

Cyril Le Marquand House



Supplementary Planning Guidance: Development Brief DRAFT

DRAFT

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

Supplementary Planning Guidance: Development Brief
 Cyril Le Marquand House, St Helier
 February 2020

Contents

Section one: overview and aims of development	
Introduction	1
Status of the guidance	1
Purpose of the guidance	1
Summary: aims of development	2
Cyril Le Marquand House: status	3
Cyril Le Marquand House: site location and description	3
Lempriere Yard	3
Section two: policy context - land use	
Office	6
Residential	6
Retail and/or café	7
Section three: planning issues	
Design quality	8
Scale and contribution to townscape	11
Contribution to street scene	13
Impact and integration	16
Expansion of the public realm	16
Enhancement of pedestrian facilities	18
Vehicular access	19
Travel and transport: parking	19
Amenity space	21
Environmental performance and risk	21
Archaeology	22
Percent for art	23
Section four: appendices	
Planning obligations	25
Planning application: information required	26
Services	27

List of figures

1. CLMH: location and context - topography	4
2. CLMH: urban context	4
3. CLMH: site boundary	5
4. Lempriere Yard: site boundary	5
5. Context: land use activity	7
6. Urban character interstices	9
7. Building height context: plan	9
8. (a-c) Building height context: images	10
9. Context: listed buildings and places	12
10. (a-b) Relationship to public realm	14
11. (a-b) Direct relation of buildings and boundary enclosures with street	15
12. (a-b) Maintenance / re-alignment of street boundary	17
13. Vehicular access	19
14. St Helier historic town Area of Archaeological Potential	22
15. CLMH: plaque	23

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 Cyril Le Marquand House.

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 two.

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 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 accommodation or office space, with potential for small-scale ground floor retail use, to make a more positive contribution to the vitality of this area;
- to positively contribute to the site context at street level, having regard to the opportunity to enliven and improve the street scene and the adjacent public realm;
- to positively accommodate development into the wider townscape of St Helier and make a positive contribution to the character of the town through development which is appropriately scaled with local architectural references.
- to ensure the optimum development yield, in terms of number of homes, or office floorspace, through an urban design led approach which: makes the best use of the site; promotes and enables sustainable transport choices; and facilitates access to local amenity space; and which integrates the development into the local area whilst mitigating its impact upon local infrastructure.

Cyril Le Marquand House: status

This site has, from 1982 until the autumn of 2019, provided government office accommodation. The current building is no longer considered to best meet the property requirements of a modern, efficient or effective public service and has been identified as a site that is 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 urban design.

Cyril Le Marquand House: site location and description

Cyril Le Marquand House (CLMH) sits within the 'bowl' of St Helier occupying land that has historically been part of the early expansion of the town in the late 1700s (see figure 1: context topography). It occupies a corner plot and presents two public facades to the street. It is bounded, to the west, by Parade Gardens, an important urban public park, of historic significance (it is a Grade 2 Listed Place) laid out on a late 18th century military parade ground. Union Street forms the site's southern edge representing the fringe of the designated Core Retail Area of the Town Centre of St. Helier. The Magistrates' Court lies immediately to the east of the site, with secondary office accommodation to the north, along the edge of The Parade. Residential development lies to the north-east of the site (see figure 2: urban context).

The vacant offices dominate the site, presenting as a nine-storey tower block, (ten storeys on the east and north elevations), configured in an 'L' shape with prominent roof plant at the top of building. A three storey, octagon shaped office occupies the west of the site and is connected to the tower block at ground and first floors. There is a raised podium at first floor level which provides open surface car and bike parking on the north/east of the site.

Vehicular access to the site is via a ramp directly off The Parade in the north west corner of the site. The main pedestrian entrance to the building is off Union Street. A secondary pedestrian entrance exists on the eastern elevation, accessed from Union Street.

The whole CLMH site is approximately 2,100 sqm (22,604 sq. ft) in area (see figure 3: site boundary).

Lempriere Yard

The site of the Lempriere Street Yard (see figure 4: site boundary: approximately 1,100 sqm (11,840 sq. ft)) lies directly to the north-east of the site. It is owned by the Parish of St. Helier and is presently used for surface-level car parking. The potential sale of this site for development has previously been mooted. On the basis, however, that this site currently lies outwith the Government of Jersey estate, it has not been considered as part of this development brief.

The Minister for the Environment will review and re-issue a revised development brief should the opportunity arise to amalgamate the two sites in order to deliver an optimal development yield and wider urban design, public realm and access improvements.

