

6.0 Appendices

6.1 Site information

The site

In preparation for the masterplan, Hopkins architects reviewed the three remaining sites on the West of Albert reclamation area. This masterplan document makes proposals for combining all three sites into one area, highlighted in red opposite.

Existing use of the area

A car park for the town – the Esplanade temporary car park – sits on the north side of La Route de la Liberation. To the south side of La Route de la Liberation there is a temporary contractor's compound and storage area.

Site levels

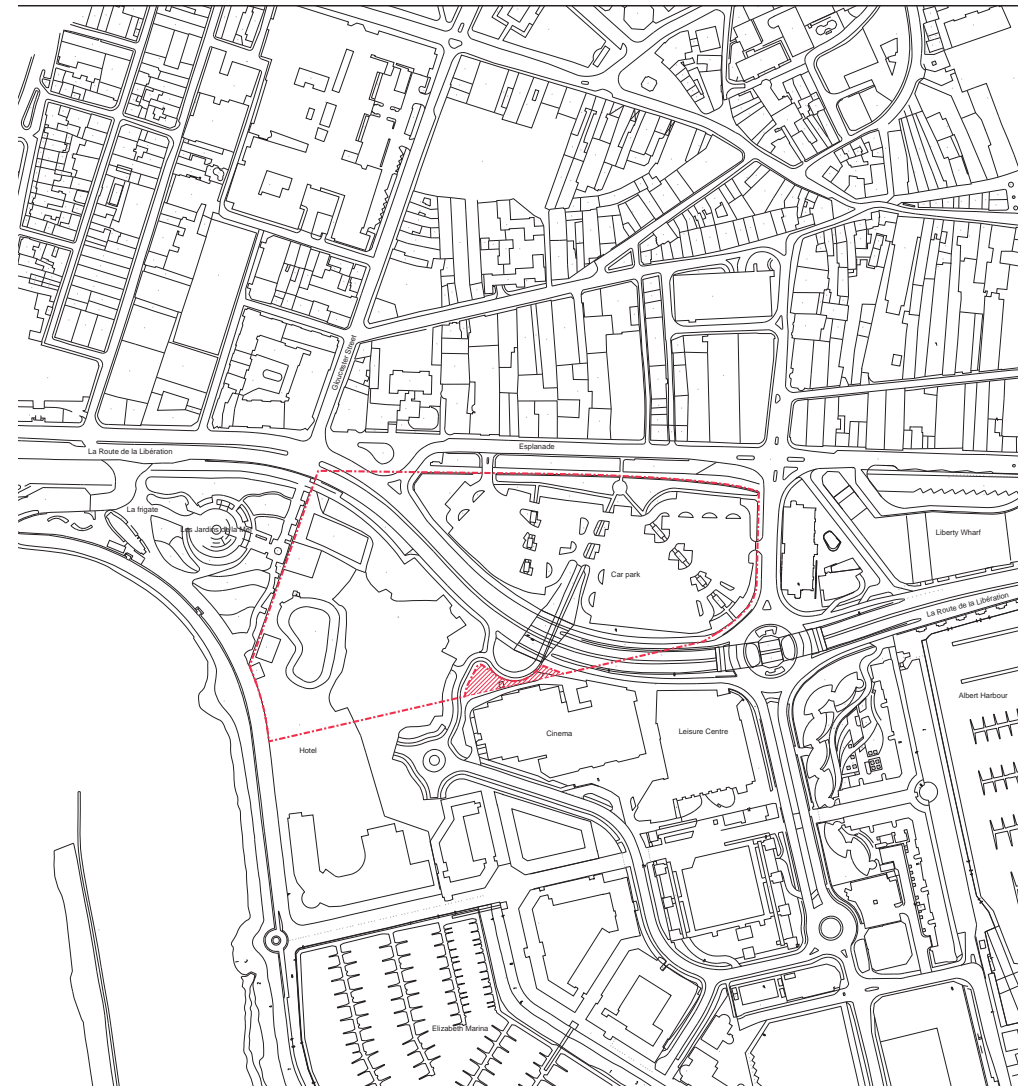
The site is level on its boundary with the Esplanade. The site rises one and a half metres to the roundabout on Castle Street over La Route de la Liberation and two metres to the existing road on the south side of La Route de la Liberation immediately to the west of the cinema.

