6.3 Design coding

Design codes are being developed, on behalf of WEB, for the new Esplanade Quarter. These design codes will be written into the Development Agreement with the intention of adopting them as Supplementary Planning Guidance for the Esplanade Quarter and wider Waterfront area.

A design code is a set of illustrated design rules and requirements which instruct and may advise on the physical development of a site or area. The graphic and written components of the code are detailed and precise, and build upon a design vision such as a masterplan or other design development framework for a site or area. Design codes set out design principles, for example the requirements for streets, blocks, massing and they focus on landscape, architectural and building performance issues. They do not simply repeat local or national policy or guidance documents, instead, codes provide a positive statement about the particular qualities of a place.

The purpose of the design codes for the Esplanade Quarter is to;

- Explain the concepts and vision behind the urban design of the Esplanade Quarter, and to give clear design guidance at a range of scales from individual streets to larger public spaces, for the implementation of this vision;
- Ensure a consistent and consolidated approach to the provision of public space, its detail treatment and design;
- Give a cohesive format which delivers a comprehensive framework and avoids piecemeal and arbitrary development;
- Provide a mechanism for formalising the urban, streetscape, public open space, traffic, and landscape proposals. To ensure consistent and high quality buildings for the various phases of the development during the lifetime of the Planning Permission;
- Deal with broad issues so that they are robust enough to survive the lengthy process of the Reserved Matters Applications throughout the lifetime of the development; and
- Inform the general public, WEB, the developers, the future leaseholders, building owners and professional design teams of the intended unity of vision for the site and to direct energies towards creating a truly unique and enjoyable place for the people of Jersey to live and work.

The Design Codes are still being developed but for the purposes of this document a summary overview of the contents follows;

The design codes will be divided into two sections; Part A: The Public Realm and Urban Design Code and Part B: The Building Design Code

The Public Realm and Urban Design Code (Part A);

Access and routes

The major roads around the Esplanade Quarter are covered in detail in the transport section of this report.

The network of smaller streets through the Esplanade Quarter are to be designed as ‘shared space’ where pedestrians have priority over vehicles but vehicular access for drop off and small scale delivery is allowed. The design codes will set out the design principles including street sections setting out minimum widths, heights and zones.

There is a strong commitment by the States of Jersey, as part of a drive towards improving health and fitness, to encourage pedestrian and cycle access around St Helier.

Routes between the Weighbridge and the seafront promenade are of particular importance as they connect the historic town centre and cultural activities to the seafront promenade which affords views to Elizabeth Castle to the south and entrance to the causeway to Elizabeth Castle to the west.

The provision of safe cycling around and across the development is an important element in increasing accessibility and in creating a more sustainable town quarter. The primary route for cyclists has been identified as the west to east route from St Aubin to the Weighbridge and town centre.

Character areas and strategic views

The new Esplanade Quarter divides naturally into three distinct ‘Character areas’ which are defined by;

- Their use and functional qualities both in terms of buildings and public spaces;
- The nature of the surrounding new and existing buildings and structures, such as the planned underground tunnel;
- Landscape and planting treatment; and
- Streetscape materials and fittings such as furniture, signage, and public art pieces as appropriate

The new character areas are directly related to the existing character areas 1,6 & 7 respectively of St Helier as defined and described in St Helier Urban Character Appraisal prepared by Willie Miller Urban Design on behalf of the States of Jersey in 2005.

The ‘Character areas’ are as follows:

1 - West Esplanade and Elizabeth Castle
6 - New waterfront
7 - The Parade and Esplanade

As the development of the Esplanade Quarter is seen as an extension of St Helier’s city centre it must be visually as well as formally and contextually, connected to the wider city.

The creation of key views helps to achieve the following;

- Good wayfinding and orientation, creating a place that is easy to read and understand, a permeable, accessible place;
- Strong visual and spatial relationships between the old and new pieces of the city - ‘knitting in’ the Esplanade site development into the existing urban fabric; and
- Creation and maintanance of important and interesting views, vistas and skylines provide views to a number of known Jersey landmarks. For example 1A and 1B adjacent.