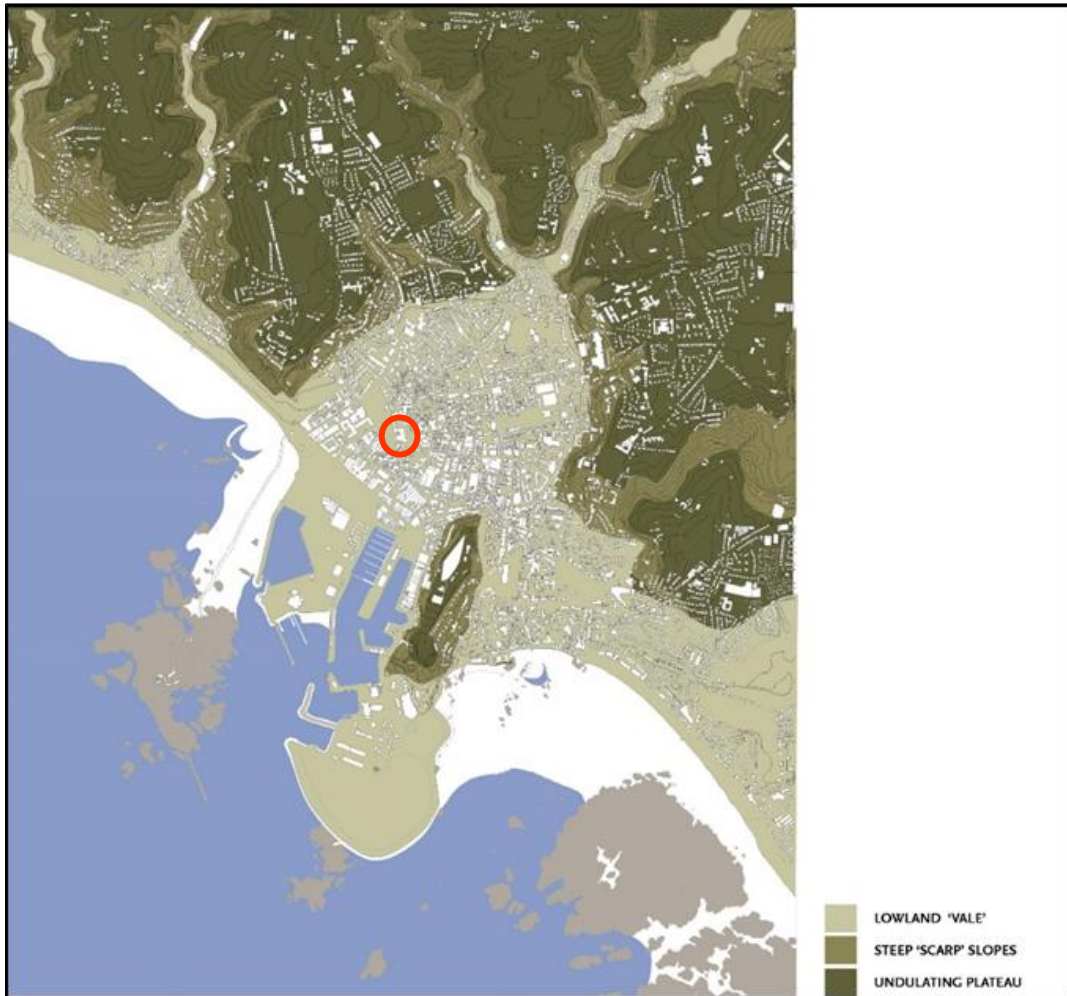


Figure 1: Location and context topography



Figure 2: Urban context (aerial view from south-east)



Figure 3: CLMH: site boundary

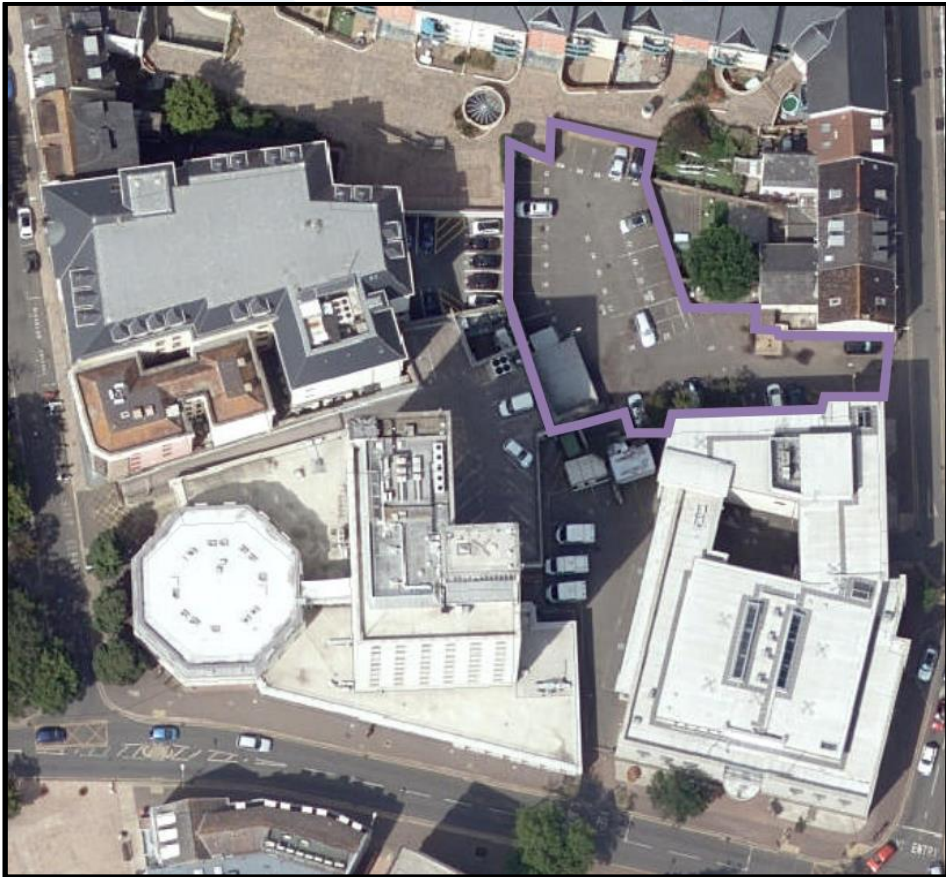


Figure 4: Lempriere Yard: site boundary

Section two: policy context - land use

A key issue for the redevelopment of this site is whether it continues to provide office accommodation or whether it is redeveloped to provide an alternative use.

The site sits at the edge of the defined Town Centre of St Helier and occupies an area, in terms of land uses, that is mixed, representing the transition from the commercial centre of the town to its residential quarters (see figure 5: context – land use activity)

Consideration of the existing planning policy context, provided by the Revised 2011 Island Plan, which was adopted by the States in 2014, sets out the potential land use opportunities and options for the use of the site.

Office

The site has an established use for offices and it sits within the defined Town Centre. Consequently, its redevelopment for the continuation of an office use on the site and the redevelopment of a new office building would accord with current adopted Island Plan policy².