Geology

Preliminary studies indicate that the underlying geology of the area is 'made ground' comprising inorganic waste overlying the bay bedrock. A preliminary ground investigation, dated October 2005, at La Collette, (approximately 800m from the site), indicates that the underlying bedrock encountered at the end of boreholes taken there is granodiorite and granophyre. The only available information concerning the level of the bedrock in the study area has been identified from record drawing No. TS 703 from which an approximate rock level of minus 1.45m AOD (i.e. 1.45m below ordnance datum). At La Collette the bedrock was found at between minus 1.6m AOD and minus 5.9m AOD.

Water table

Water ingress has not historically been a major difficulty except when excavating close to the existing dock wall. Construction has generally been carried out between tides. Appropriately located secant piles will provide a solution to mitigate against possible water problems in excavations. Developers will need to undertake further studies regarding dewatering.

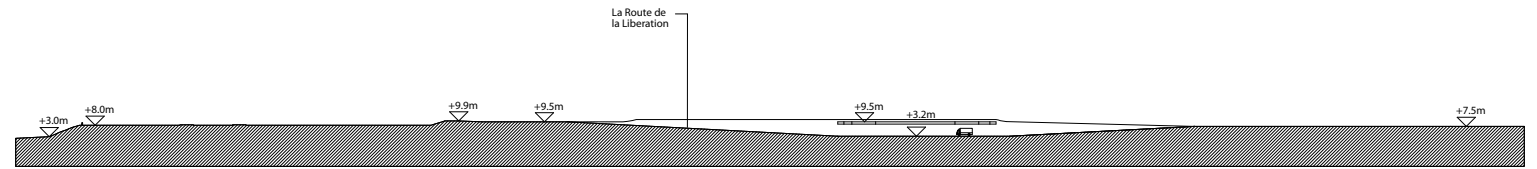


Ordnance survey plan with the site highlighted

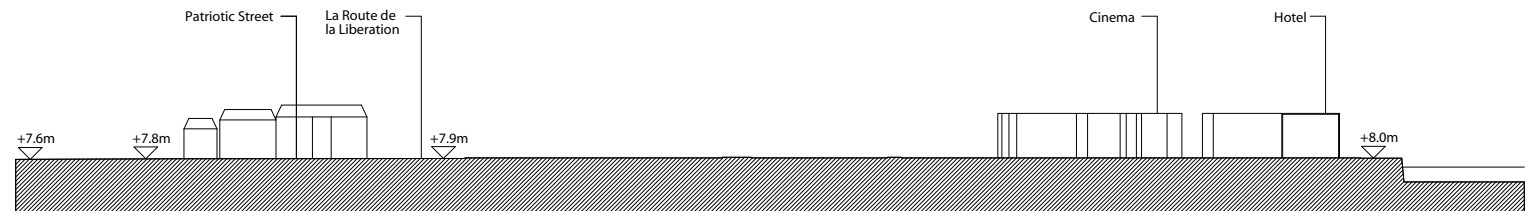
6.1 Site information (existing sections)



