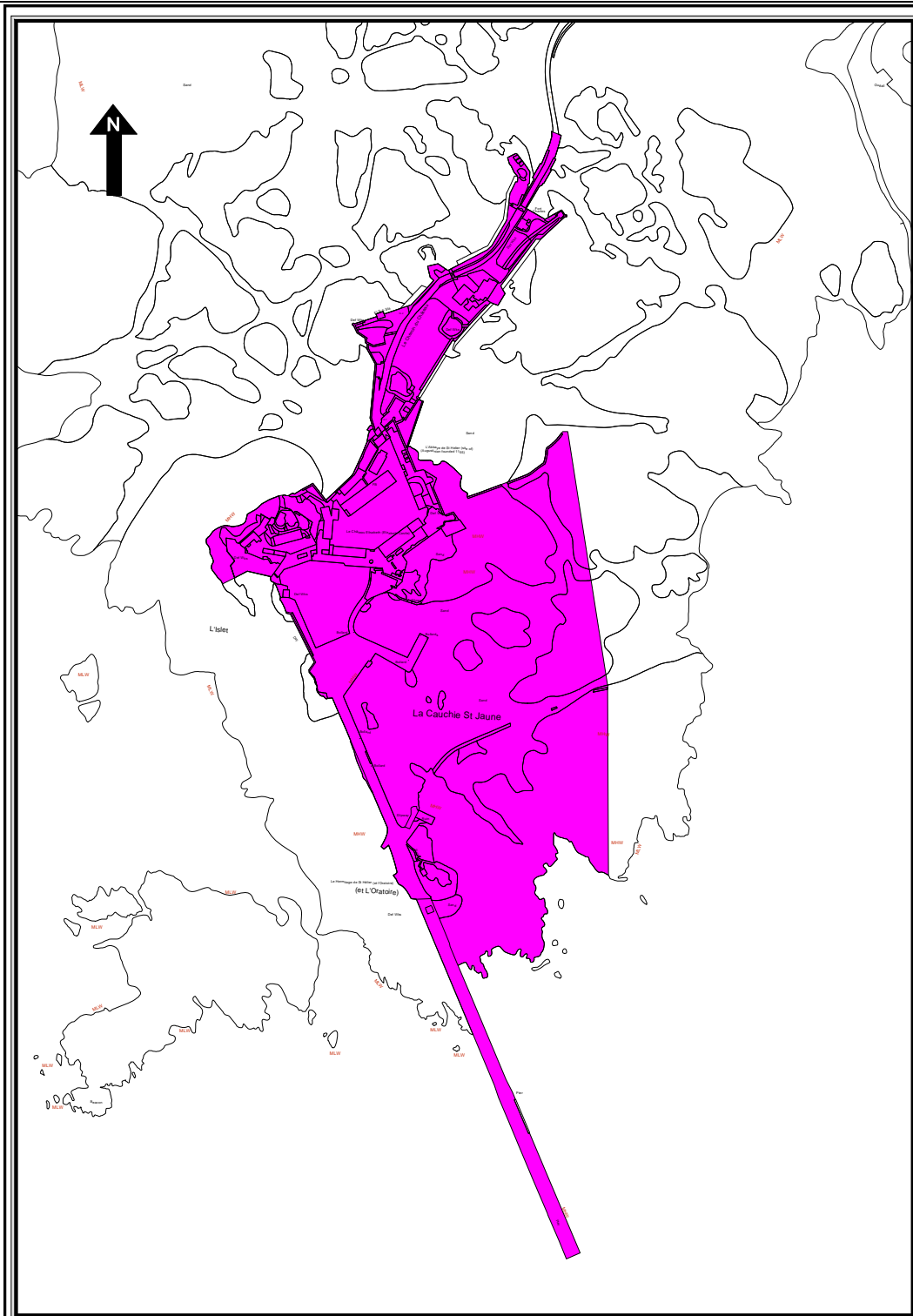
Listed Building Grade 1

viii) **Date of Schedule**

12/05/2017

**Plan and Photograph(s) of Elizabeth Castle & Hermitage, La Baie de la Ville (St. Aubins Bay),
St. Helier**

Plan