As a key part of the government's property strategy, the Council of Ministers has approved a proposal to move government functions out of 14 of the government's current office buildings, including Cyril Le Marquand House, and to bring together 1,600 civil servants in a new, permanent building, of up to 11,000 sq.m. floorspace, shared by both front-line and back-office functions.

The site of Cyril Le Marquand House, amongst others, will be considered as part of the new consolidated government office workstream to ensure that the most publicly beneficial outcome is delivered: it remains to be determined whether it emerges as the preferred option or whether it can be released from this use and redeveloped for other purposes. From a planning policy perspective, however, its continued use of this purposes would be acceptable and its potential use for this purpose is, therefore, explicitly acknowledged in this development brief.

Residential

In reviewing the development of Cyril Le Marquand House for alternative uses, consideration must be given to the Revised 2011 Island Plan and the need for housing, especially affordable homes. The use of government-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, having regard to the public benefit to be derived from other forms of development on these sites.

² See Policy EO1: New office development:
<https://consult.gov.je/portal/policy/pd/ip2011?pointId=1405696217848#section-1405696217848>.

The release of this site for residential development would help to meet the island's need for homes and, given its location within the built-up area, the principle of a residential land use on this site is entirely appropriate.

The form of housing tenure to be provided would need to be the subject of consultation and review with the Minister for Children and Housing and regard had to the supply and availability of different forms of housing through various initiatives: the site has potential to make provision for affordable homes and/or key-worker accommodation.

Retail and/or café

Whilst not a specific requirement of the development brief, in terms of land uses to be provided on the site, it is considered that there might be potential to provide opportunities for small-scale ancillary retail or café activity (Class A: shop and/or Class B: café and restaurant, around 100 sq.m gross floor space), at ground floor level of any development on the site, whether it be office use or residential. This might serve the users of the site whilst also making a positive contribution to the life and vitality of activities in and around the ground floor of buildings on this site and make a positive contribution to the enlivening the street scene and the adjacent public space at Parade Gardens.

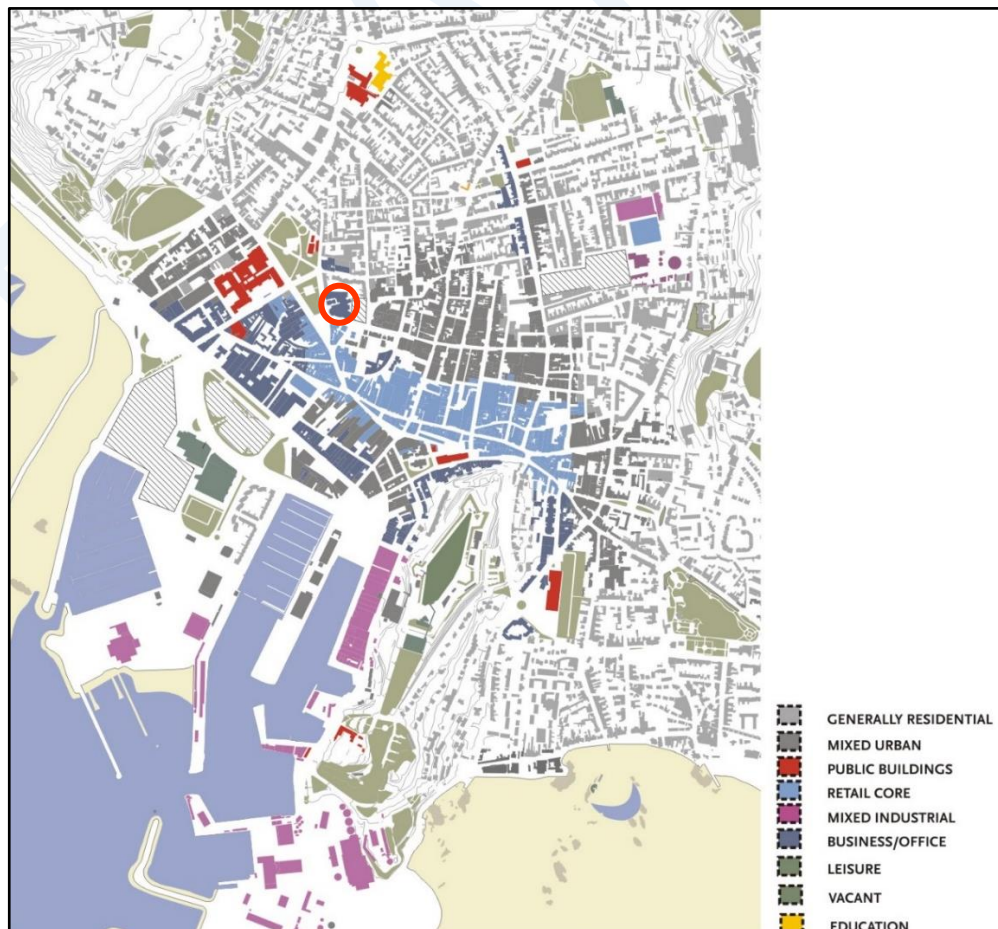


Figure 5: context - land use activity

Section three: key planning issues

There are considered be two key planning issues that need to be addressed to meet the aims for the development of this site and to deliver a successful scheme. These fall to be considered around the quality of design; and the impact and integration of new development with the surrounding land uses and infrastructure.

Design quality

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

In terms of urban character, the site of Cyril Le Marquand House sits in a zone of transition or interstice between other areas with distinct architectural characteristics (see figure 6: St Helier's urban character interstices). This is a result of the historical changes to street patterns and building types that have affected this area – resulting in clearances of earlier housing and street patterns, and the creation of new road layouts designed around the movement of the car – which has eroded any cohesiveness in the scale and character of the built form and local urban fabric in and around Union Street.