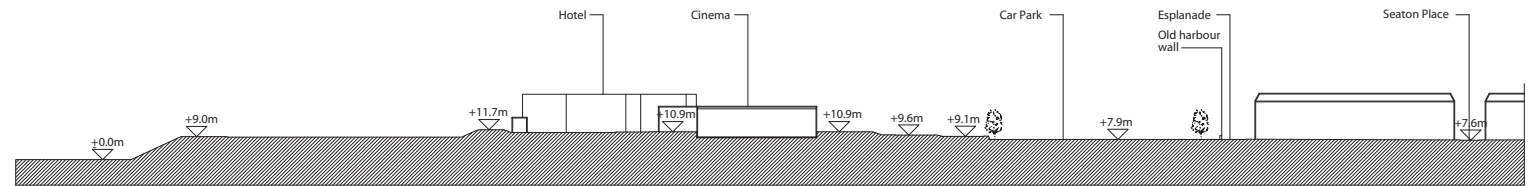
Site plan showing sections



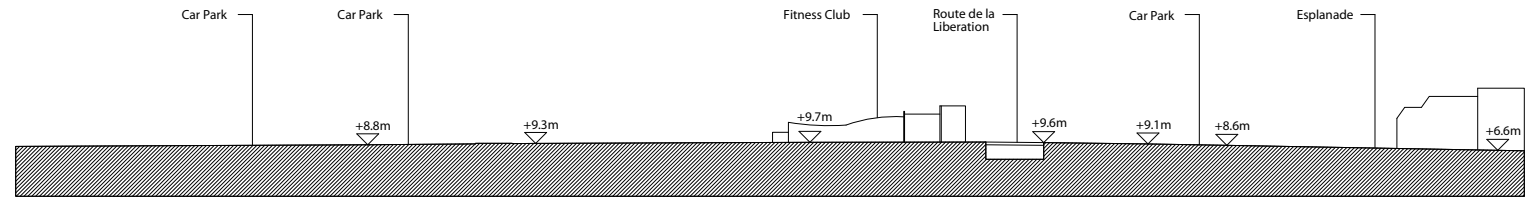
Section AA



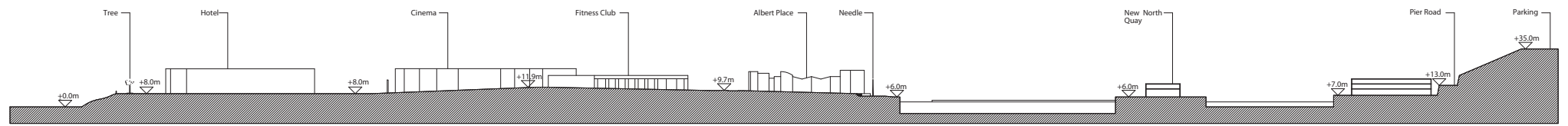
Section BB



Section CC



Section DD



Section EE

6.1 Site information (land ownership)

Site information

This plan of the site has been provided by the Waterfront Enterprise Board. It shows the land ownership (which includes long leasehold interests) within the development areas. The area being considered in this report is highlighted in yellow.



Plan showing ownership of the West of Albert Land

6.1 Site information (the site and its environs)

The coastal waters to the south-east of Jersey is an area considered to have great ecological value because of its diverse range of habitats, communities and species found in a comparatively small area. It is not anticipated that development of the Esplanade Quarter will affect this site of special interest. There is likely to be no significant biodiversity interest within the Esplanade Quarter site but this will need to be verified.

There are a number of designated historic sites in the vicinity, of which Elizabeth Castle is the most important, located in the tidal area off the coast and dominating the attractive St. Aubin's Bay. Elizabeth Castle can be reached at low tide using the causeway to the west of the site. Development on the site will be seen from Elizabeth Castle and the sea approaches to St Helier's marinas and ferry terminal. The visual impact of any new design for the Esplanade Quarter will need to be carefully assessed.



6.1 Site information (utilities)

Preliminary contacts have been made to determine the utility equipment in the vicinity of the site.

Drawings prepared in 1993 by the States of Jersey Resources Recovery Board and by Ove Arup and Partners show the routes of the original and the new surface water outfalls which cross the development site. The drawings show that a 1525mm diameter sewer runs from Gloucester Street and crosses La Route de la Liberation. The drawings show that the outfall across the site is a 1350 mm diameter pipe surrounded with 500mm reinforced sulphate resisting concrete supported on a 250mm deep precast reinforced concrete slab. The surface water outfall has a fall of approximately 1 in 400.

