

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.

The proposal to develop the Ann Court site for social and / or market housing for the elderly will be the subject of a full consultation with relevant stakeholders. If the outcome is positive then a feasibility study will then be progressed.



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



View of the Ann Court from Providence Street

6 Belmont Gardens

Once the white vans which park on this market traders Parish car park have been properly relocated at one of the new car parks, this small triangular Parish owned site becomes available for a small local park linking the pedestrian/cycle route from Ann Court to the Town Park.

Directly opposite the site is the proposed new pedestrian and cycle route link connecting through to the Town Park site. Negotiations with Jersey Gas for this right of way are already in progress. A further possible link to the east linking the northern end of Ann Street through to the Jersey gas site is also being considered.

Traffic control measures will be required on Belmont Road to ensure safe crossings are provided for pedestrians and cyclists.



Belmont Road



Belmont Gardens

Link to Tunnell Street

Belmont Road



Tunnell Street

Link to Belmont Road

View of Belmont Road and Belmont Gardens

Top: View of Belmont Road and Belmont Gardens
Bottom: View of Tunnell Street showing the proposed link from Belmont Road to the Town Park

7 Minden Place

The existing car park may have a further 10 years of life before it requires replacement and it currently provides compact, centrally located shoppers parking.

Subject to a review at the end of its life, the Masterplan proposes the redevelopment of the unattractive car park and its replacement with a new commercial/residential development with retail on the ground floor opening onto a small square facing Minden Place. Below the development will be an underground shoppers car park providing space for 100 cars together with 25 spaces for the residential accommodation. 10 disabled parking spaces will be provided at street level.

Historically the site was once the old Cattle Market and as such, was an important and vibrant hub for the town. Its redevelopment will provide an opportunity to once again reinvigorate this central site. The development should be considered as part of an overall plan in conjunction with the Le Masurier site and should provide improvements to the public realm in the form of public open space and improved pedestrian permeability.

It may be appropriate to link the redevelopment of this site into the Bath Street proposals to the north to encourage wider comprehensive redevelopment and a better car parking solution.



The historic cattle market site



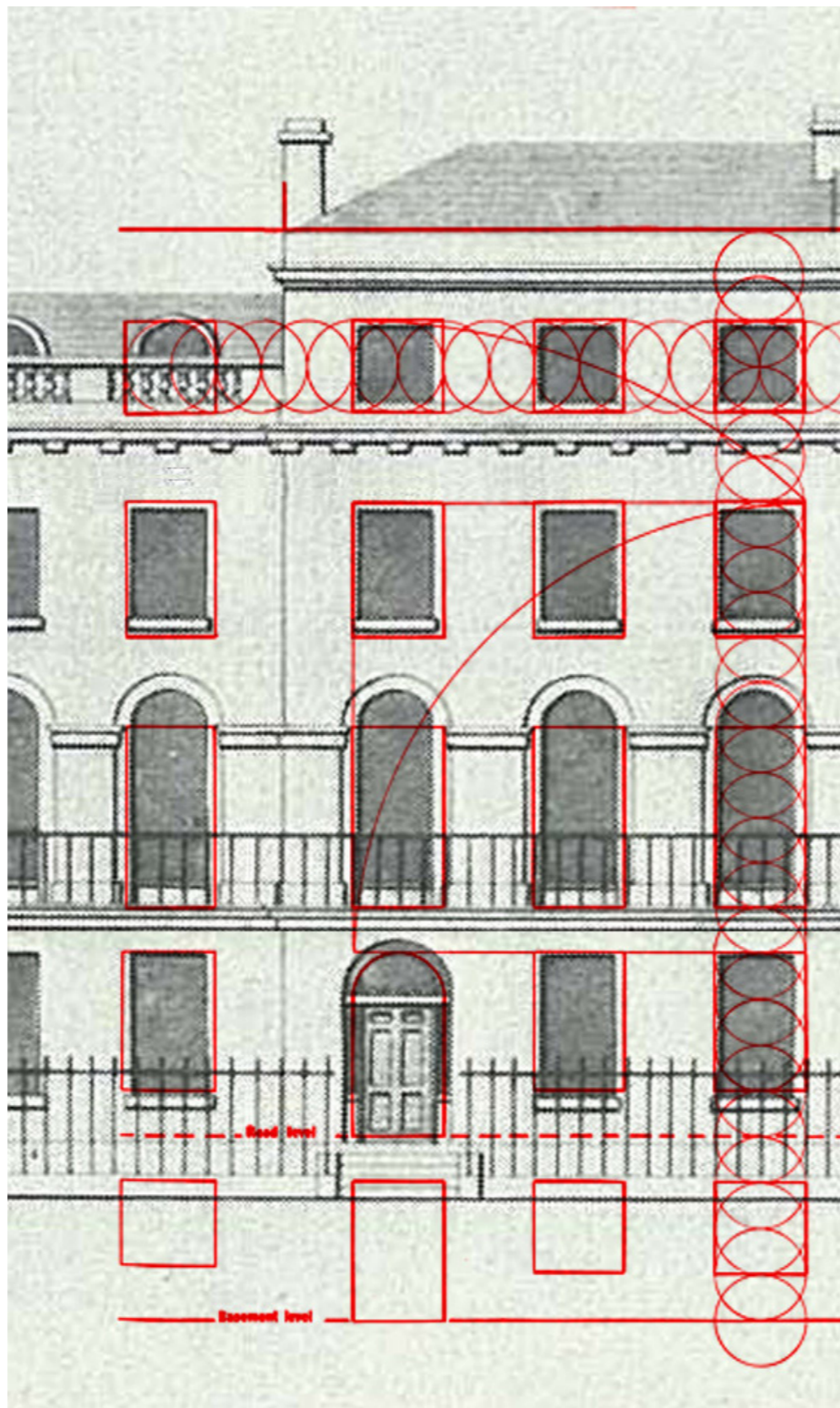
The proposed new development of Minden Place