There is some strong modern architecture in this area, with a loose but uncoordinated collection of taller buildings, including the existing Cyril Le Marquand House (nine storeys), Hue Court (seven storey towers siting atop a two-three storey plinth) and Union House (nine storeys) but it lacks an overall cohesive character and the urban grain has been eroded which has caused a breakdown in the continuity of space, form and activity between to the town centre (to the east and south) and The Parade (see figures 1, 7 and 8a-c: Building height context).

Similarly, within the local context of the adjacent streets of Union Street and The Parade, the design of the current building makes little contribution to the streetscene.

In light of this, there are considered to be two key design issues for the redevelopment of the Cyril Le Marquand House site.

- first, the scale of any redevelopment of this site and its contribution to the wider townscape of St Helier; and
- second, the contribution of the design of new development to vitality and character at the level of the street.

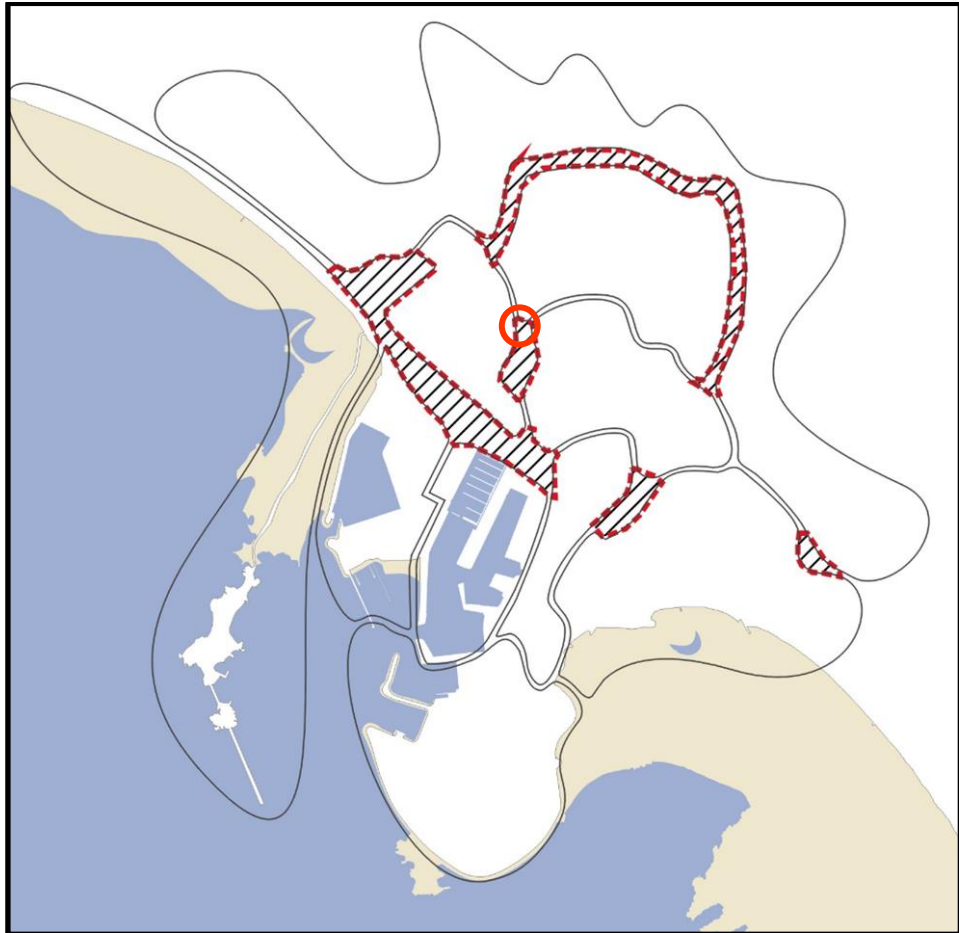


Figure 6: St Helier's urban character interstices

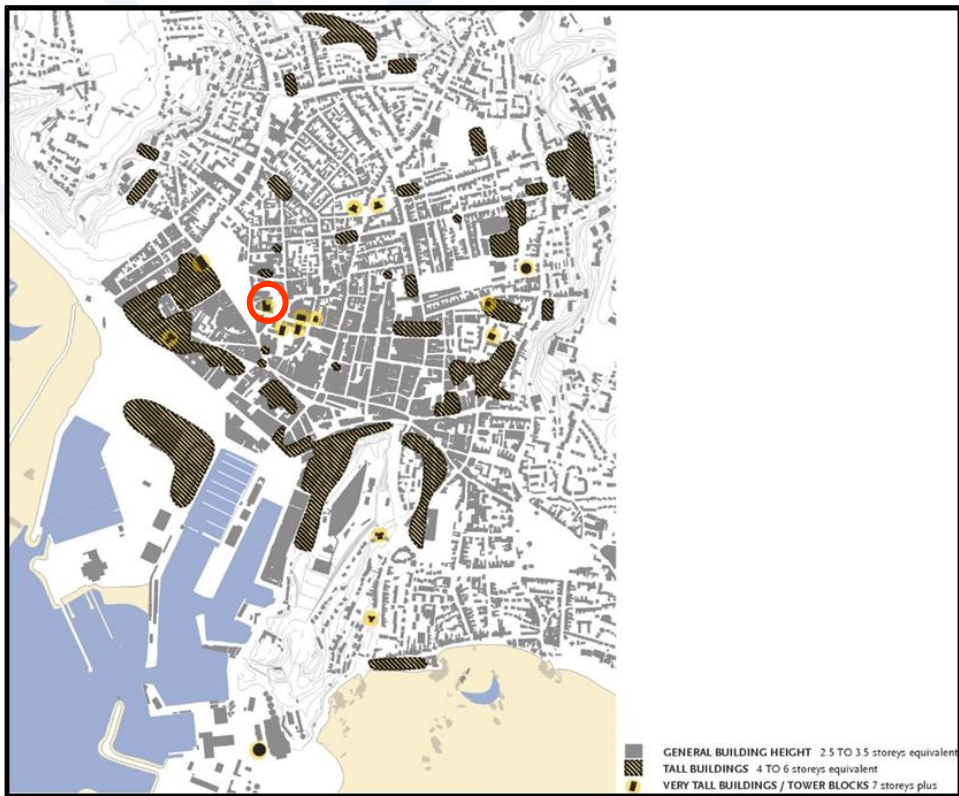


Figure 7: Building height context - plan



Figure 8a: Building height context – from south



Figure 8b: Building height context - from east



Figure 8c: Building height context – from north-west

Scale and contribution to townscape

The site sits on low-lying land where the predominant building heights, in the areas to the north and east, are between 2.5-5.0 storeys. The dominance of the current nine-storey office building within the surrounding street scene does not relate well to the established pattern of development in the immediate area. Whilst the immediate area has a number of very tall buildings, these lack any overall cohesion and make little positive contribution to the character of the wider townscape (see figures 1 and 8a-c above). The redevelopment of the Cyril Le Marquand House site and building provides a significant opportunity to positively accommodate new development into the wider townscape of St Helier and make a positive contribution to the character of the town through development which is appropriately scaled.