Character areas

Key views

6.3 Design coding

Development plots

Development plots have been generated from:

- The masterplan;
- The integration of developed traffic layout prepared by Faber Maunsell;
- Allowances for pavement widths;
- Tree planting and tree pits;
- Street lighting provision;
- Vehicular access and ‘drop off’ points;
- Street furniture provision;
- Public transport shelters and equipment;
- The public spaces; and
- Integration into the scheme of the original (currently buried) sea wall.

The development blocks on the Esplanade Quarter are laid out such that they can be developed in a number of ways, largely because they are based upon a regular structural grid. They are able to accommodate a variety of different efficient building configurations and types. Typical block sizes are of an appropriate scale to ensure:

- High quality, commercially attractive office space is provided as befitting a new, bespoke financial district for Jersey; and
- Attractive, sought after residential and hotel accommodation.

It is important that plots are fully developed to ensure that the streets and public realm are well defined.

Hard landscape

The design and construction of the public space should follow some simple principles as set out below. The aim is to create a cohesive, coordinated hard landscape that is easy to use, maintain, is ordered and controlled, legible and has an inherent high quality of design. The benchmark for the quality of materials will be the improvements made recently in Broad Street, St Helier.

The hard landscape should:

- Be simple and avoid over complicated patterns;
- Be restrained in the use of colour and texture, except when used for a particular purpose such as to emphasize the kerb crossing;
- Relate to the scale and status of the space in the type and size of paving used;
- Be robust enough to withstand the location and the anticipated amount of use of the area;
- Locate street furniture, tree pits, manholes etc to the direction of paving to avoid awkward cuts and junctions;
- Ensure that kerbs are used to delineate roads from pavements complete with flush dropped kerb sections incorporating tactile paving;
- Retain flush kerb lines to delineate the status and function of different parts of the street;
- Use granite setts because of their durability;
- Ensure that manholes and access covers are be recessed with flush paving material over;
- Ensure that carriageway road markings are as unobtrusive as possible; and
- Avoid garish bright colours for bus and cycle lanes.

Soft landscape

Planting within an urban context can be used to frame views and highlight desire lines and focal points; provide shelter from wind and rain; buffer noise and pollution and create shade; segregate different uses i.e. pedestrians and traffic; to offer contrasts in colour and texture; and unify spaces and routes.

The following principles should be adopted:

- The range of species should be limited;
- Trees are to be planted at ground level with a clear trunk height of minimum 2.0 metres;
- Trees should be carefully sited so as to minimise impact on surrounding buildings and utilities;
- Groups and/or lines of trees should be located to relate to built form and not be used where they are likely to obscure views of townscape, signage or lighting;
- Tree pits should be constructed and trees sited where they will be able to reach maturity;
- Species of trees and plants should be selected that are semi-drought tolerant and suit the prevailing climate; and
- Planting should be carefully integrated with other elements and should not interfere with the active zones of the street.

6.3 Design coding

Street lighting

A comprehensive lighting strategy will need to be developed that relates to the rest of the town. However the following principles will need to be considered in its development:

- Lighting should contribute to personal safety and the perception of security for pedestrians;
- The use of white light (as opposed to orange low pressure sodium lights) is required;
- Separate pavement lamps should be located on the same column as carriageway lighting;
- All components should be colour coordinated and be consistent with other street furniture elements;
- Lighting columns should align and be spaced to relate to the buildings;
- Careful integration of routes avoids unnecessary holes and visible chases;
- Lighting units should be placed unobtrusively or concealed behind architectural features;
- Consideration should be given to energy efficiency and lifespan when considering lighting specification (this is important in terms of finance and sustainability);
- Consideration should be given to other light sources such as shops and private buildings;
- Light pollution should be minimised and comply with the Guidance Notes for the Reduction of Light pollution (Institution of Lighting Engineers);
- Any floodlighting must not affect any residential building occupants at night;
- A coordinated approach should be taken for all street furniture; and
- The lighting should create an interesting and where appropriate ‘dramatic’ night time landscape, which enhances the buildings and structures.