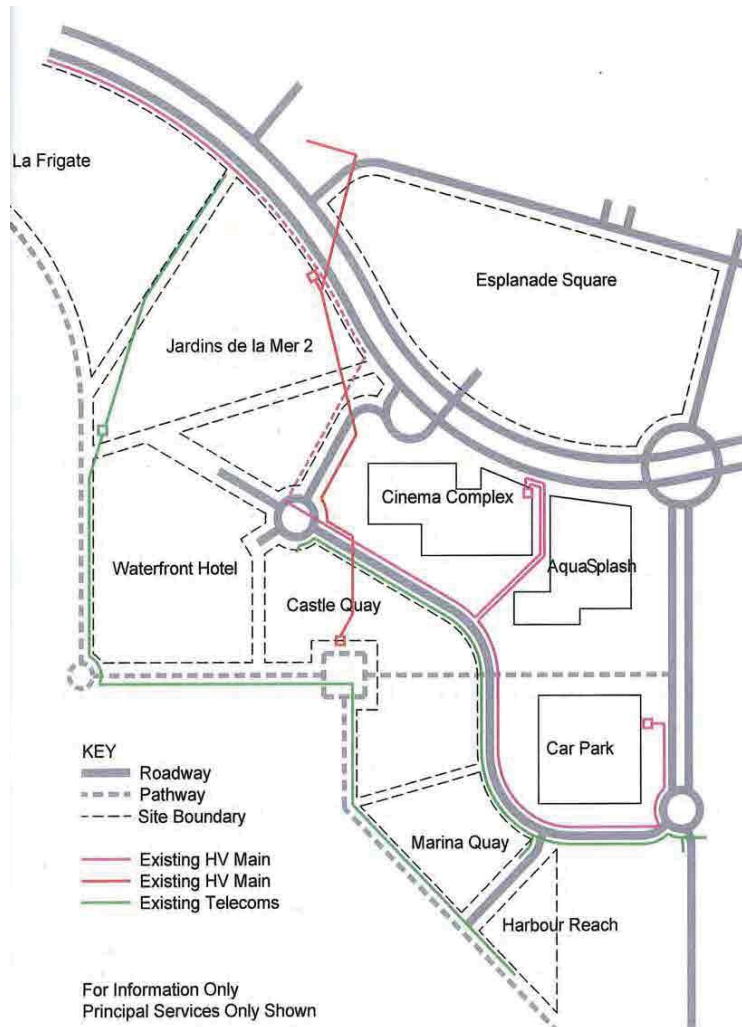
Record drawings provided by the States Transport and Technical Services Department identify a 300mm diameter foul water sewer discharging from the existing Waterfront development into the 1144mm foul water sewer in La Route de la Liberation at the manhole at the junction of George Street.

Jersey Water has advised that there are two 12 inch diameter and one 18 inch diameter water mains in La Route de la Liberation in the vicinity of the junction with Gloucester Street and the junction with Peirson Road.

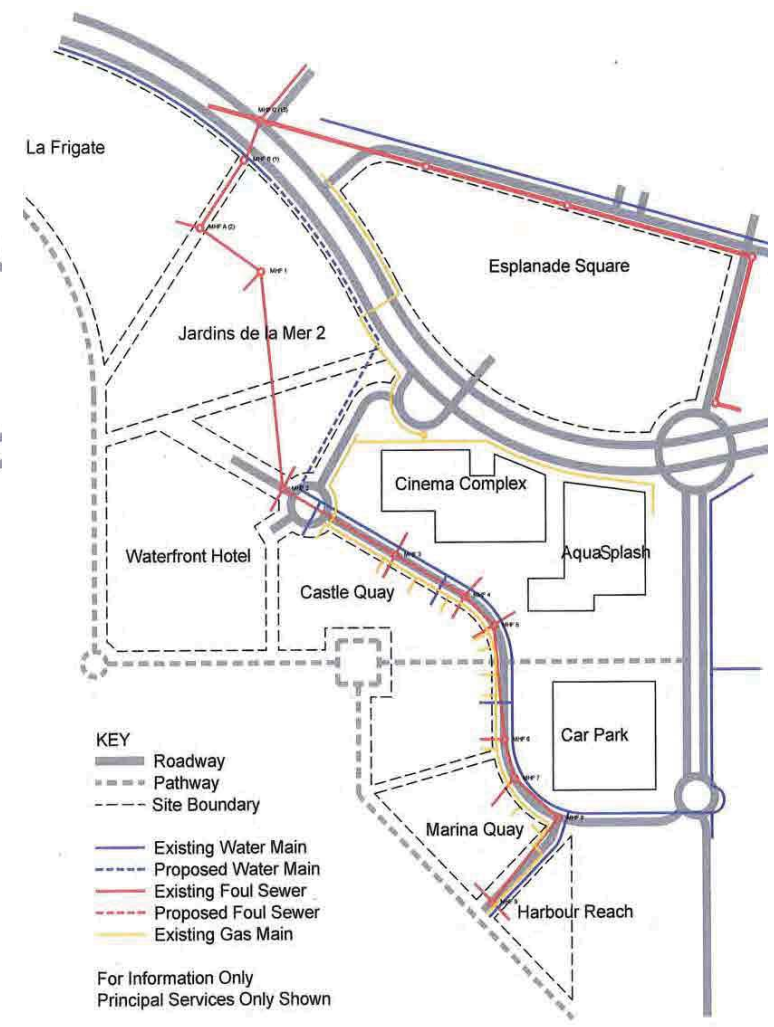
Jersey Gas has supplied a drawing that shows one nine inch diameter and two six inch diameter low pressure mains in La Route de la Liberation in the vicinity of its junction with Gloucester Street and the junction with Peirson Road together with one 400mm diameter medium pressure main. A 315mm diameter medium pressure main crosses La Route de la Liberation approximately 200m west of the Castle Street roundabout to serve the development on the south side of La Route de la Liberation.