The more successful new developments are generally those which respect the scale of the historic streetscape. It is acknowledged, however, that there may be instances where a relatively tall building can add visual interest and create a new focal building or local landmark. Opportunities to do this can be created where buildings front large open spaces and where they turn a corner.

The Cyril Le Marquand site benefits from both an adjacency with a large public open space, represented by Parade Gardens; and the site turns the corner of The Parade and Union Street. The current form of development makes little of either of these aspects of the site and its redevelopment presents opportunities in this respect.

The redevelopment of any tall building – defined as anything that is above 18 meters in height or rising more than seven metres above either of its neighbours – on the Cyril Le Marquand House site would need to be fully justified, in urban design terms having regard to key criteria, set out in Policy BE5: Tall buildings, of the current Island Plan:

1. appropriateness to location and context;
2. visual impact;
3. impact on views;
4. design quality; and
5. contribution to the character of St Helier.

This design approach to be adopted for this site will need to be set out and evidenced in a Design Statement, having regard to 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 and landscape and visual impact assessment as an integral element. In particular, this will need to set out how the proposed design visually 'sits' within this low-lying part of the town, including an assessment of its impact from long-views, and to

justify its relationship with the architectural scale and character of neighbouring buildings.

Whilst there are no designed heritage assets within the site boundary, the site exists within the historical context of the St Helier townscape and any assessment of the proposed redevelopment of the site needs to include explicit consideration of its impact upon the historic environment. This provides significant opportunity for enhancement and the development of a scheme which makes a positive contribution to the settings of adjacent and nearby listed buildings and places, in particular, Parade Gardens and The Cenotaph. Figure 9 sets out the location and distribution of heritage assets within the immediate vicinity of the site.