Street furniture

The benchmark for the quality of mate-rials, as noted within the Development Brief, will be the improvements made recently in Broad Street, St Helier.
The approach to street furniture should follow the princi-ples set out below:

- Street furniture should be integrated into the design of streets and spaces, both during detailed design;
- The streetscape should be seen as a series of ‘outdoor rooms’ and as such all furniture and objects should be placed with the same consideration and attention to detail as indoor spaces;
- Streets and spaces should incorporate the minimum amount of street furniture items;
- Elements of street furniture should be combined into single units i.e. signage combined with shelters or lighting columns;
- Street furniture must not conflict with pedestrian movement patterns;
- All street furniture must conform to current safety requirements; and
- Pedestrian crossings should where possible be of the simplified type which avoid ‘cattle pens’ of railings used on two stage crossings, and give priority to pedestrians.

Signage

Signage should be clear, legible and coordinated with all other elements of street furniture. However the design is intended to be legible and readable to people with a minimum of signage. The following principles should be followed:

- A single consistent and coordinated design for pedes-trian signage to give the waterfront a unique identity;
- The location of signage should be considered in terms of necessity and the wider context of the surrounding buildings and landscape;
- Signs should be located to minimise visual and physical intrusion into the streetscape;
- Where possible, smaller traffic signs should be mounted on lighting columns;
- Street name plates should be attached to a boundary wall, building, fence or railing and not mounted on posts to reduce clutter;
- Traffic and directional signage should be combined, and reduced in scale and number wherever possible and placed at ‘nodal’ points for maximum visibility.

6.3 Design coding

Public art

Funding towards the potential National Gallery may be considered as part of the Percent for Art contribution.

There will also be a requirement for public art on site. It is difficult to describe at this stage the nature of any works as any art project will depend on the commissioner of the work, the brief to the artist and the budget, timescale and the chosen location within the scheme. Public art works should be located in publicly accessible, prominent locations. It is important at this stage to keep an open mind and not limit the possibilities for creativity, but any work of art should be:

Inspiring;
Thought-provoking;
Uplifting; and
Contextual.

The programme for public art, including any contribution while construction work is underway, will be a condition of the planning process.

Building services

The quality of the environment is paramount for the success of the development. The building services will need to adopt the sustainability requirements of the States legislation, with the desire to better these standards as an exemplar development. The services distribution is to be below ground level with maintenance access from the basement. The zone for services is also to be used for tree pits. Careful consideration will need to be given to the disposal of surface water drainage.

Sustainable development

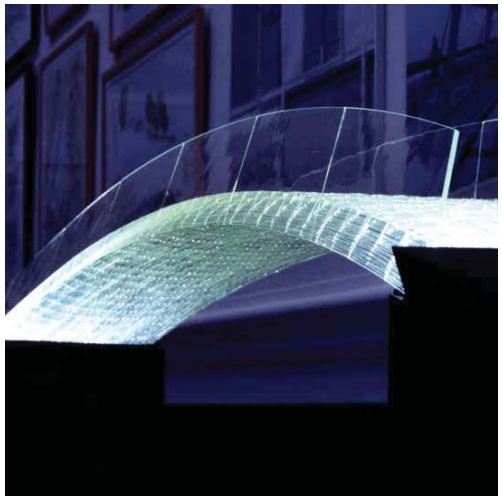
See the Sustainability section 4.0 of this report.
All aspects of sustainability will be covered within the Design codes.

Refuse management

The Design codes will set out requirements for refuse collection ensuring adequate, robust and easily maintainable facilities are provided. The requirements will be drawn up in conjunction with the Parish. The development facilities must enable future schemes for recycling to be introduced without major alterations being necessary.

Construction period constraints

The Design codes will outline measures that the Developer will be required to take to mitigate against the negative effects of construction on the local environment, road and pavement networks. This will include standards of hoarding and protection. Also to be covered; air; noise; light; and vibration pollution. There will be requirements to complete areas of work in a timely manner to guard against work being left unfinished for extended periods during the phased development. For example completion of screening of plant prior to a particular building being deemed complete.



6.3 Design coding

Inclusive design

The whole of the public realm needs to be inclusive to all users to current best practice guidelines (refer to BS 8300: 2001) and as such careful consideration should be given at the conceptual and detailed design stages to positioning of wheelchair accessible parking bays, the design and location of crossing points, the general levels strategy across particular sites, the use and location of paving materials and street furniture.

