



DEPARTMENT FOR INFRASTRUCTURE

JERSEY FUTURE HOSPITAL PROJECT
ENVIRONMENTAL IMPACT STATEMENT
NON - TECHNICAL SUMMARY
APRIL 2018

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1

WHAT IS THE JERSEY FUTURE HOSPITAL PROJECT?

The Jersey Future Hospital (JFH) project is the proposed development of a new hospital and associated public realm in St Helier. The new hospital would replace the existing inefficient Jersey General Hospital (JGH) with a modern facility that meets the current and expected future healthcare demands on Jersey. The application site is shown in Figure 1.

The application for the proposed JFH is being made by the Department for Infrastructure and at this stage is in outline. The massing, siting, external appearance, materials and landscaping details will be subject to further detailed planning applications. If outline consent is granted, these details will be developed further at the detailed design stage and would be subject to further approval requirements through the planning process.

The Environmental Impact Statement (EIS) is submitted to accompany the planning application. It describes the environmental effects of the proposed project, assessed in accordance with the Planning and Building (Environmental Impact) Order 2006.

This document is the Non-Technical Summary of the EIS for the proposed JFH.

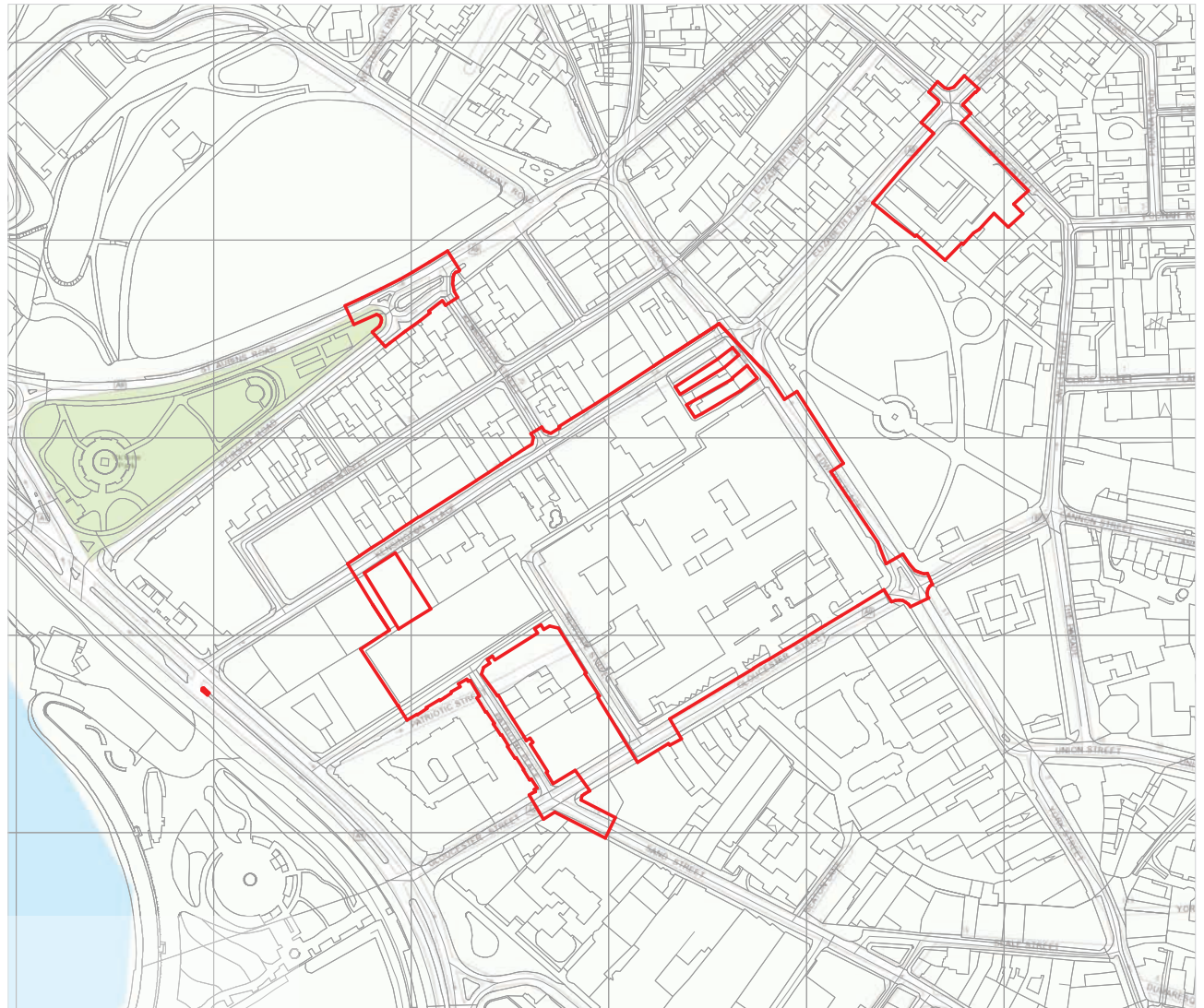


Figure 1: Application Boundary

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WHAT IS BEING PROPOSED?

NEW HOSPITAL

The proposed JFH will provide a total of around 288 bed spaces which will be split across a number of wards as follows:

- 192 inpatient beds;
- 26 Emergency Assessment Unit / Clinical Decisions Unit;
- 12 critical care;
- 22 private;
- 9 newborn unit;
- 15 paediatric; and
- 12 obstetrics and gynaecological.

The proposed JFH has three main buildings plus Westaway Court:

- **Block A** - a building on Kensington Place which is four storeys (ground+3) to a maximum height of 20.6m and stepping down to three storeys at the street frontage;
- **Block B** - a building in the centre of the site, with entrances on Gloucester Street and Newgate Street. It is a maximum of six storeys (ground+5) plus a non-occupied plant/flue level above to a maximum height of 34m;
- **Block C** - a three storey building that will be the main entrance once the new hospital is complete. It would have a maximum height of 15.6m; and
- **Westaway Court** - a new building for outpatient use fronting Elizabeth Place and Savile Street, rising to 2, 3 and 4 storeys.

Around the hospital new areas of public realm would be created. These are:

- Hospital gardens on the site of the exciting 1960s block;
- Pedestrian links from the Parade to the main front entrance and behind the Granite Block to a secondary entrance;

- Connection between Patriotic Street multi-storey car park to the main hospital building; and
- Creation of amenity space accessible to everyone in the forecourt of the Granite Block.