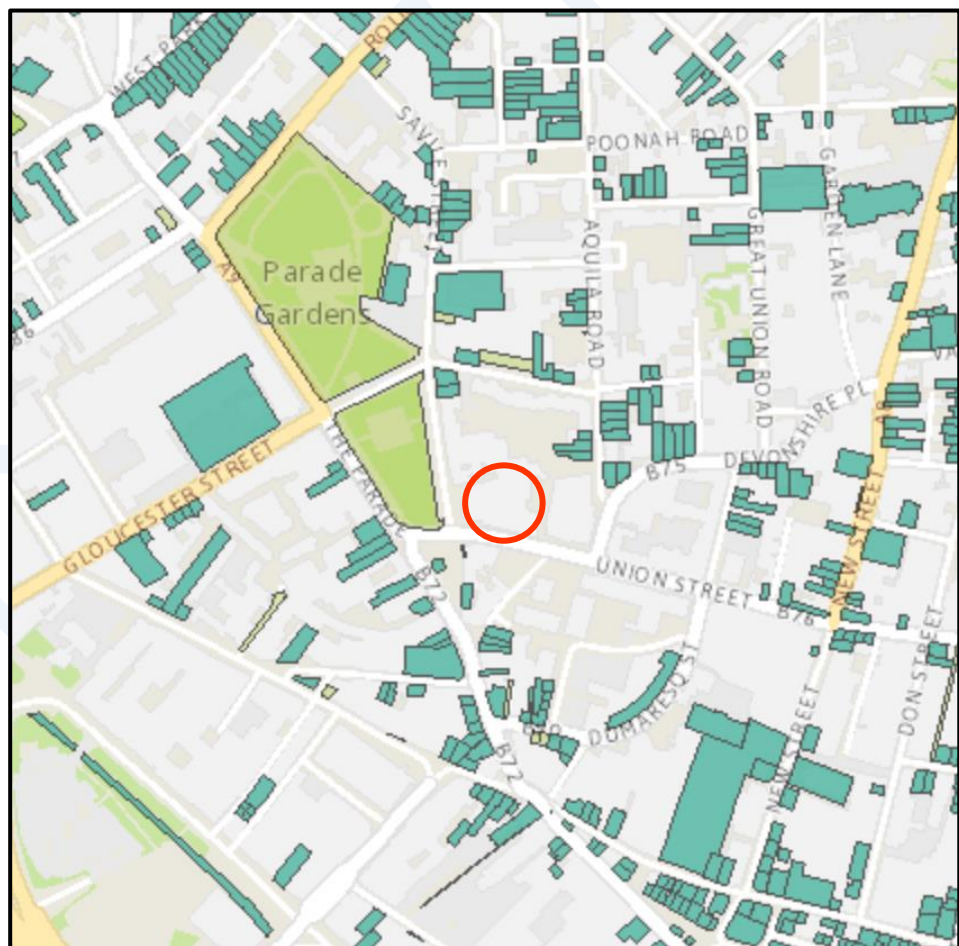


Figure 9: Context: listed buildings and places

Contribution to street scene

Policy SP7 of the Island Plan requires a high quality of design that contributes positively to the diversity and distinctiveness of the built context, in accord with the principles of good urban design: importantly, this should include a positive relationship of any development with the public realm immediately around it. The current Cyril Le Marquand House building, in terms of both its functions and its architectural expression, relates very poorly with the streets around it (see figures 10a and 10b: Relationship with street) and the redevelopment of the site offers a considerable opportunity to address these issues.

The redevelopment of the site should seek to incorporate a more active frontage and present a more positive relationship with the street. The incorporation of a mixed form of uses at ground floor level might offer potential to achieve this. This development brief makes provision for, and enables, the provision of a small-scale retail or café use, which might serve users of the development – whether it is residential or office. The western aspect of the site, and its relationship with the public open space offered by Parade Gardens, might offer the most beneficial aspect for a use of this nature.

Architecturally, plot widths vary throughout this area but there is a strong and continuous relationship with the street and frontages are flush with the back of the pavement, which should generally be maintained, with the possible exception of the need to create or emphasise entrance treatments and accesses; or enhance the extent of the public realm (see below).

Even in the case of the creation of semi-private amenity space, which might serve residential development, strong boundary enclosures and assertive street frontages should be used to maintain a direct relationship with the street that is characteristic of the area (see Figures 11a and 11b: Direct relationship of buildings and boundary enclosures with the street).

Notwithstanding the hard characteristic relationship of the buildings with this street, the public realm should be enhanced and softened through the introduction of street trees together with the planting and landscaping of any semi-private amenity space that might face the street. The use of green walls would be encouraged.



Figure 10a: Relationship to public realm - Union Street



Figure 10b: Relationship to public realm – The Parade/ Union Street



Figure 11a: Direct relationship of buildings and boundary enclosures with the street – e.g. Union Street



Figure 11b: Direct relationship of buildings and boundary enclosures with the street – e.g. Devonshire Place

Impact and integration

Any new development for this site 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 the buildings within it, that allow for pedestrian access, offer an active frontage at street level, and which can offer human-scale spaces, will achieve a better connection with the locality and contribute to the development of a sense of place.

The central location of the site provides opportunities to secure the positive integration of the development into the area. Particular regard should be given to pedestrian access to and from the site and how this integrates relates to the adjacent public park and the public footpath network.

Consideration will also need to be given to mitigating the impact of development on local infrastructure. This will require consideration of, amongst other things, the level and mode of trip-generation and the implications for local transport infrastructure. It is considered that this site offers considerable opportunities to promote more sustainable modes of travel and transport, which should be optimised, and which would serve to negate or lessen the extent of vehicular access and parking provision that is required.

Expansion of public realm

The site is bounded by public footpaths to the south and west. The southern boundary of the site should be re-aligned to expand the extent of the public realm and the pavement width and enable the introduction of street tree planting along the southern frontage of the site. This has already been achieved with the redevelopment of the site of the Magistrate's Court (see figure 12a: Re-alignment of southern street boundary) and the Cyril Le Marquand House site should be similarly realigned along this frontage.

The developed western boundary of the CLMH building has already been set back from the established building line, to deliver an enhanced footpath width and public realm, enabling the introduction of street trees and some public parking facilities (bikes and motorbikes) (see figure 12b: Maintenance of western street boundary). This 'new' building line, the extent of public realm, and existing street trees should be retained as part of the redevelopment of the site.

It is acknowledged that the 'public' bicycle and motorcycle parking space currently provided in this space may need to be lost from this location in the context of the redevelopment of the site. At least its equivalent, in terms of capacity, and alternative provision should be provided elsewhere in the locality, through agreement with Growth, Housing and Environment and/or the Parish of St Helier.



Figure 12a: Realignment of southern street boundary (realigned Magistrate's Court frontage to the right)



Figure 12b: Maintenance of western street boundary (and street tree planting)

Enhancement of pedestrian facilities

Whilst the site is bounded, on two sides, by the public footpath network, the immediate environment of the site for the pedestrian is relatively hostile. Union Street is a principal two-way carriageway, providing the main vehicular access route into the heart of St Helier from the west, and is consequently heavily trafficked throughout the day.

The Parade, to the west of the site, is one-way north-bound, with short-stay on-street public parking provision on both sides of the carriageway. It is consequently less trafficked but still attracts vehicular movements of traffic seeking to access the ring road to the north, and 'hunting' for short-stay parking.

These roads, and Union Street in particular, present a barrier which affects the ease of pedestrian movement to and from the Cyril Le Marquand House site. The principal pedestrian movement is across Union Street to and from the town centre, and whilst this benefits from a central pedestrian refuge, priority remains with vehicular traffic.

Crossing to and from the site to Parade Gardens and the public open space only involves the crossing of a single carriageway, benefitting from a pavement build-out on the western side, but priority remains with vehicular traffic turning in to The Parade from Union Street.

Any redevelopment of the site should seek to provide support and encourage travel to and from it by more sustainable modes of transport and, to give effect to this, contributions should be made to enhance pedestrian facilities and the possible introduction of traffic-calming in the immediate locality of the site.

This may take the form of distinct surfacing and/or raised table-top crossings at the southern end of The Parade, to facilitate easier access to Parade Gardens and beyond; and at least the provision of one or more similar crossings along Union Street to facilitate ease of pedestrian to/from the site into Old Street and/or The Cenotaph, and the town centre beyond.