In particular the following principles should be followed:

- Where steps are required, these are augmented with ramps preferably at 1 in 20 or greater but no steeper than 1 in 12 (8.33%), landings and handrails as necessary and tactile paving along the tops of the steps;
- Tactile paving, designed to the relevant highways guidelines and incorporated into a coordinated paving design, will be provided at controlled pedestrian crossings and other crossing points;
- Tactile paving will also be used at the top and bottom of steps and ramps to indicate a change in level;
- The location of all street furniture items will be considered in relation to general pedestrian movement.

The Esplanade Quarter is to be designed as an inclusive environment: an environment that everyone can use equally.

Whilst accessibility within each of the individual buildings will be developed in more detail as part of their respective building briefs, a number of guiding principles for the landscape and public realm are defined here. A number of these design principles help to make the built environment more inviting and user friendly for able-bodied users, as well as setting down clear parameters and order in the streetscape.

The streetscape is to be designed to be as ‘step free’ as possible. Ramps are used in preference over steps leaving all pavements, pathways and parks wheelchair and ambulant user accessible, as well as making them an easy to use hard landscape for able-bodied users. The streetscape should be designed to ensure that;

- Building entrances have level access directly from the street;
- The streetscape is free from clutter and obstacles;
- Hazards such as randomly placed bollards are avoided and street furniture and signage are positioned carefully away from key circulation routes;
- A lighting scheme provides good illumination, comfort, assistance in orientation, low glare and reflectance;
- There is a clear approach to way finding in terms of clear signage, direct and unambiguous routes and paths, key markers and orientation points and effective lighting;
- Accessible public transport interchanges, bus stops and parking are provided;
- Integrated use of tactile and warning paving is used as appropriate;
- There is consultation at every design stage with local and national access groups and advisory bodies to ensure that the needs of disabled people are being met at a local and city wide scale;
- The whole of the public realm needs to be inclusive to all users to current best practice guidelines (refer to BS 8300: 2001) and as such careful consideration should be given at the conceptual and detailed design stages to positioning of wheelchair accessible parking bays, the design and location of crossing points, the general levels strategy across particular sites, the use and location of paving materials and street furniture.

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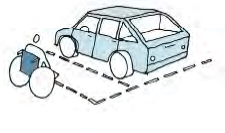
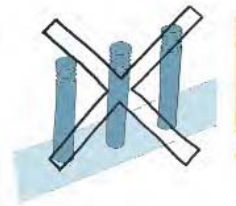


Accessible parking

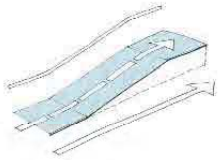
Accessible public transport

Accessibility incorporated into Briefs

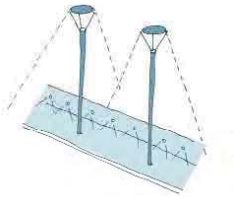
Tactile paving and sensitive landscaping



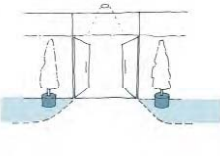
Avoid obstacles



Level access preferred



Effective street lighting



Open and inviting buildings

6.3 Design coding

Community safety

A person's sense of safety and security in an environment are pivotal to their perception, participation in and enjoyment of the public realm.

Initial consultations with the Fire and Rescue and Police services have taken place on the masterplan and both services will be closely involved in the continuing design of the scheme.

Jersey has limited resources to deal with emergency incidents and fires. Serious considerations will be given to the use of sprinkler systems and appropriate smoke extraction systems.

There are a number of schemes designed to facilitate crime prevention through design, which will continue to influence the design development of the public realm and the West of Albert area as a whole. The most prominent of these is 'Secured by Design'

The 'Secured by Design' (SBD) scheme is a UK Police initiative to encourage the building industry to adopt crime prevention measures in design development to assist in reducing the opportunity for crime and the fear of crime, creating a safer and more secure environment. 'Secured by Design' is endorsed by the Association of Chief Police Officers (ACPO), and has the backing of the Home Office Crime Reduction Unit.

Regular consultations and discussions will take place with the local Police force.