The Jersey Electricity Company has provided a drawing showing several high voltage and low voltage cables in La Route de la Liberation. There is also a substation shown in the park between St Aubin's Road and Peirson Road.

Jersey Telecom has provided a drawing showing up to five different duct/cable routes in La Route de la Liberation between Gloucester Street and Peirson Road.



Electrical Services
information produced for WEB by Scott Wilson



Piped Services

6.2 Planning policy

Relevant planning policies are contained within the Supplementary Planning Guidance for the Waterfront (dated April 2006). Key policies are summarised in this section

Public realm

Key policies require:

- A public realm strategy which clearly sets out the interrelationships between different sites, their design approach, the proposals for management, and their capacity to accommodate other uses;
- New development that contributes to the public realm through the creation of well designed public areas of open space which relate to the buildings around them and which incorporate all hard and soft landscaping and street furniture;
- All new links and areas of open space are to recognise and respond to existing vistas and landmarks, and are to be designed to maximise these elements;
- All new development is to provide a rich network of safe and connected pedestrian routes within the waterfront which will be part of the Public Realm Strategy;
- A programme, clearly indicating the phasing and delivery of all pedestrian routes and connections, be submitted as part of each application; and
- The several existing means of accessing the waterfront from the town are to be significantly improved and enhanced in order that pedestrian flow is encouraged.

Design

The broad thrust of policy is the requirement for excellence in design, flowing through the scheme from spaces to individual buildings. Nothing less than the highest design standards will be acceptable.

Key elements of layout, density, height, and design including matters relating to the construction quality of the development are to be clarified, to ensure that construction quality supports the building design and detail.