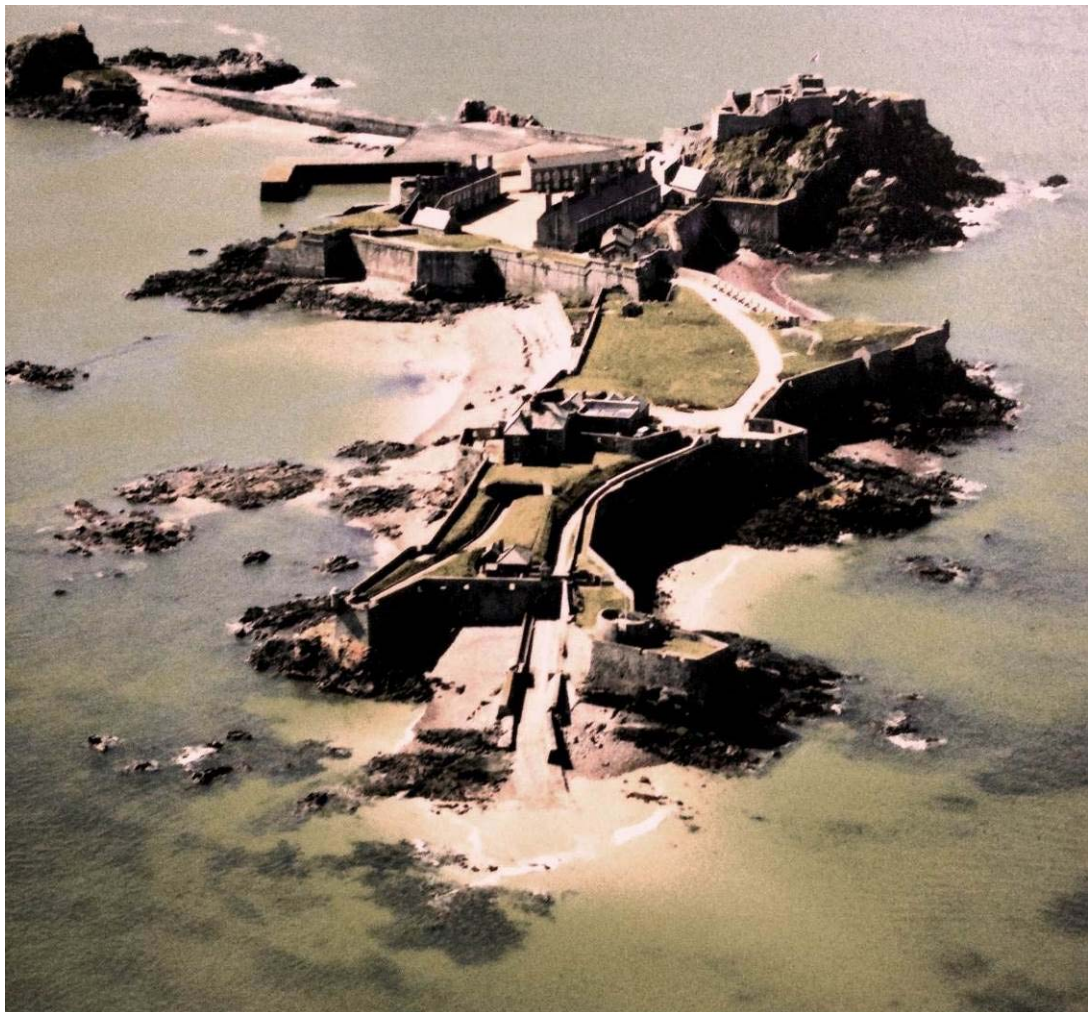


States of Jersey
of Jersey
COPYRIGHT STATES OF JERSEY

Elizabeth Castle, St Helier
Listed Building

Scale: 1:4500
Date: 22/03/11

Photograph(s)



SCHEDULE

South Hill Park, South Hill, St. Helier.