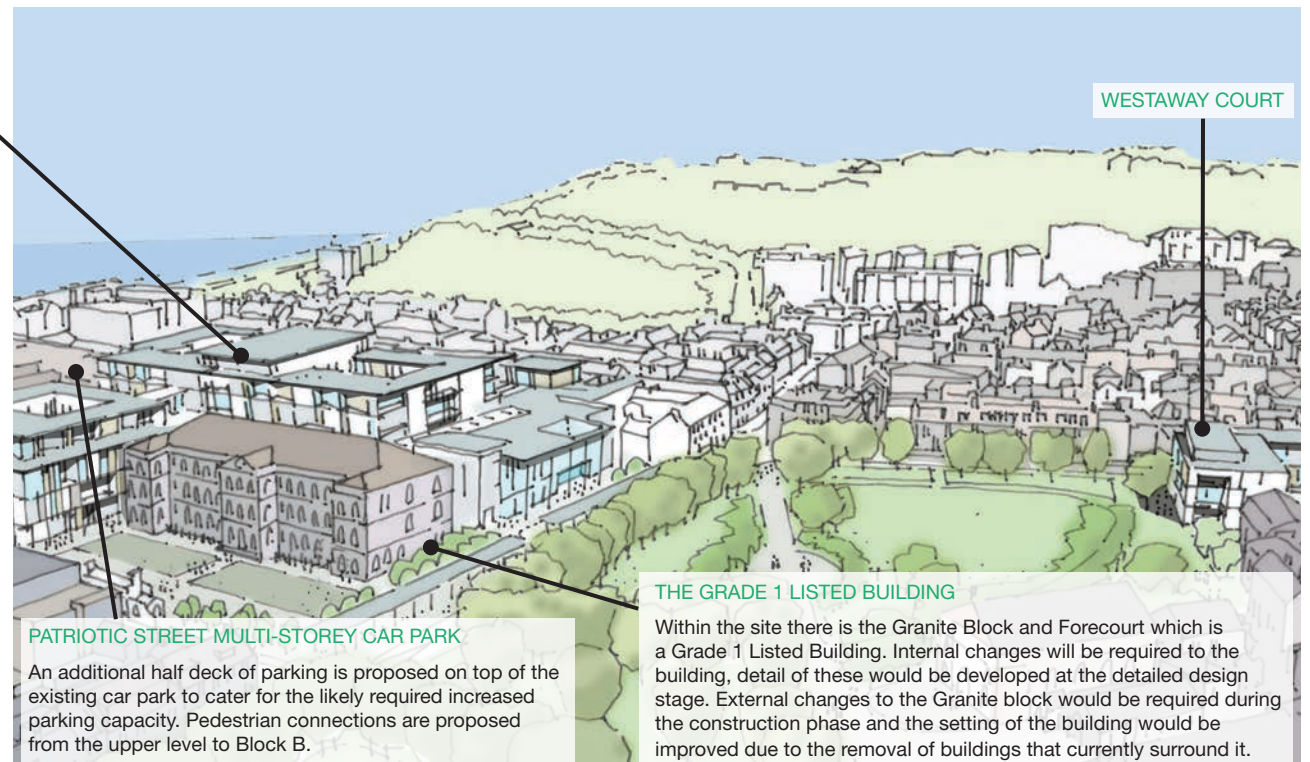


Figure 2: Hospital 3D View

DEMOLITION AND RELOCATION REQUIREMENTS

The replacement of the existing JGH with a new hospital will require the demolition of existing buildings within the application site. These include:

- Peter Crill House;
- Gwyneth Huelin Wing;
- Link block;
- Engineering block and chimney;
- 1960s and 1980s blocks;
- Westaway Court;
- St Elmo's (a modern extension to the rear of 1 Edward Place);
- Stafford and Revere Hotels;
- 33-40 (including Sutherland Court) Kensington Place; and
- 44 Kensington Place.

The buildings which currently function as the JGH will be demolished in a phased approach. So that hospital services can continue during construction, several hospital functions will be relocated from within the buildings to be demolished. Most of these works do not require planning permission. Where they do, separate planning applications would be applied for.

