

## 2 Le Masurier Bath Street and Nelson Street car park sites

North St. Helier Masterplan

This latest iteration of the Masterplan has looked more closely at the opportunities and constraints associated with this site. In January 2010 the owners published an early discussion document setting out their vision for this site. To date a planning submission has not been made. The Le Masurier suggestions included the provision of 210 publicly available parking spaces and the Masterplan proposes that this comprises 100 shoppers car parking spaces and 110 existing stay commuter car parking. For the shoppers parking to be effective a new pedestrian link should be made from the Le Masurier Bath Street site to Minden Street and through to the markets. Further work needs to be undertaken to identify the optimum location for this link.

The Odeon Cinema and 92 Bath Street are currently listed, any redevelopment proposals for this area requiring demolition will need to be properly evaluated and substantiated through the planning application process. An application is anticipated once the company has completed the revised impact assessments and its own public on-line consultation.

The grain of new development should be sympathetic to the existing urban grain as detailed in the St Helier Urban Character Appraisal.

The development should provide improvements to the public realm in the form of public open space and pedestrian permeability and should be developed as part of an overall plan in conjunction with the Nelson Street car park site and Minden Place.



Photo of the Old Fire Station



Plan of the Bath Street redevelopment area

Consider within the overall redevelopment of the Bath Street and Minden Place car park site



Top to bottom:

View along Halkett Place  
View towards Wesley Church along Halkett Place  
View looking into Minden Street  
View looking at the existing Salvation Army Citadel on Minden Street

### 3 The Town Park

Work is currently underway in implementing the Burns+Nice landscape scheme for the Town Park. Whilst the park is well situated in the centre of the north of town area, the immediate surrounding buildings are unsuitable in their current form to provide a successful enclosure to the park. For an urban public space to be a success, it requires a good natural surveillance and sense of enclosure.

The original Masterplan proposed to incorporate perimeter residential development along the eastern side of the Gas Place site to provide a formal enclosure to the park, whilst encouraging redevelopment of the remaining unsatisfactory perimeter buildings on Robin Place. Following the consultation a decision has been taken not to place housing (or underground parking) on the Gas Place site and this has necessitated a revised approach.

In response to this the masterplan proposes that the visual enclosure and public surveillance of the Town Park will be provided by siting housing development (and public parking and further amenity space) on the western end of the Jersey Gas site. Further public car parking provision has been re-assigned to the Le Masurier and Jersey Brewery sites, this will be provided when these sites are developed.

#### KEY

##### APPLICATION SITE

1. Play area - Toddler's
2. Play area - Kids (age group 4-11)
3. The Lawn
4. The Water Field - interactive water jets
5. Boules / Pétanque
6. Practice Area
7. Clear Stem Bosque and Story Telling Area
8. Entry Plaza
9. Water Curtain
10. Pergola Walk
11. Gardens
12. Pergola

##### WIDER CONTEXT

13. New crossing
14. Le Seelleur Plaza
15. Shared surface streets



Millennium Town Park looking east from Gardens



Millennium Town Park looking west from Water Field piazza

## 4 The Jersey Gas Site

The Masterplan proposes that this site is suitable for a significant new residential development should it become surplus to the Gas Company's requirements. This will only occur if the company can extend its site at La Collette onto States land. Discussions have taken place with the International Energy Group (the parent company) which has indicated a willingness to work with the States to achieve the States and its own commercial objectives.

The Revised Masterplan proposes 24,000 sq.m. of housing development (approximately 300 dwellings), enclosing public open space, with underground car parking spaces for residents and commuters. The scheme could also include community or commercial use, such as live-work units, shop, doctor's surgery, dentist, pharmacy, crèche etc. Negotiations with Jersey Gas to create a right of way from the new town park through one of its properties to Belmont Road are already in progress. A further possible link to the east linking the Jersey Gas site to the northern end of Ann Street is also being considered.

Any new buildings should be predominantly 5½ storeys (including a lower ground floor) and could enclose further open amenity space and provide a pedestrian route to St Saviour's Road. New development will need to be sympathetic to the scale of the surrounding buildings.

A review of the existing listed buildings on St Saviour's Road will be undertaken to see if they merit their listing.

As well as providing 180 below ground residential parking spaces, the site will be required to deliver 138 car parking spaces for long stay public use. This will be subject to a management agreement with Transport and Technical Services.

The site must be fully remediated as part of the redevelopment within the context of a thorough archaeological assessment.



A view of the central square in the proposed Jersey Gas site redevelopment



View of the new Jersey Gas site development looking east over the proposed Town Park

## 5 Ann Court

This site is suitable for residential development of 5½ storeys, a new public square of approximately 1/3 vergee (1,700 sq.m.) together with 300 underground parking spaces including 185 short stay shoppers car parking spaces.

The original proposals for Ann Court involved the siting of a multi-storey car park on the site with limited residential development circling it. The local residents association (TRRA) mounted a vociferous objection to the scheme in terms of the physical scale of the proposed car park, the potential oversupply of parking in the area, its location in a residential area and resulting road safety, pollution and noise issues. Deputy Martin led a successful campaign which overturned the multi-storey car park proposal.

Looking east down Phillips Street, Ann Court is a highly visible site located on an axis at the end of Minden Place. In the distance, Victoria College and the wooded escarpments surrounding St Helier make an attractive long vista marred only by De Quetteville Court. The site is an ideal location for an urban public square, both visible and accessible from the town centre shopping area, but also firmly located within the residential area. The Jersey Arts Centre would benefit from the adjacency to the new public square. People working in, and visiting the town centre, will be able to use the square at lunchtimes while it becomes more of a local, residential square outside the working day and at weekends.

Initial thoughts on quantum of residential parking suggest that each dwelling should be allocated one parking space. It is expected that many residents will not own a car living as they will do in the centre of St Helier. Car clubs will be encouraged and parking spaces dedicated.

The public spaces in the Ann Court car park, will be available for overnight and weekend parking for local residents.

The proposals assume the purchase and replacement elsewhere in the scheme of the existing public house and demolition of all existing housing upon the site.



View down Phillips Street to the new Ann Court development (De Quetteville Court removed)