In amplification of the requirement of;

- vii) Article 51 Paragraph 3(a) to show in relation to each site included on the List which one or more of the special interests set out in Article 51 Paragraph (2) attaches to the site;
- viii) Article 51 Paragraph 3(b) to describe the site with sufficient particularity to enable it to be easily identified and;
- ix) Article 51 Paragraph 3(d) to specify any activity, referred to in Article 55 Paragraph (1), which may be undertaken on the site without permission;

the following supports the view that the site known as **South Hill Park, South Hill in the Parish of St. Helier** is of special interest.

- | | | |
|------|----------------------------------|--|
| i) | HER Reference | HE1898 |
| ii) | Special interest | Historical
Architectural |
| iii) | Statement of Significance | An informal cliff-top early-C20 seaside gardens incorporating historic military features, with unparalleled panoramic views across the southern coast of the island. It forms a pair with the formal public park of La Collette leading down to the promenade below. The complex design survives largely intact but has been neglected and some features are deteriorating. As part of ensemble with La Collette Gardens it is of high significance in Jersey as representing part of the history of the island as a tourist resort. |

iv) **Description**

A rugged naturalistic early C20 seaside park. The site occupies the southern end of the great granite bluff occupied to the north by Fort Regent. Sheer cliffs drop away to the west and south. The eastern half was laid out in 1929 by the parish of St Helier, as commemorated by a stone set into the corner of Mount Bingham and South Hill. The two sections are divided by a former quarry laid largely to grass and containing a modern electricity building (not of interest). The upper, western section occupies a granite outcrop on a cliff above the harbour, reached from the north off South Hill. A drive leads through a gateway up the hill to two cottages (not of interest) standing in the lee of the former battery above to the south. From here informal grass paths lead to west and east around the battery. The path to the west opens out into a grassy plateau overlooking St Aubyn's Bay. The path to the east leads up round the sides to the uppermost plateau on which the battery stands, providing 360 degree views of St Aubin's and St Clement's Bays, Fort Regent and St Helier. East of the cottages an informal hedged lawn overlooks the lower part of the park beyond, with a narrow gravel path leading down the western bank, planted with pines, back to the drive. The lower, eastern section of the park occupies the rocky slope leading down to Mount Bingham and South Hill. This area is laid out with a network of tarmac paths and steps dividing terraces and viewing platforms. It is entered from two entrances: from the east off South Hill, and from the south-west corner off Mount Bingham. This entrance from Mount Bingham also gives access to the grassy valley between the west and east halves of the park. The northern section of this half is largely planted with mature Monterey cypress (*Cupressus macrocarpa*) lining the paths and surrounding the central terraced lawn. The south half is planted largely with pine and ilex oak, all within informal sward including wild flowers. The main feature is an east-facing promenade above the broad, level terraced lawn, which is reached down

steps. The park has various framed views of the distant bays, St Helier, Havre des Pas and the rim of wooded hills beyond including to Nicole Tower. It also overlooks the seaside gardens of La Collette Gardens below to the south and is overlooked by the western section of South Hill Park and the battery above to the west, with the houses of South Hill beyond the road to the east.

Informal cliff-top C20 seaside gardens incorporating historic military features, with unparalleled panoramic views across the southern coast of the island, forming a pair with the formal public park of La Collette leading down to the promenade below.

Plan attached

v) **Location**

vi) **Restricted activities**

- (d) to use or operate a device designed or adapted to detect or locate metal or minerals in the ground is permitted and does not require express consent;
- (e) to carry on an activity which might injure or deface the site or part of a site is a restricted activity for which express consent is required.