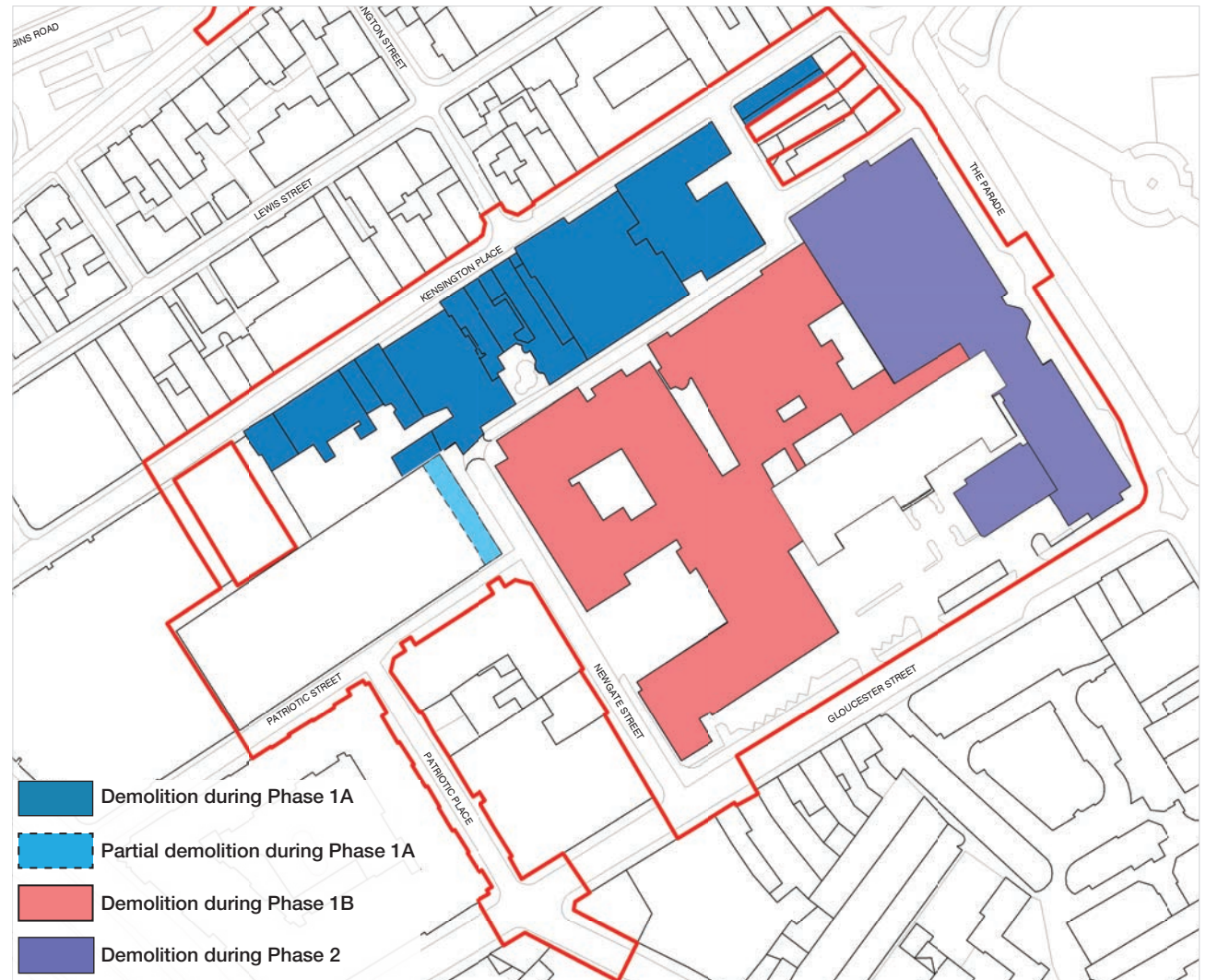


Figure 3: Demolition Plan

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ACCESS AND MOVEMENT

ACCESS TO PATRIOTIC STREET CAR PARK

All vehicular entrance and exit to the car park will be concentrated on the Patriotic Street and Kensington Place entrances. The current car park exit onto Newgate Street will be removed.

DROP OFF ZONES

The drop off zone for visitors, taxis and patient transport service vehicles would be split between the main building entrance on The Parade and on Newgate Street.

EMERGENCY VEHICLES

Emergency vehicles access would be located on Newgate Street, south-east of the proposed junction with Kensington Place. Ambulances will be able to arrive via Kensington Place, Patriotic Street and Gloucester Street.

To exit, ambulances would use either Newgate Street/ Gloucester Street or Kensington Place/Kensington Street.

SERVICE VEHICLES

Service vehicles, including hearses would enter the site via an entrance on the western end of service block off Kensington Place and exit at the eastern end of the service block onto Newgate Street. This would be at ground level.

BICYCLES

Bicycle-parking zones for staff would be provided within the basement of the proposed JFH and to the rear of the Granite Block. There would also be provision of bicycle parking for visitors and patients with both internal and external parking provided.

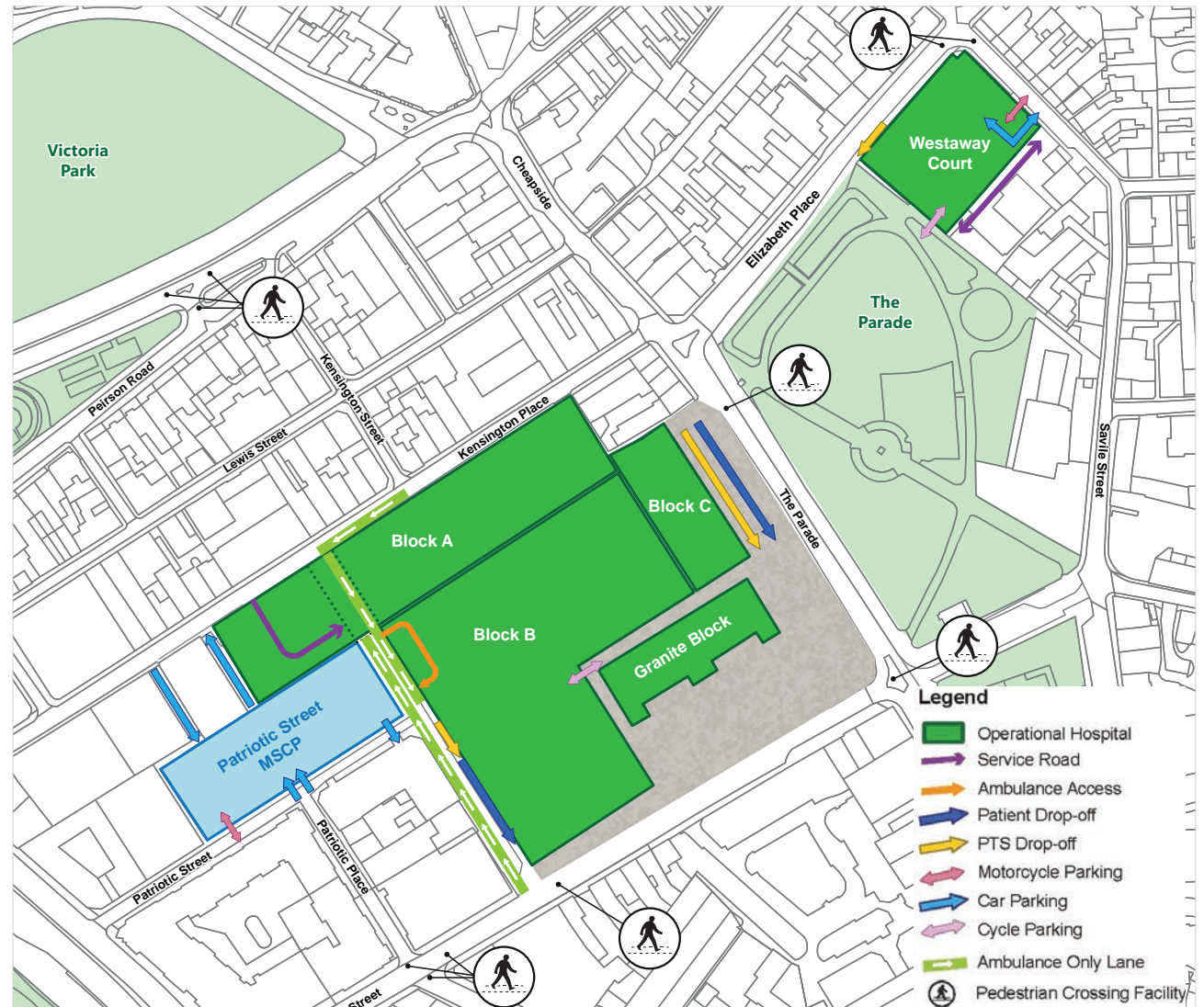


Figure 4: Overall Access Strategy

4 EVOLUTION OF DESIGN

Numerous options regarding site selection and site configuration have been assessed. A States (government) decision was taken in 2016 to build JFH on the existing General Hospital site (P110/2016 - 'Future Hospital - Preferred Site').