Any contribution to off-site pedestrian enhancement would need to be secured through a planning obligation agreement, the form and specification of which would need to be determined by the relevant highway authority.

Vehicular access

Vehicular access to the CLMH site is presently secured via a single carriageway access ramp which connects to The Parade at the north-west of the site (see Figure 13: Vehicular access).

In the event that vehicular access is required to be retained to/from the site, it would need to remain on this western boundary of the site with access to/from The Parade. The access point would, however, require realignment to ensure that it better satisfied visibility standards, which would need to be agreed with Growth, Housing and Environment in respect of the provision of the creation of a new access point.



Figure 13: Vehicular access/egress ramp off the Parade Road – west of site

Travel and transport: parking

The site's central location would likely provide the users of any redevelopment with a choice of travel mode for the journeys that might need to make. In this respect, therefore, the redevelopment of this centrally located site presents a considerable opportunity to influence travel demand and choices of travel mode by achieving development on the site which negates or reduces the level of on-site parking provision and which positively enables and promotes, walking, cycling and public transport.

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 explore the delivery 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. Given the site's central location consideration might be given to a car-free form of development on the site but any parking provision below the maximum level would require justification judged against the availability of other sustainable transport options available to site users.

In the event that the site is developed for office use, parking provision would be minimised and limited to the minimum amount of operational parking required, to be justified and assessed through the site-specific Transport Assessment and Travel Plan.

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 one).

Similarly, a planning obligation (appendix one) would be required to ensure that any parking spaces to be provided on the site are used by residents or genuine site visitors 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 site may offer the potential for the provision of full or half- basement parking, subject to an assessment of ground conditions and its impact on street level vitality.

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 bed roomed 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 adjacent to the public park provided by Parade Gardens and the civic square provided by The Cenotaph. As a consequence, the provision of public amenity space as an integral part of the development can be achieved by a contribution to enhance existing adjacent public amenity facilities. This might serve to deliver an expansion of the range of facilities or services provided by the park; enhancement the quality of existing services; improve access in and around the facility; or seek to secure an enhancement in its biodiversity value.

Any such contribution would need to be assessed, relative to the level of development to be delivered on the site and secured through a POA. It would be reflective of and commensurate with any requirement which serves to reduce or negate on-site provision of public amenity space.

There will still be a requirement to ensure the provision of on-site private amenity space for any residential development within the site boundary and this should provide residents with clearly defined private residential amenity space. In this respect, and in accord with the desire to optimise development yield, consideration should be given to the creation and use of roof-tops to provide roof gardens.

The overall design of any scheme should demonstrate how consideration has been given to enhance urban biodiversity, through the design of buildings and/or the design of open space and the provision of landscaping.

Environmental performance and risk

Climate change probably poses the greatest long-term challenge in the world today and addressing it is a principal concern for sustainable development in Jersey.

In accordance with the criteria of Policy SP 2 of the Island Plan, development should make the most efficient and effective use of land, energy, water resources and buildings to help deliver a more sustainable form and pattern of development and to respond to climate change.

In planning terms in demonstrating a commitment to the environment the new development on this site will have to promote environmental and social sustainability whilst seeking to minimise vulnerability to the effects of climate change. Any development of this site will need to meet the BREEAM Excellent standard as a minimum.³ 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

³ New Construction Standards <https://www.breeam.com/discover/technical-standards/newconstruction/>

encouraged. There will need to be a life time approach to the environmental standards applied to the building and its infrastructure. The incorporation of effective water management techniques into new development can also assist the conservation of water resources.

There may be evidence of contamination on site, (i.e. asbestos), and therefore an appropriate land and building contamination survey would need to be carried out in accordance with the following document: Supplementary Planning Guidance, Planning Note 2 – Development of Potentially Contaminated Land – October 2005. The nature of any remedial works or mitigation measure required would depend on the outcome of the contamination survey and proposed use of the land in question.

The site is exposed to noise from surrounding roads and, therefore, suitable acoustic glazing and whole unit ventilation should be provided to any residential accommodation on the site, balanced against environmental performance standards.

Archaeology

The site is embraced by the St Helier historic town Area of Archaeological Potential (see figure 14). It is understood that the current development of the site has involved extensive excavation, particularly in the western part of the site where a number of basement levels have been created and it is, therefore, unlikely that there are any deep archaeological deposits. A desk-based archaeological assessment will, however, be required to be undertaken to establish the likely survival of archaeological material and should form part of any planning application.

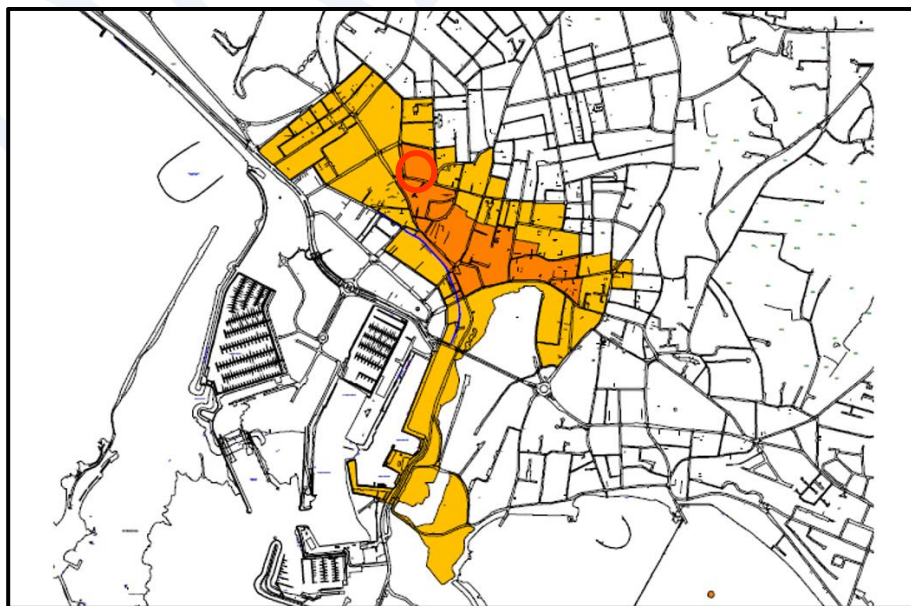


Figure 14: St Helier historic town Area of Archaeological Potential

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 redevelopment of Cyril Le Marquand House.