Informative: Unless otherwise stated in the Description above, interior interest applies to the major, surviving elements of the historic interior. These could include:-

- historic joinery fittings such as staircases, fireplace surrounds, doors, moulded architraves, wall panelling and internal window shutters,
- historic structural timber features such as ceiling beams and joists, original timber roof frames and early wide floorboards,
- historic decorative plasterwork ceiling mouldings, cornices and central roses,

- historic ironwork such as fireplace grates, fire surrounds
- integral original stonework features such as fireplaces, niches and stairs and
- a distinctive or innovative plan form dating from before 1850.

This is not an exhaustive list. Nor are all these elements assumed to be present in this property. None the less it is assumed that the property is of an age and survives in a condition to suggest these features could be present and as such any activities which affect these features of special interest, where they are present, will require express consent.

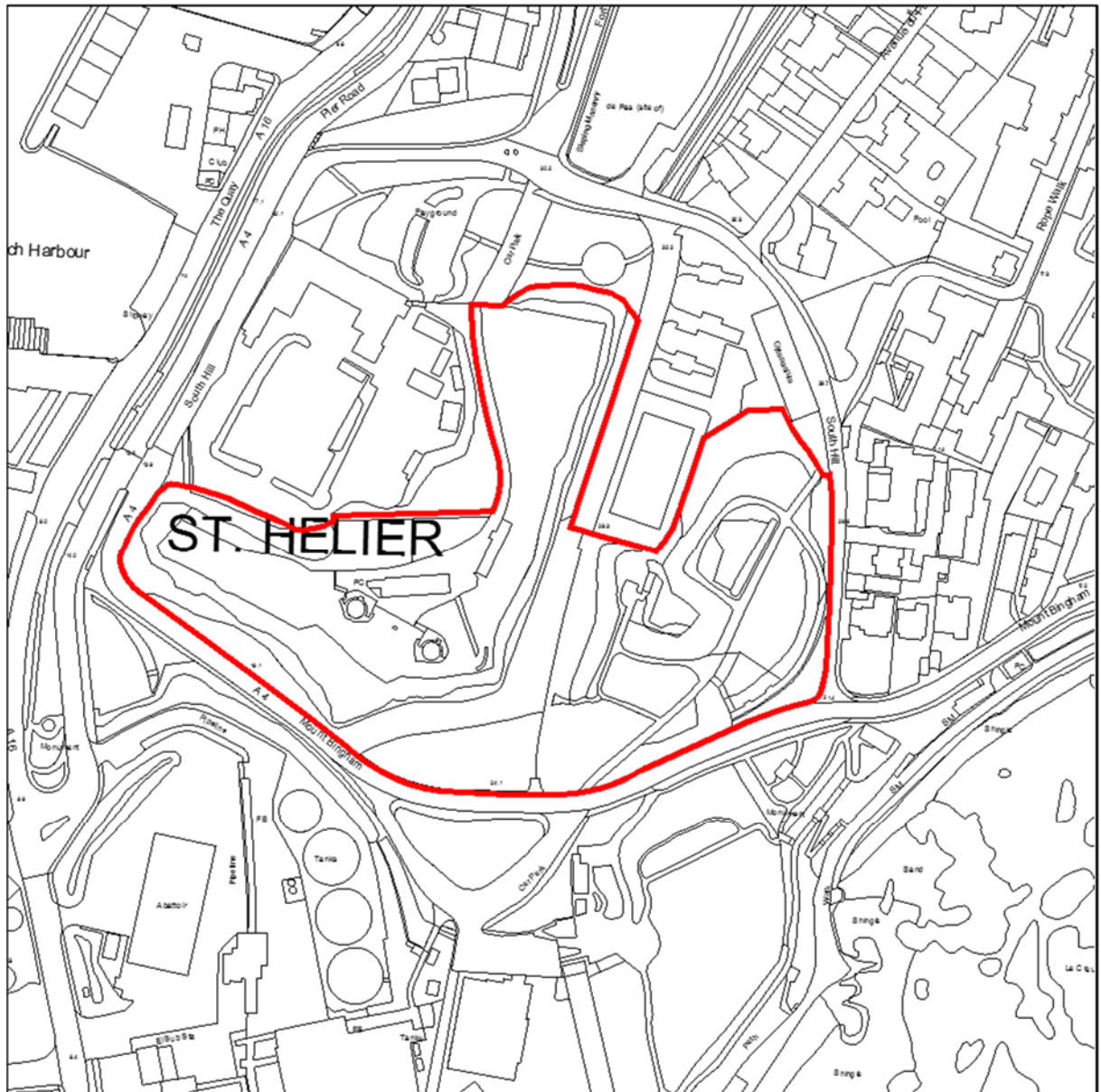
- vii) **Listed Status and Non-statutory Grade**
- vii) **Date of Schedule**