An initial outline planning application was submitted in July 2017 and included a proposal for the hospital on a smaller footprint within the same site. Those proposals were rejected due to the proposed building height and the negative impact that it would have on the skyline and townscape, heritage assets and the amenity of neighbouring residents.

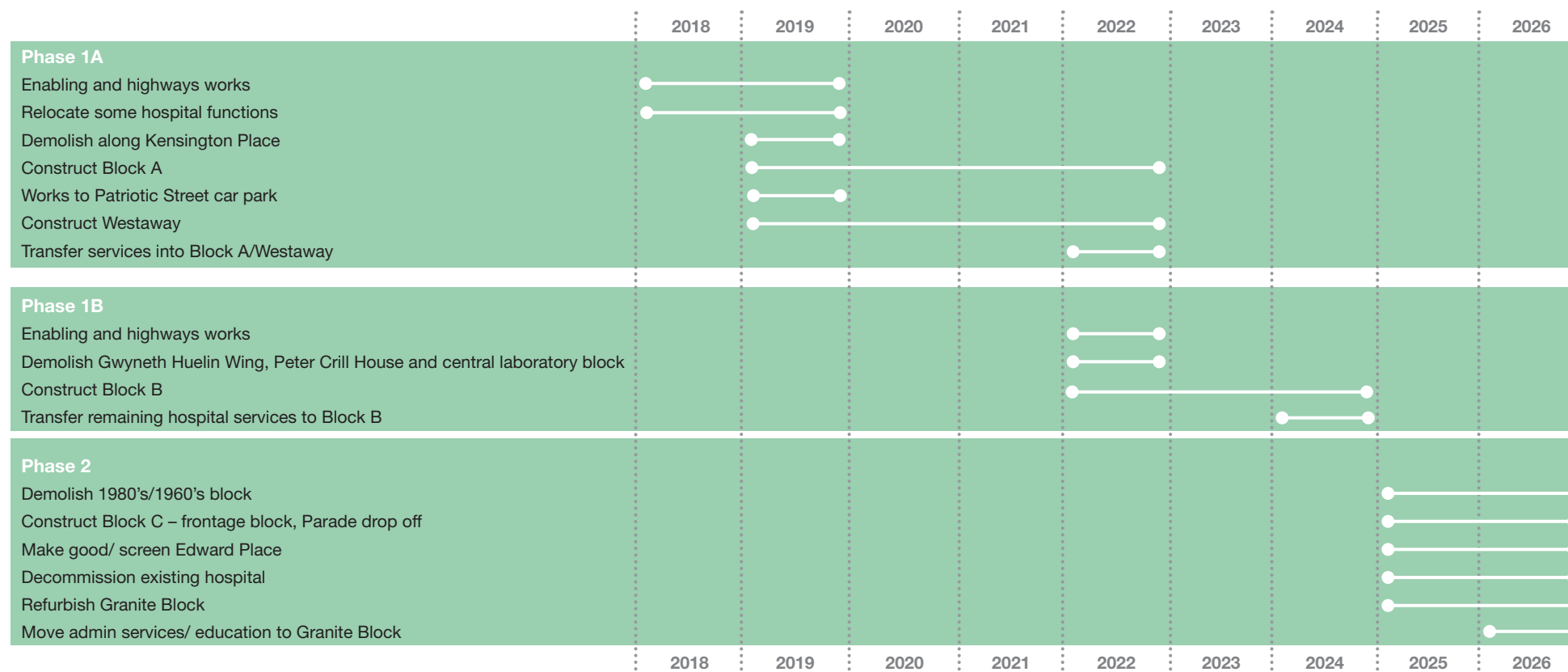
The design has been revised in response to these concerns. The new proposal will be delivered in two phases, over a greater site area of the existing JGH site and on Westaway Court. This allows for JFH to be built with a reduced height (up to six storeys instead of 14).



Figure 5 and 6: Parameter Views of Jersey Future Hospital

5 HOW WOULD THE HOSPITAL BE CONSTRUCTED?

JFH would be constructed between 2018 – 2026 and is split into the following defined stages:



A Construction Environmental Management Plan (CEMP) would be prepared and followed by the contractor. This would set out how environmental issues are to be managed during the construction phase in order to avoid or minimise any potential impacts.

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SUMMARY OF ENVIRONMENTAL IMPACT ASSESSMENT FINDINGS

The environmental impact assessment is a statutory requirement to enable an understanding of likely environmental effects, and to prevent, reduce and monitor such effects where appropriate. The assessment also identifies and proposes enhancement for positive effects where this is possible.

The environmental impact assessment has considered the following aspects of the environment:

- Air quality;
- Noise and vibration;
- Traffic;
- Biodiversity;
- Geology, hydrogeology and contamination;
- Water;
- Heritage;
- Waste;
- Wind;
- Socioeconomics;
- Townscape; and
- Visual effects.

Engagement has been undertaken with stakeholders through the environmental impact assessment process to agree topic assessment scopes and methodologies and provide input to the design. The environmental impact assessment has informed the design of the proposed JFH to drive improved environmental performance.