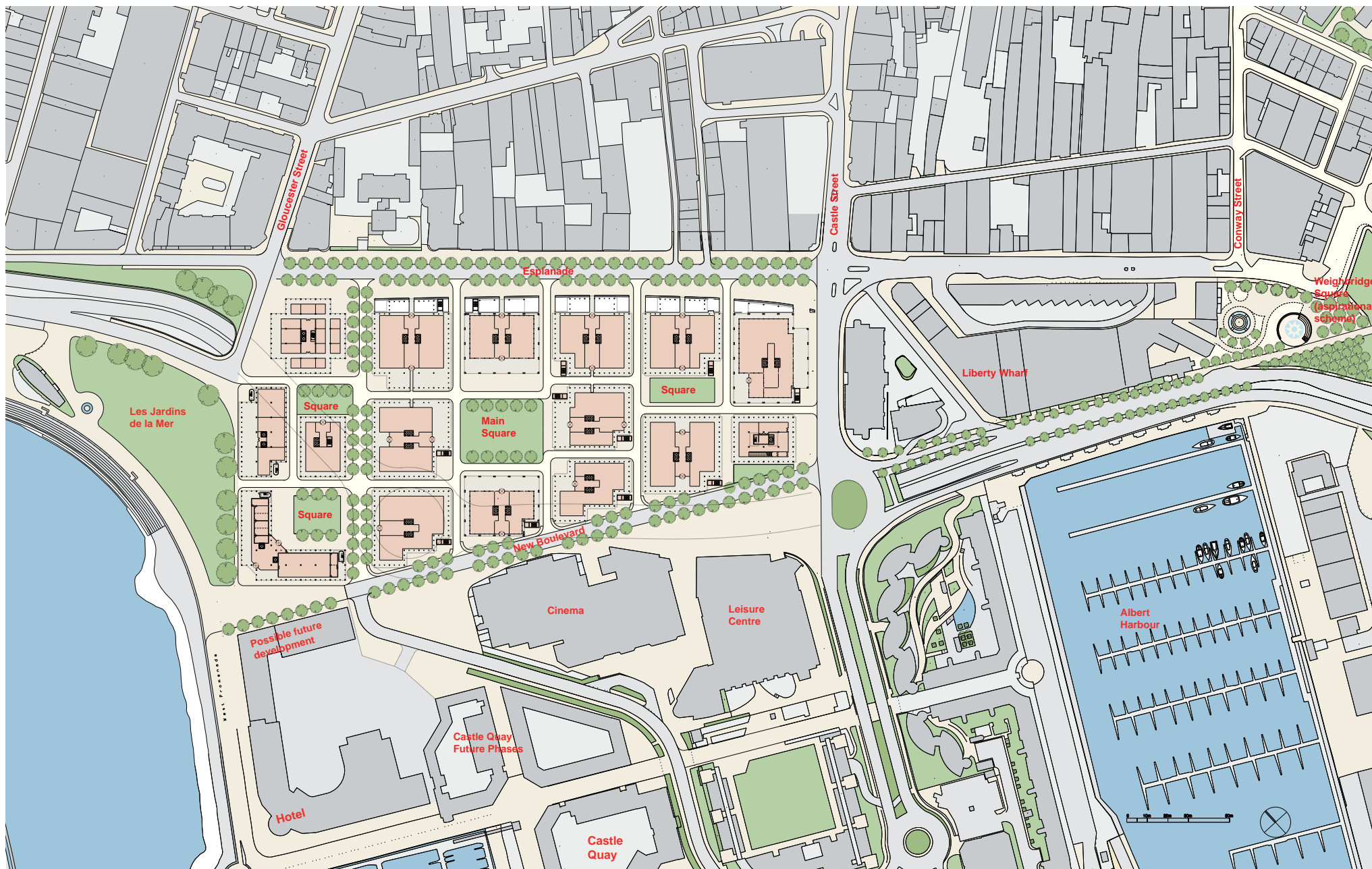
Key principles are that:

- Important vistas and viewlines are to be protected;
- The special character and nature of Jersey's architecture and the urban structure, grain, density and mix of St Helier are to be respected. The design shall respond to and reinterpret that character;
- Interest and quality within urban design and architecture is to be provided;
- Appropriate materials to the waterfront's context and which contribute to the setting and framing of buildings and spaces are to be used;
- Interest and variety in the detailed design of the buildings is to be provided that responds to building locations, the use of the building and its relationship to existing and proposed development. This will be achieved by way of a design statement; and
- Diversity and homogeneity both have roles to play in creating a successful urban environment and continuous building heights, façade treatments and blank walls are to be avoided.

The developer will need to demonstrate that his proposal has been informed by:

- Building heights and relationships between buildings;
- Ground floor and roof treatment;
- Environmental standards;
- Wind and solar analysis;
- Scale and location of open space;
- Hard and soft landscaping;
- Road hierarchy widths and functions;
- Conservation strategy;
- Surveillance and safety; and
- Important views and vistas.

6.3 The draft masterplan (2007)



The draft masterplan (2007)

The draft Esplanade Quarter masterplan

The site (previously Esplanade Square and Les Jardins de la Mer sites).