Listed Place Grade 2

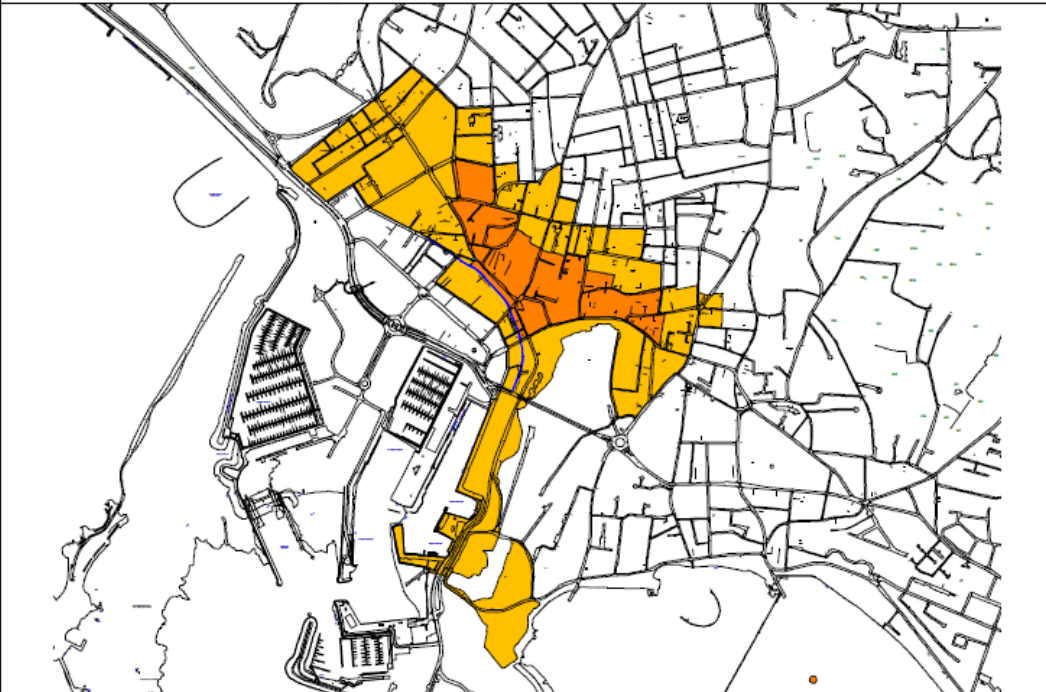
03/05/2016

Plan and Photograph(s) of South Hill Park, South Hill, St. Helier

Plan



St Helier Historic Town and Harbour: Area of Archaeological Potential
HE1858 (embraces area shown as yellow and orange below).