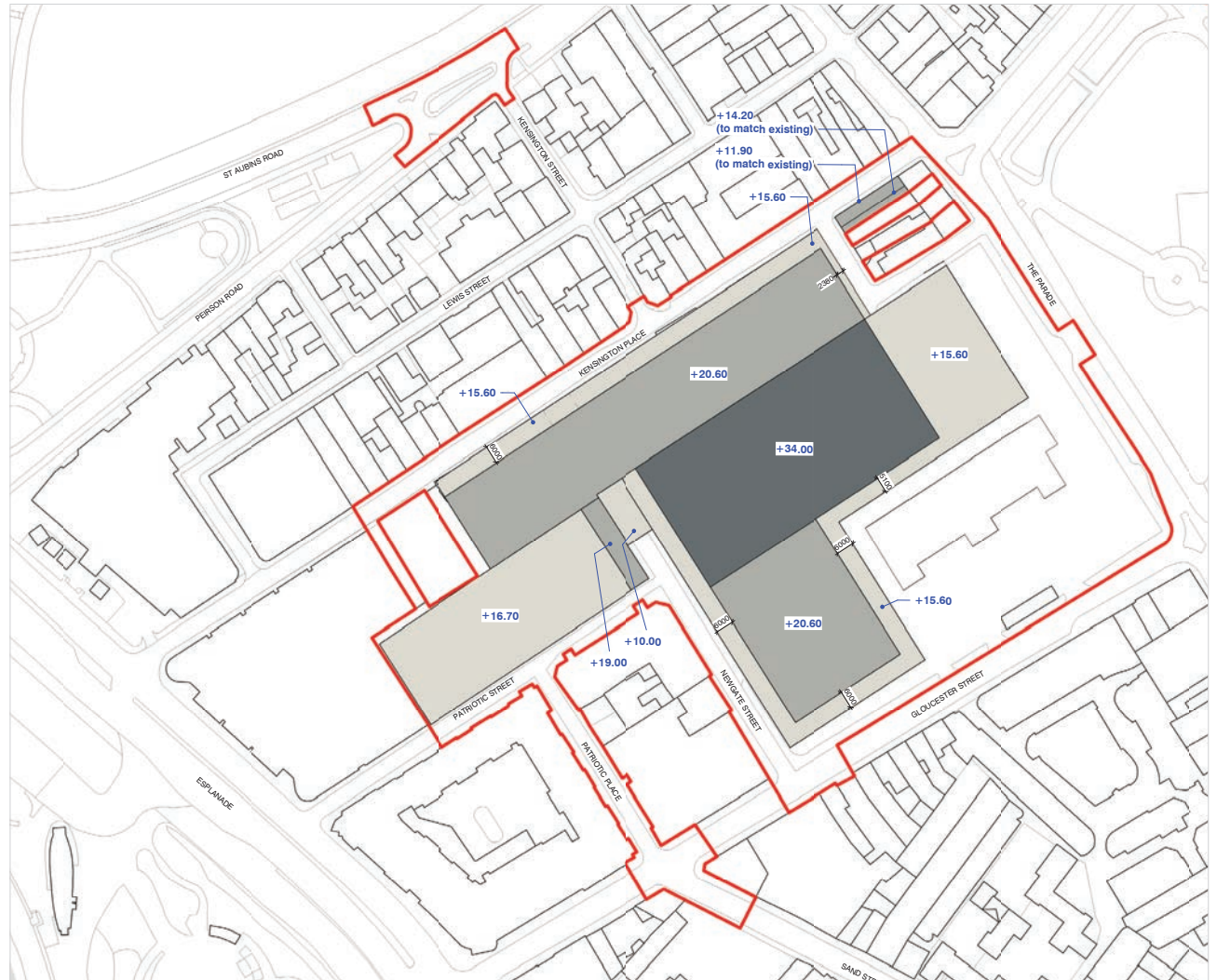


Figure 7: Massing and Scale Parameter Plan for the Main Site

AIR QUALITY

Demolition and construction-related activities have the potential to generate dust emissions. However, measures to control dust emissions would be implemented through a CEMP, the result of which would be to reduce the effect of the emissions to negligible levels, rendering remaining effects not significant.

Emissions from vehicles associated with all stages of construction and operation have been assessed and the effect on local air quality shown to be not significant.

NOISE AND VIBRATION

During demolition and construction there will not be any significant residual noise effects from construction plant and activities, due to construction methods and mitigation, with the exception of demolition and construction traffic noise, which is likely to have a moderate, significant impact. This is mainly due to their timescale (i.e. road diversions during demolition and construction totalling four to five years), impacting properties along Lewis Street.

Vibration will not be significant for properties and people outside of the site boundary. Within the existing General Hospital, vibration sensitive equipment (e.g. Radiology, Pathology) and occupancies (e.g. Theatre including emergency Theatre) are likely to be impacted where it is used during the demolition and substructure construction works. Vibration mitigation, including management of demolition and construction activities, has been proposed in order to reduce vibration impact; however, some risk of disruption remains.