English Partnerships 'The Urban Design Compendium' identifies 3 key principles for building in safety

- Ensuring natural surveillance and human presence;
- Minimising conflict;
- Designing in territoriality and community involvement

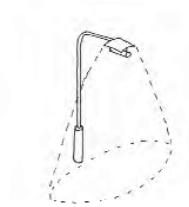
In the Esplanade Quarter this is achieved by the following:

- A key principle in the design of the public realm and latterly the buildings, is that the development blocks are filled to their 'edges' and front directly onto the public realm, this also achieves the required density but minimises blank façades and encourages natural surveillance;
- The ground floors of many of the buildings across the development have a mixture of shops, facilities, cafes, bars and restaurants which will facilitate activity at all times of the day and night encouraging a good level of occupancy and vibrancy;
- The street network of the Eplanade Quarter is an integrated network and avoids dead ends or cul de sacs;
- Where it is located on street parking is positioned directly in front of buildings;
- The soft landscaping strategy for the streetscapes concentrates on urban tree planting and lower level opportunities for street planting to allow unobstructed views at a range above and below eye level, as well as prevent planting being used as a hiding place; and
- Good design with safety and crime prevention in mind should bring about a living and working environment which allows its users to participate and bring it under their 'control' and create a sense of mutual responsibility.

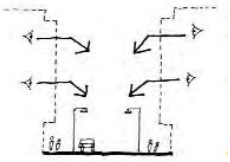
Some more general considerations for the design of the public realm are set out below.

- The creation of active street frontages encourages participation in street life and thus a sense of natural surveillance of the street environment.This is particularly appropriate at main entrances;
- Clear delineation of public and private zones, with semi-public 'buffer' zones or defensible space between;
- Providing open and unobstructed views, clear and directional pathways and routes through an area. Try to avoid high dense planting in certain areas to screen potential assailants;
- Good street lighting is essential for way finding, 24 hour use, civic interest and drama, emphasis of buildings and features, and pedestrian and road traffic safety. The well-lit streetscape should avoid unlit dark areas;
- Clearly defined and observed ingress and egress from buildings, parking and facilities;
- Secure and safe car parking partly on street or in secured car parks;
- Regular maintenance. Although outside the scope of this report, regular maintenance of an area is essential; grass cutting, ground maintenance, litter and graffiti removal and general cleaning;
- Make buildings 'front on to' the public realm. Create clear, direct, unobstructed views in and out of buildings;
- Avoid 'dead ends' and recesses and 'cul de sacs';
- Well designed robust and secure street furniture elements, enclosures, shelters etc to deter anti-social and criminal behaviour;
- Avoid 'blank' end walls and façades;
- Safe and accessible public toilets and recreational facilities where provided; and
- A high quality environment in terms of materials, construction and architectural quality will improve the perception of a neighbourhood as distinctive, held in high regard and worthy of respect. Using high quality materials also means more resistance to vandalism and damage.

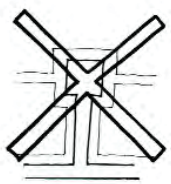
In addition to these design initiatives, CCTV is considered essential in this development in order to address security risks.



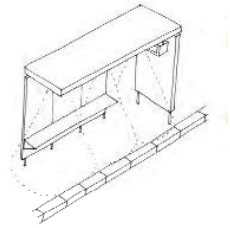
Good street lighting



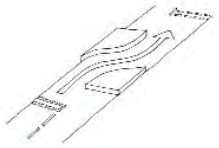
Encourage natural surveillance



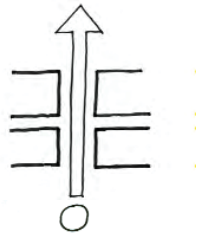
No dead ends



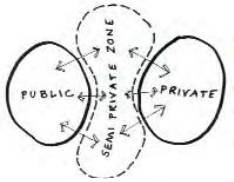
Well designed bus shelters



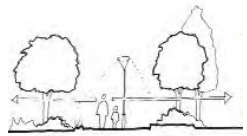
Traffic calming where appropriate



Clear directional routes



Defensible space



Unobstructed views

6.3 Design coding

The Building design code (Part B);

Structural grids

A consistent structural grid (above and below ground) allows a coordinated design and permits the below ground structure to be designed and groundworks construction to be commenced prior to finalization of all details in connection with the superstructure. This approach, allowing the substructure to start at an early stage, will speed up the building delivery.