Schedule of sites of archaeological importance			
Name & location of archaeological site	St Helier Town No. 115		
Date of assessment	January 2008	Date of designation	February 2008
Designation	AS for medieval core of town as shown AAP for pre-1800 town, original harbour area and fortifications as shown		
Archaeological interest	The AS core of town has been defined through reference to fieldwork carried out by Margaret Finlaison and others and drawn together in the report listed below. The area includes more than 30 sites where C13/C14 evidence has been found, as well as some Gallo-Roman and pre-Norman evidence. The southern boundary is defined by the medieval shoreline. The AAP is defined by areas of the historic town outside of the AS but shown as existing on the Richmond map of 1795. Also included within this area is the original historic harbour and area of fortifications stretching to La Collette.		
Sources and references	Stevens C. & Stevens C. (1986) <i>Jersey Place Names, Vol II The Maps</i> Richmond Map 1795 <i>Identification of Archaeologically sensitive areas within the town of St Helier</i> prepared by C Hotton 1996		
Plan of site of interest			
			

Planning obligations

Planning obligation agreements may be required where, as a direct consequence of the proposed development, additional infrastructure or amenities are required to be provided to enable development to proceed. Planning obligations agreements are legally binding and are made by agreement between those parties necessary to give effect to the substance of the obligation.

The requirement for a planning obligation agreement will be guided by Supplementary Planning Guidance: Advice Note Planning Obligation Agreements July 2017⁸. Any obligation must be reasonable and proportionate to the proposal, reflecting what is necessary to make the development acceptable in planning terms.

Having regard to the issues raised by this development brief, it is considered that a POA for the development of the South Hill site may need to include provisions relating to the following:-

- the provision of any associated infrastructure or funding to deliver the requisite;
 - foul and/or surface drainage;
 - enhancement of existing children's play space or public amenity space in lieu of on-site provision of public amenity space;
 - enhancement of existing or provision of new travel and transport infrastructure related to the public footpath network and the Eastern Cycle Network;
 - off-site rock containment and stabilisation; and
 - public art contribution.
- restriction of use of on-site parking provision to residents or legitimate users of the site and/or the maintenance of a car-sharing agreement for the benefit of site users in lieu of on-site parking provision
- the long-term management and maintenance of the planting, paved areas, access roads, parking, footpaths and open space, within the development site, by transferring the ownership to the Parish of St. Helier or facilitating the setting up of a properly constituted housing or residents' association.
- agreed restoration and refurbishment of the listed building on site, above and beyond the measures required to facilitate conversion, linked to a Building Conservation Appraisal and Conservation Plan and a phasing proposal for development of the site
- the salvage and re-use of the existing 1961 'Etats de Jersey' plaque

This Draft Development Brief will be subject to public consultation which may raise other areas where a planning obligation agreement may be required. The developer

⁸ Planning obligation agreements (July 2017)
<https://www.gov.je/PlanningBuilding/LawsRegs/SPG/AdviceNotes/Pages/PlanningObligationsAgreements.aspx>

should be aware of the possibility that additional elements may be required as part of any future planning obligation agreement through pre-application assessment of a development proposal or arising from the formal planning application process.

Planning Application: information required

A detailed planning application will be required to be submitted by the applicant in accordance with the advice contained in guidance⁹.

In preparing proposals for submission, it is strongly recommended that the owner or developer appoints an architect capable of developing imaginative and well thought out proposals. Developers and their architects are strongly advised to contact Growth, Housing and Environment (Development Control) prior to the submission of an application, to discuss their proposals throughout the design process.

Any emergent proposals will also need to be considered by the Jersey Architecture Commission. It is strongly recommended that the advice of the Commission is sought at an early stage of the development of design proposals and prior to the preparation and submission of a planning application (see:

<https://www.gov.je/government/departments/planningenvironment/advisorygroups/pages/architectcommission.aspx>).

Any application should be sufficiently detailed to meet the requirements set out in guidance already referred to above. In the case of the development of the South Hill site, particular attention is drawn to the following requirements that have been highlighted by this development brief.