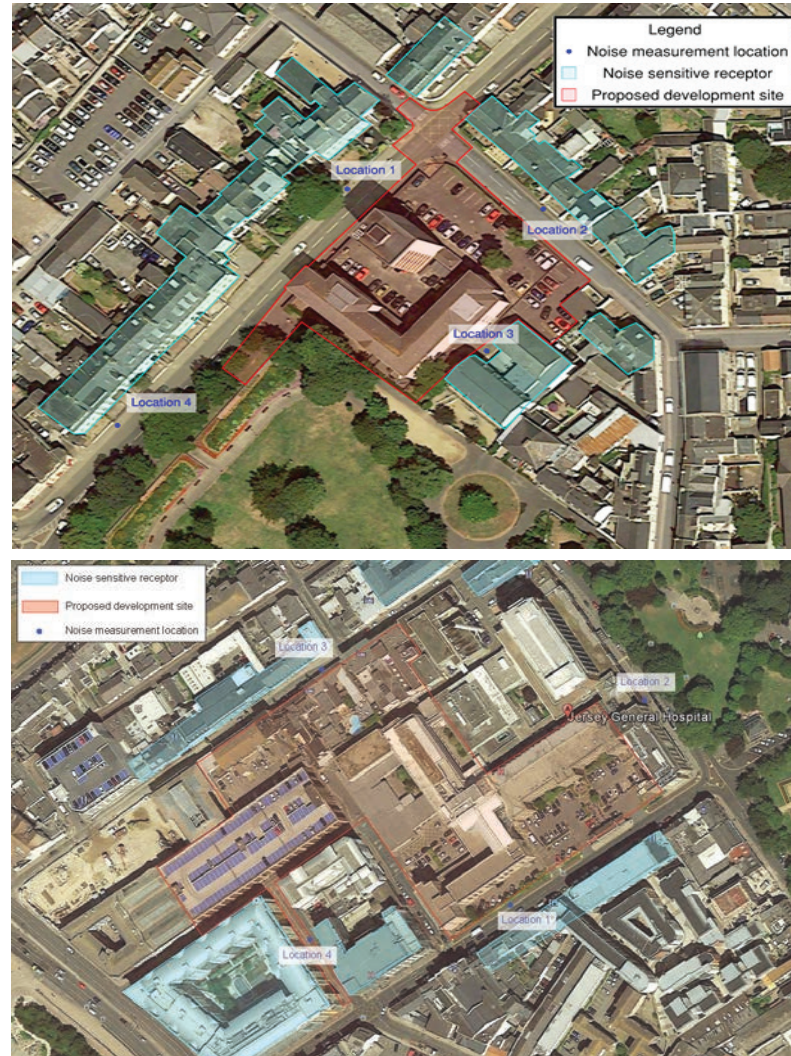


Figure 8: Baseline Noise Survey Locations at Westaway and Main Site

TRAFFIC

A full transport assessment has been carried out which looks at potential traffic and transportation impacts of the proposed JFH during and after construction. Impacts are considered in terms of severance, pedestrian delay, pedestrian amenity, fear and intimidation (of road users as a result of increases in Heavy Goods Vehicles), driver delay and the risk of accidents.

To reduce effects from traffic, mitigation proposed during construction includes:

- Junction improvement scheme including the introduction of traffic signals at the St Aubin's Road/Kensington Street/Peirson Road junction to accommodate the largest vehicles associated with construction;
- The introduction of traffic signals at the Gloucester Street/Seaton Place/Patriotic Place junction to accommodate the two-way traffic flow on Patriotic Place;
- A signalised pedestrian crossing is proposed as part of these on the Patriotic Place entry to this junction;
- Potential reduction of speed limit from 30mph to 20mph on Lewis Street; and
- The CEMP would propose that banksmen operate on Kensington Place, Kensington Street, Patriotic Street and Newgate Street to control HGV deliveries.

As a result of this mitigation the only significant effect remaining would be the increased Heavy Goods Vehicle trips on Kensington Place, Kensington Street and Patriotic Street during construction. There would be no significant traffic effects once the proposed JFH has been constructed.



Figure 9: View Of Proposed JFH

BIODIVERSITY

The application site has very limited ecological interest and the proposed development would not result in any significant effects. The design proposals include the introduction of green space which would improve opportunities for enhanced ecological habitats.

GEOLOGY, HYDROGEOLOGY AND CONTAMINATION

Effects on geology are considered not significant. Mitigation identified through the assessments includes completing an intrusive ground investigation to confirm what contaminants are actually present on the site and to confirm the groundwater levels. The findings from the ground investigation would be assessed and if necessary a remediation strategy would be prepared which would identify how the contamination should be dealt with. Any impact from construction of the basements on the groundwater flows would be addressed through a detailed design. As a result of the mitigation no significant effects are predicted.

Due to the nature of the site it is possible that there is pre-existing contamination which could be mobilised during construction activities, resulting in effects to human health and ground water. Standard appropriate mitigation following health and safety best practice, including the use of appropriate personal protective equipment (PPE) and dust suppression during excavation works would be employed. This mitigation would be implemented through a CEMP.

WATER

The water resources assessment looks at effects on flood risk, groundwater flows, pollution of water bodies and demands for water supply and wastewater disposal. During construction, measures set out in the CEMP would ensure that there would be no significant effects.

Flood modelling has identified that whilst there could be potential flooding on Gloucester Street in the event of tidal flooding, it would be below the threshold level and the hospital would not be affected.

The basement would also be sealed to ensure no water ingress, and therefore plant in the basement would be protected.

Surface water drainage from the site is not expected to increase and therefore no effects have been identified. In terms of foul drainage from the operational hospital, the existing capacity within the foul drainage system is sufficient to accommodate the proposed development.

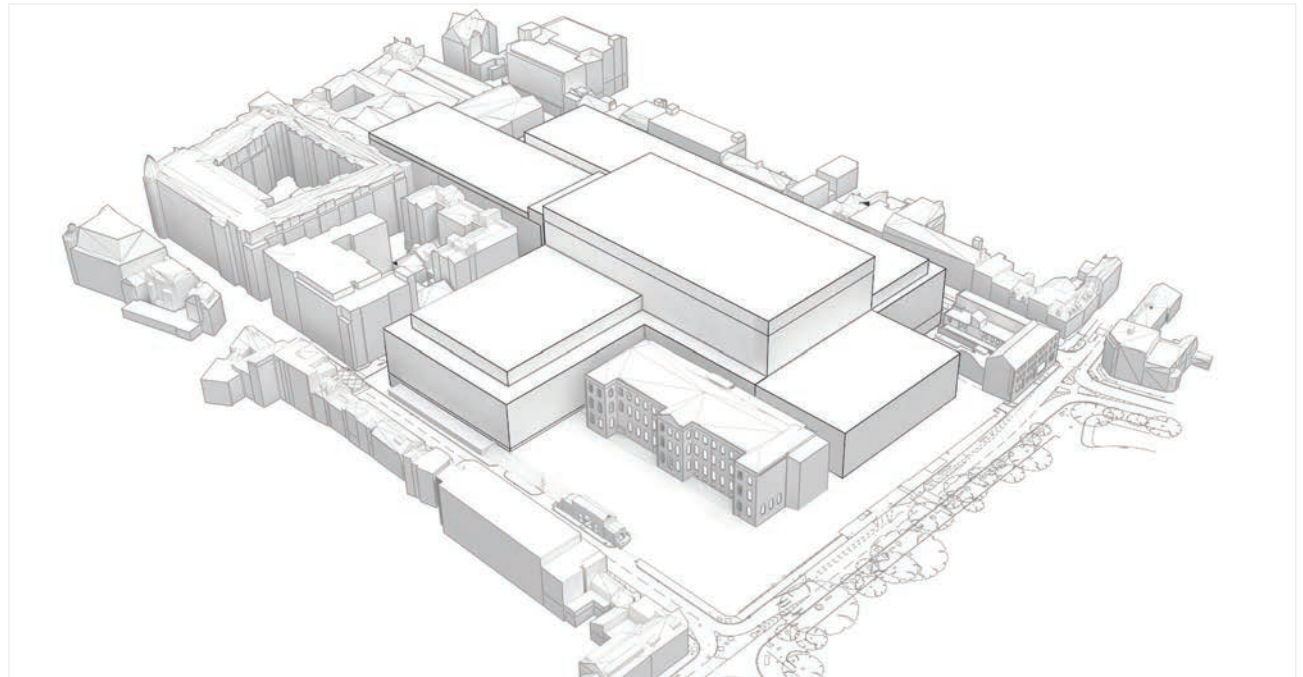


Figure 10: Parameter Envelope of the Main Future Hospital Building

HERITAGE

The heritage assessment considers the potential construction and operational impacts on heritage assets including listed buildings, listed places, areas of archaeological potential and non-designated assets.