It is considered that there is scope to incorporate any such artistic input into the scheme itself or as part of the enhancement of any adjacent open space.

Given that the existing building on the site was named in honour of the contribution of the former States Member, Senator Cyril Le Marquand, to public life (see Figure 15), this might be referenced within any redevelopment proposals for the site and/or through any artistic input into its design and implementation.

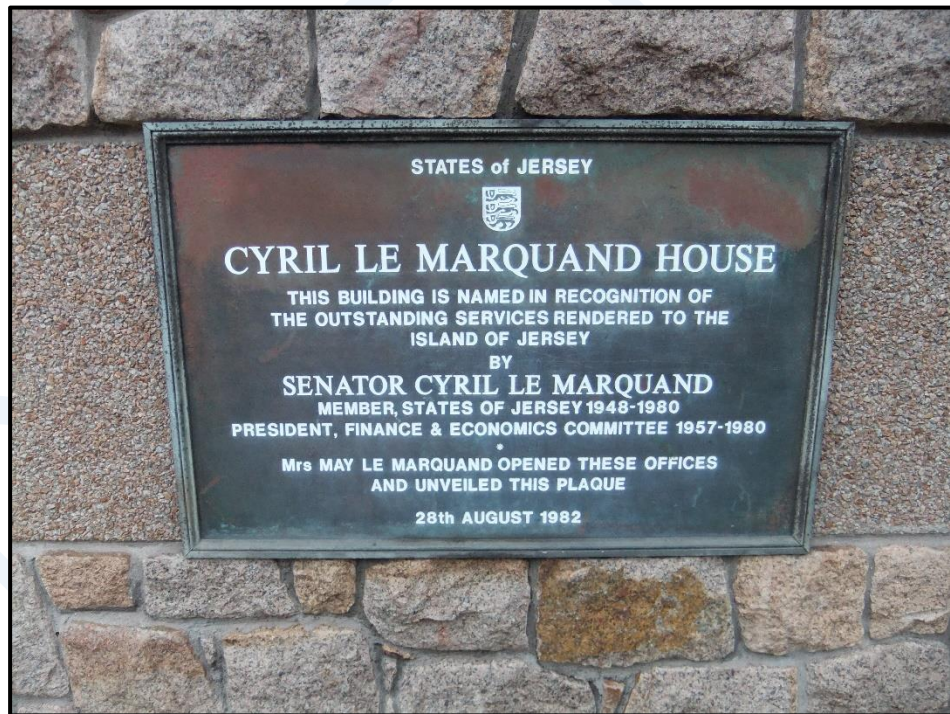


Figure 15: CLMH plaque

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 Cyril Le Marquand House site:

- Planning obligations
- Planning application information
- Services

DRAFT

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 2017⁴. 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 Cyril Le Marquand House site may need to include provisions relating to the following:-

- the retention of affordable housing, if it is to be provided on this site, to remain affordable in perpetuity and allocated by the Minister for Housing through the States of Jersey Affordable Housing.
- the provision of any associated infrastructure or funding to deliver the requisite;
 - replacement public motorcycle and bike parking facilities which may be lost as a consequence of the redevelopment of the site;
 - enhanced traffic-calming and/or pedestrian facilities across The Parade and Union Street;
 - the establishment and maintenance of a potential car-sharing arrangement for site users in lieu of all or some on-site parking provision;
 - necessary foul and surface sewerage, to include the incorporation of SuDs in relation to the latter;
 - enhancement of public amenity space in lieu of on-site provision of public amenity space;
 - public art contribution.
- restriction of use of on-site parking provision to residents or legitimate users of the site
- 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.

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 should be aware of the possibility that additional elements may be required as part of

⁴ Planning obligation agreements (July 2017)
<https://www.gov.je/PlanningBuilding/LawsRegs/SPG/AdviceNotes/Pages/PlanningObligationsAgreements.aspx>

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 guidance⁵.

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 CLMH 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 Guide⁶, 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 impact of the proposed development on context, visual impact, views, design quality and the contribution the development makes to character of the locality and the Town;
- 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 vitality of the street and contributes to a sense of place.

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

⁵ Information you will need for your Planning application:
<https://www.gov.je/PlanningBuilding/MakingApplication/Planning/Pages/PlanningApplicationInformation.aspx>

⁶ 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 model⁷.

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.

Services

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

Foul sewerage

Significant redevelopment of the site by way of demolition and reconstruction may demand the upgrading of downstream sewers, dependent of the proposal, and this would require consultation and agreement with GHE (Drainage) in advance of any development.

Surface water sewerage

In line with Policy LWM3 – Island Plan guidance: Separate surface water drainage will need to be provided for this site. Proposals for new development and redevelopment should incorporate Sustainable Drainage Systems (SuDs) into the overall design wherever practicable.

It is recommended that a suitable sustainable urban drainage system and permeable paving is explored within the site to reduce impacts on drainage.

Schools

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

⁷ Practice Note – guidance on 3D Model
<https://www.gov.je/planningbuilding/lawsregs/spg/practicenotes/pages/technical-guidance-on-3d-model.aspx>