Design statement

A design statement will be required to be submitted as part of any proposal for the development of this site. This should have regard to the principles of good design, as set out in the Jersey Design Guide¹⁰, and the issues raised by this development brief which include:

- a clear design philosophy, which is clearly articulated and understood;
- a thorough and robust analysis, understanding and design response to the architectural context of the site;
- a clear approach to the treatment of the historic integrity and fabric of the listed building and its setting on the site;
- a clear rationale for the scale and architectural treatment of development; and
- a demonstration as to how the design response integrates the proposed development into the area and makes a positive contribution to the sense of place.

As an integral part of the design statement and landscape and visual impact assessment will be required to be provided.

⁹ Information you will need for your Planning application:
<https://www.gov.je/PlanningBuilding/MakingApplication/Planning/Pages/PlanningApplicationInformation.aspx>

¹⁰ Jersey Design Guide (2008)
<https://www.gov.je/SiteCollectionDocuments/Planning%20and%20building/ID%20JerseyDesignGuide2008%2020080912%20SH.pdf>

There will also be a requirement to produce a 3D model of any proposed development scheme in accord with published guidance for the Jersey 3D model¹¹.

Heritage Impact Statement

A Heritage Impact Statement¹² will need to be submitted as part of the application setting out the significance of the Listed Building and its setting, assessing the capacity for change and assessing the impacts of the proposed changes required to convert the building into a new use. The statement will offer mitigation options and measures to deal with arising impacts of this change in the form of a Building Conservation Appraisal and Conservation Plan.

The statement should also include an archaeological desk-based assessment to review the potential risks to remaining archaeology on or adjacent to the site.

Transport Assessment and Travel Plan

This should seek to include an assessment of likely trip generation and movement from the site, by nature of travel and transport and volume, with consideration and assessment of the implications for local transport infrastructure capacity. In response it should set out a range of measures and mitigation to manage the impact of development upon local transport infrastructure and include proposals for mitigation and enhancement. It should address all modes of travel and transport including walking, cycling and vehicular use, and deal with the associated issues of on-site parking provision and service access.

Risk assessments

Appropriate assessments, and mitigation and management plans, related to the potential risk of exposure to unacceptable risk arising from proximity to the hazards posed by La Collette Fuel Farm; the risk of contaminated land; the disposal of asbestos and other waste arisings; and the stability of surrounding slopes, will be required as an integral part of any development proposal.

¹¹ Practice Note – guidance on 3D Model

<https://www.gov.je/planningbuilding/lawsregs/spg/practicenotes/pages/technical-guidance-on-3d-model.aspx>

¹² Guidance Note – Heritage Impact Statement

<https://www.gov.je/PlanningBuilding/ListedBuildingPlaces/Pages/Newlistedbuildings.aspx#anchor-1>

Services

Information concerning the principal services to the site is briefly outlined, however, the designer should contact the relevant service provider at an early stage.

Foul sewerage

The existing foul sewer will need to be upgraded to accept flows from the proposed development.

Surface water sewerage

Separate surface water drainage will need to be provided. Given that quarry floor soakaways may not be a practical option for disposal of surface water, on-site attenuation will be required to restrict the surface water discharge rate and measures put in place to ensure no contaminants enter the sea. There may be scope to use an existing surface water culvert at southern end of site at Mount Bingham junction which would require short length of sewer. It is recommended that a suitable sustainable urban drainage system and permeable paving is explored within the site to reduce the drainage impact.

Mains water

Given the elevation of the South Hill site, if it is proposed to construct multi-floor or high-level units the mains water pressure will not be adequate. Therefore, the developer will have to install break-pressure tanks and private booster pumps to ensure adequate water pressure is maintained.

Mains electricity

A new transformer will be required for the site. This should be designed within the planned layout at an early stage to minimise any visual impacts of this utility.

Schools

The site is within the Rouge Bouillon Primary School and Haute Vallée Secondary School catchment areas.