The draft masterplan (2007)



The Esplanade Quarter site

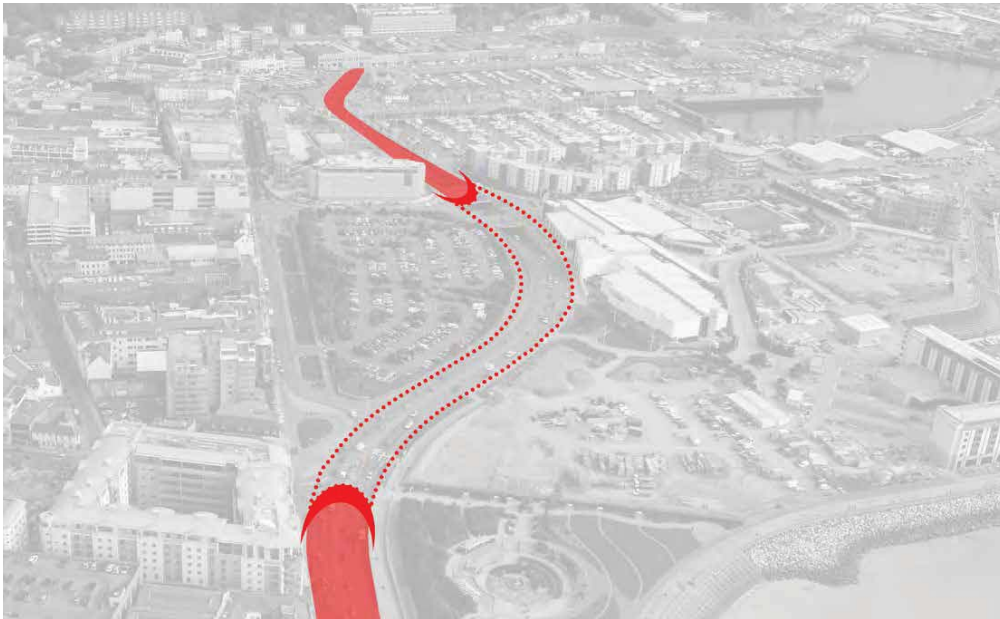
Currently La Route de la Liberation creates a barrier between the historic town and the waterfront.



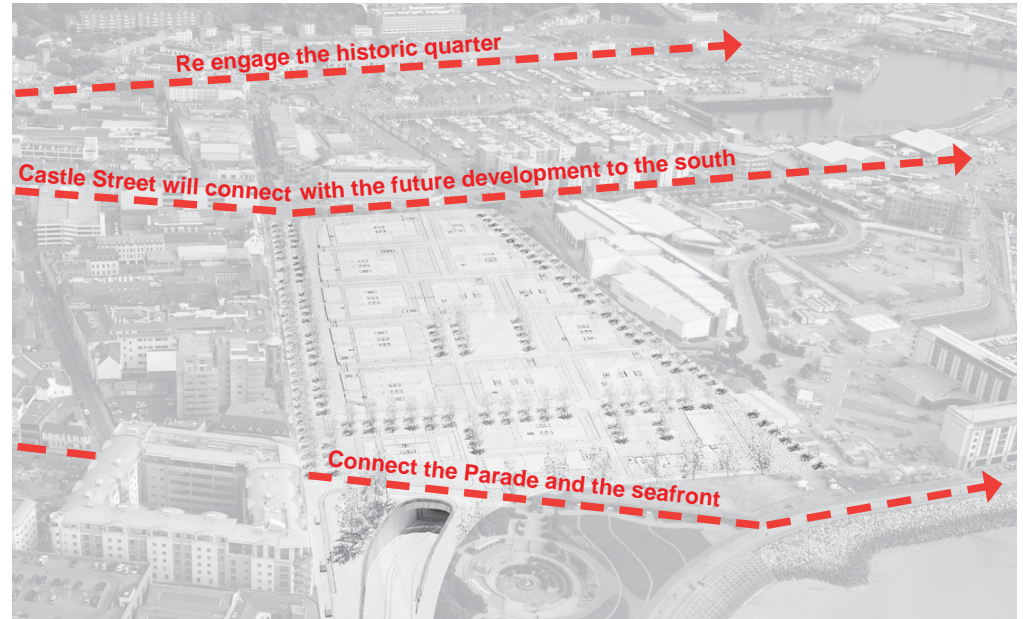
Aerial view from northwest

If we can lower the road the town will seamlessly integrate with the waterfront ...