No physical damage will result to cultural heritage assets although the setting of these assets will be changed as a result of the massing (height) of new hospital buildings.

The overall effect on the Granite Block (Grade I listed building) is beneficial, as the removal of later extensions and vehicle access from the forecourt and the removal of the 1980s and 1960 block will significantly enhance its setting by reinstating its historic context. Overall, in respect of cultural heritage assets, no other significant effects have been identified.

Archaeological assets on the site are currently unknown and therefore only estimations can be made on the potential for them to be present based on an understanding of the site's history. Until more detailed archaeological investigations are carried out, potential effects have been assessed to be significant and will be mitigated during construction through archaeological watching briefs, as is standard best practice.



Figure 11: The Granite Block: Grade 1 Listed Building

WASTE

The demolition of buildings within the site boundary and construction activities would result in a large volume of waste (a total of approximately 147,000 tonnes). This waste would need to be handled within the context of the available treatment and disposal capacity on Jersey.

The assessment has identified that during demolition and construction there would be a significant effect on waste management on the Island due to an insufficient capacity to recycle demolition and excavation waste on Jersey.

Whilst significant, this effect is short term (over the construction phase from 2018 to 2026) and can be mitigated through engagement with the waste management contractors and facilities so that they have time to plan for the increased waste quantities.

There would be no significant effects on waste management during operation of the proposed JFH.

WIND

A qualitative desk study was carried out to assess the pedestrian level wind comfort and safety levels around the proposed JFH compared to the existing conditions. It was found that all areas would be within acceptable levels except along Newgate Street and around the western face and corners of the Westaway development.

Mitigation options are proposed which include local landscaping and recessing of building entrances and are expected to improve conditions to acceptable levels. Any option considered would need to be tested at the detailed design stage to optimise the design.

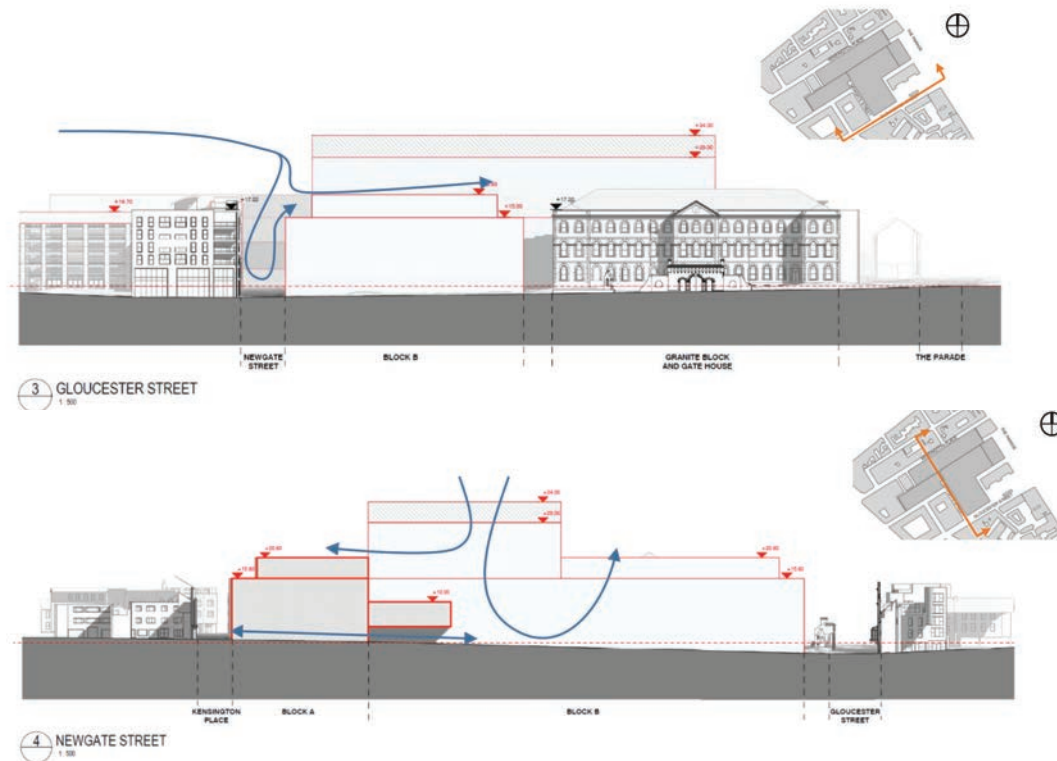


Figure 12: 3D view of the proposed development showing the main wind mechanisms from the west and south-west.

SOCIO-ECONOMICS

The socio-economic assessment describes effects that would result from the proposed JFH on socio-economic receptors including local residents, local businesses, the labour market, property and land use and hospital services. Due to the changes that are proposed for the site, a number of mitigation measures have been identified to minimise adverse effects on these receptors. This includes:

- **Local residents** – Where properties are required, purchase of property at market rate plus a premium in order to compensate property owners and appointment of a local agent to assist tenants with relocation in advance of the works;
- **Local businesses** – Support to relocate through local agent and work to minimise disruption and loss of trade;
- **Amenity effects on local residents** – Application of best practice construction management measures to minimise disruption;
- **Construction employment** – Work with the Jersey Construction Council to ensure that local sourcing and training of construction staff focusses on areas and skills which are required on-island, ensuring longevity in the benefits to Jersey;
- **Housing market** – Implementation of an accommodation strategy, potentially incorporating an accommodation village or similar;

- **Key worker accommodation** – Provision of alternative housing, managed by the States Property Team, in conjunction with the Hospital Human Resources (HR) team; and
- **Hospital services** – Implementation of a phased relocation strategy.

With these mitigation measures in place, the only remaining significant adverse effects will be on local residents and local businesses that will lose their properties from the demolition. There would be a significant beneficial effect on the local labour market as a result of construction jobs and training opportunities.