Building systems

Establishing a building system (a kit of parts) approach at an early stage will ensure a high quality product, help to reduce the construction period on site and should benefit from inherent economies of scale.

Materials

Buildings must be constructed to a high standard. Typically the palette of materials will be:

- Granite (to match the character and colour of that indigenous to Jersey);
- Planar glazing with stainless steel fixings;
- White precast concrete;
- Stainless steel window frames; and
- Louvres of stainless steel and sustainable hardwood.

Active facades

Where possible the buildings should have ‘active façades’ which can be defined as:

- The public edge of the building should house activities which benefit from interaction with the public space and can contribute to the life of the streets themselves;
- Allowing for the creation of natural surveillance and therefore a greater sense of continued observation of the street;
- Building façades which communicate something of what is happening on the inside of the building to the outside; and
- The architecture of the building combined with the occupancy and use creating the active façade.

Architecturally this can be achieved in a variety of ways including:

- Clear glazing in the building façade (i.e. not mirrored);
- Balconies, terraces and bay windows allowing occupants to participate in and become part of the street life;
- Using depth and relief on the façade;
- Glazed atria that are accessed directly from the street, which can become active semi public zones between the pavement and private office;
- Elevations offering an element of shelter such as colonnades and building overhangs;
- Designing entrances to have prominence and importance within the streets and squares;
- No blind and ‘passive façades’; and
- Attention to articulation and detail in the façades.

Vertical zoning

The vertical zoning of the Esplanade site locates a mix of retail, cafe/restaurants and other leisure uses at street level with entrance lobbies and service access points for the commercial, residential or hotel uses above. Particular buildings may also accommodate roof top restaurants or other leisure activities on the top floors.

The lowered central square will be surrounded by retail and/or cafes and restaurants. Office space can be located away from the central square facing the sea wall.

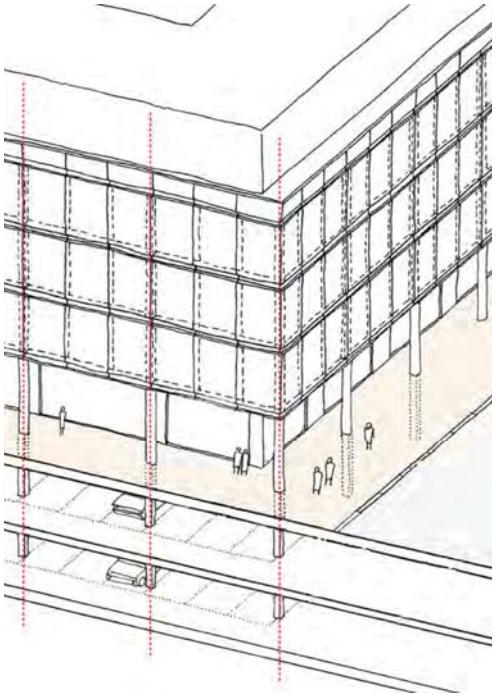
Buildings should have three distinct layers:

- A ground floor level with a set back ‘active’ elevation behind a colonnaded or overhanging building façade over;
- A mid section comprising the largest component and area of the façade; and
- Set back top floors with perimeter terraces.

All three levels of the elevation should relate to one another compositionally and materially, and consideration should be given to their individual features as well as their contribution to the whole elevation. Elevational characteristics will be derived from the correct use of:

- Formal ordering and composition;
- Choice of building materials;
- Method of construction and its expression; and
- Implementation of the details.

The block disposition places all building elevations within the public realm and they are to be treated as public elevations. All main street elevations and those facing directly onto areas of public realm should be treated and designed with a similar level of quality and detail. This is to maintain architectural consistency, avoid rear elevations and protect the quality of the environment.
Roof top plant must be ordered neat and have minimum visual impact and is not to be seen from the public realm. Similarly there should be a minimum amount of visible louvres and grilles at ground level.



Structural grid co-ordination (above and below ground)