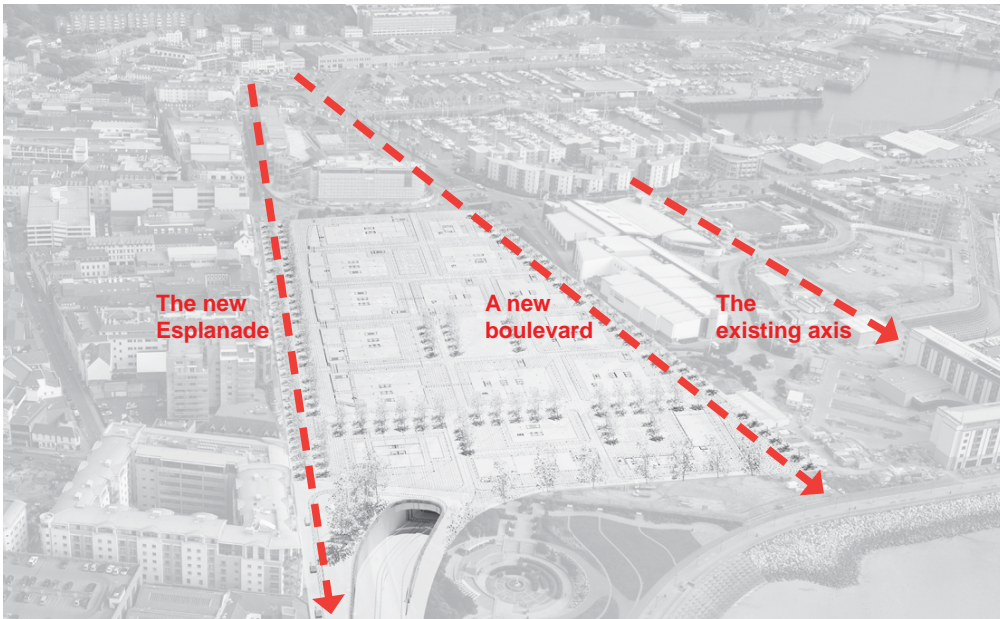
The draft masterplan (2007)



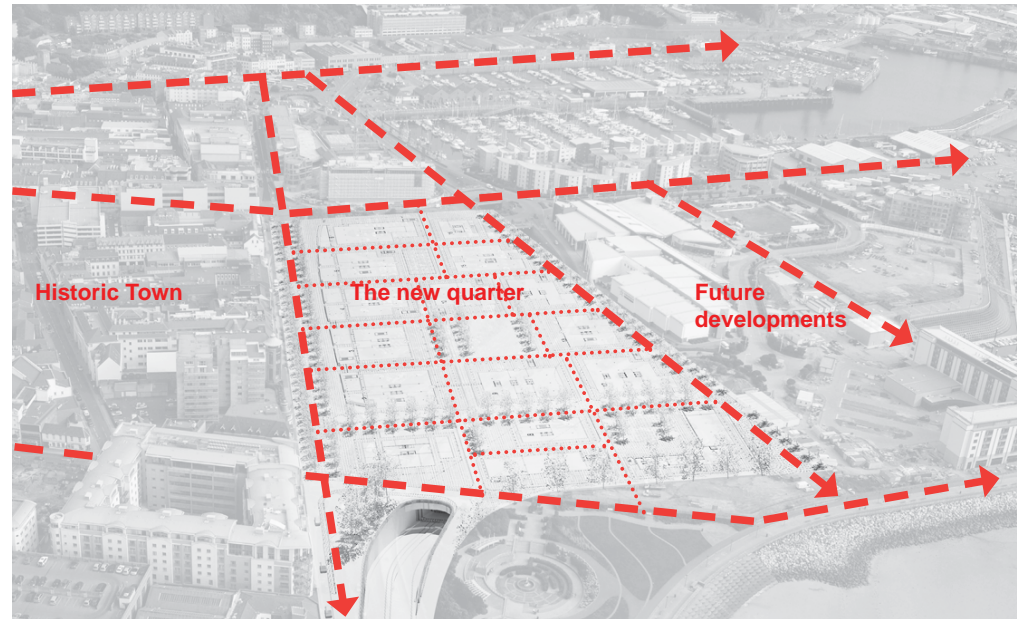
Step 1: Lower the road



Step 2: Extend the primary north / south routes



Step 3: Extend and create new east / west connections



Step 4: Create an integrated and well connected waterfront