TOWNSCAPE AND VISUAL EFFECTS

The Townscape and Visual Impact Assessment (TVIA) assesses the likely significant effects of the proposed JFH on the character of the local townscape, landmark buildings, urban spaces and the wider landscape, and on people's visual amenity. Effects on townscape and visual receptors are closely related but separately assessed, the former relating to the townscape as a resource and its overall character, and the latter to views and their amenity role. In both cases, the assessment has drawn upon a series of 27 assessment views, which were agreed with the Department of Environment, for which modelled versions have been prepared to show the massing of the proposed buildings.

Townscape effects

The St Helier Urban Character Appraisal divides the town into a series of urban character areas and identifies a range of landmark buildings. During demolition and construction works significant temporary adverse effects are predicted for the character area in which the sites are located (The Parade and Esplanade), for the unlisted hospital buildings (which will be demolished) and for the setting of the listed hospital buildings (the Granite Block), and the listed Opera House and Parade Gardens.

Buildings to be demolished, notably the “1980s block”, are prominent and whilst they function as landmarks they otherwise detract from the townscape. The new building on the site will be lower than the 1980s block that will be demolished. On the main site, these demolitions will open up views towards the Granite Block. The proposed buildings will be of larger footprint than those they replace and will generally be taller than the surrounding buildings. The buildings on the main site will be modelled so as to step back from the adjoining streets, whilst improvements will be made to the frontage of The Parade and the Granite Block forecourt.

As a result, the townscape effects will comprise a combination of positive and negative influences, which in several cases are finely balanced. Significant neutral effects are predicted for The Parade and Esplanade character area and the settings of Elizabeth Castle, the Opera House and Victoria Park, whilst significant beneficial effects are predicted for the listed hospital buildings, the setting of Parade Gardens and the role of the hospital as a landmark.

Visual effects

Visual effects were assessed using viewpoints that were representative of typical views experienced by receptors. Figure 13 shows where the viewpoints closest to the site boundary are located. Visual effects will be unavoidable during the construction period, due to the scale and proximity of the works, and the sensitivity of the many people who are likely to see them. Significant adverse effects are predicted for residents of Gloucester Street, The Parade, Savile Street, Rouge Bouillon, Elizabeth Place, Cheapside, St John's Road/Westmount Road, Kensington Place and Newgate Street, as well as for users of Parade Gardens and People's Park.

Even allowing for the probable design quality of the proposed buildings, their proximity and scale are predicted to give rise to significant adverse effects on residents in Kensington Place and Newgate Street. Some residents in Gloucester Street and Savile Street may also experience adverse effects, whilst others may experience significant benefits. The effects on residents in The Parade, Rouge Bouillon, Elizabeth Place, Cheapside and St John's Road/Westmount Road are predicted to be neutral. The effects on users of Parade Gardens and People's Park are predicted to be beneficial and neutral respectively.

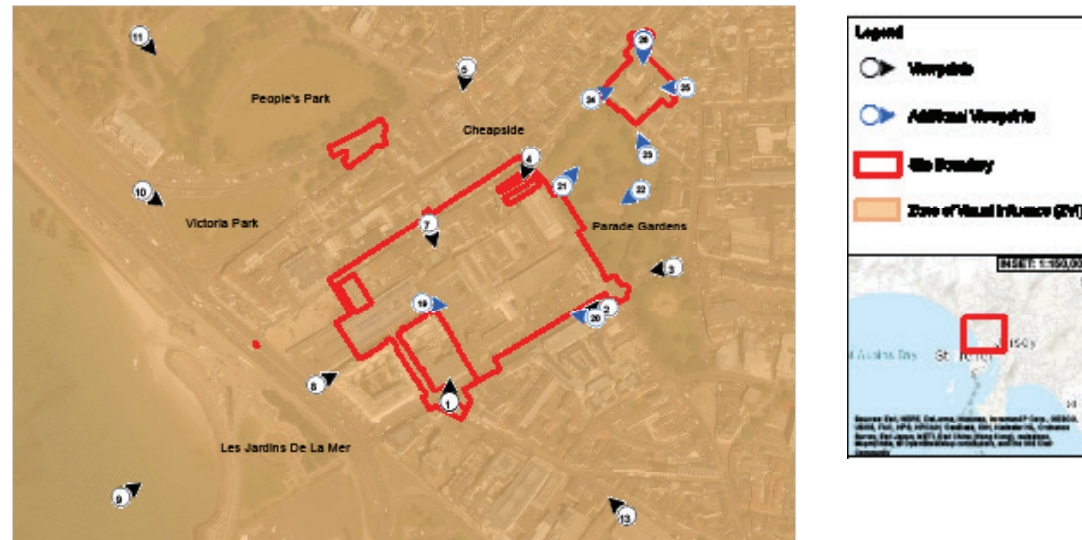


Figure 13: Closest View Point Locations

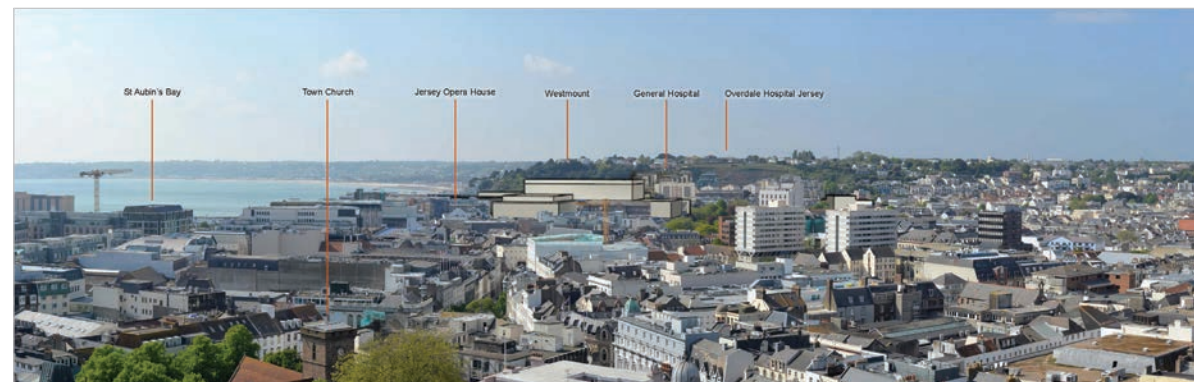


Figure 14: Parameter Envelope of Jersey Future Hospital (Viewpoint 14)

7 MORE INFORMATION

For more information please contact:

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