Developing an architectural approach

This Masterplan has sought to provide a high density approach to housing with associated generous public space. During the first quarter of the 19th century St Helier developed a series of grand set piece terraces of contiguous houses. These formal terraces of fine, large houses are a useful precedent for this Masterplan as they developed an architectural language that works over 5½ floors as opposed to the usual St Helier building height of 2-3 floors. The language comprises formal groupings of windows which 'line through' often the walls were rendered to give a more formal appearance and 'light' decorative elements were added for balconies, canopies, door surrounds etc.

The Masterplan elevations have been derived from an analysis of the Georgian system of proportion and then applying this to four and five storey facades. Some with raised ground floors and half in half out basements and others with the ground floor flush with the pavement. Some have more decorative balconies and others are more restrained.

The intention has not been to design specific proposals but merely to illustrate the grain and character of the development. Further work is required to develop this language into a more contemporary expression – one that relates more directly to 'our time'.



The Georgian system of proportion



Proportion system applied to the Masterplan proposals



Various precedents of Georgian houses in St. Helier

The Masterplan Summary

North St. Helier Masterplan

1. Bath Street / David Place

- Pedestrian improvements to Bath Street / David Place;
- Pavements widened and trees introduced where possible;
- Pedestrians occupying shared space, traffic calming measures introduced.

1. Bath Street to Halkett Place pedestrian link

- Improving east west pedestrian connectivity at the north end of Halkett Place.

1. Gas Place / Talman site

- Remediate the land;
- New Town Park currently under construction.

1. Ann Court

- New underground car park;
- New public square;
- New residential accommodation for families.

- 15,000 sq.m. private residential;
- 115 residential parking spaces (underground);
- 185 shoppers parking spaces (underground);
- 2,480 sq.m. public realm.

1. Belmont Gardens

- Market trader vans relocated to a new car park;
- New community 'pocket' park;
- New pedestrian link to the Town Park.

1. Minden Place

- Multi-storey car park demolished subject to a review at the end of its life;
- New building with active use on the ground floor;
- New public square adjacent to Minden Place;
- New pedestrian link to Le Masurier site.

- 900 sq.m. retail at ground floor;
- 2,250 sq.m. housing;
- 25 residential parking spaces (underground);

- 100 shoppers parking spaces (underground);
- 10 disabled parking spaces (at street level).

1. Jersey Gas Site

- New housing development;
- New underground car park;
- New pedestrian link to Belmont road and Ann Street.

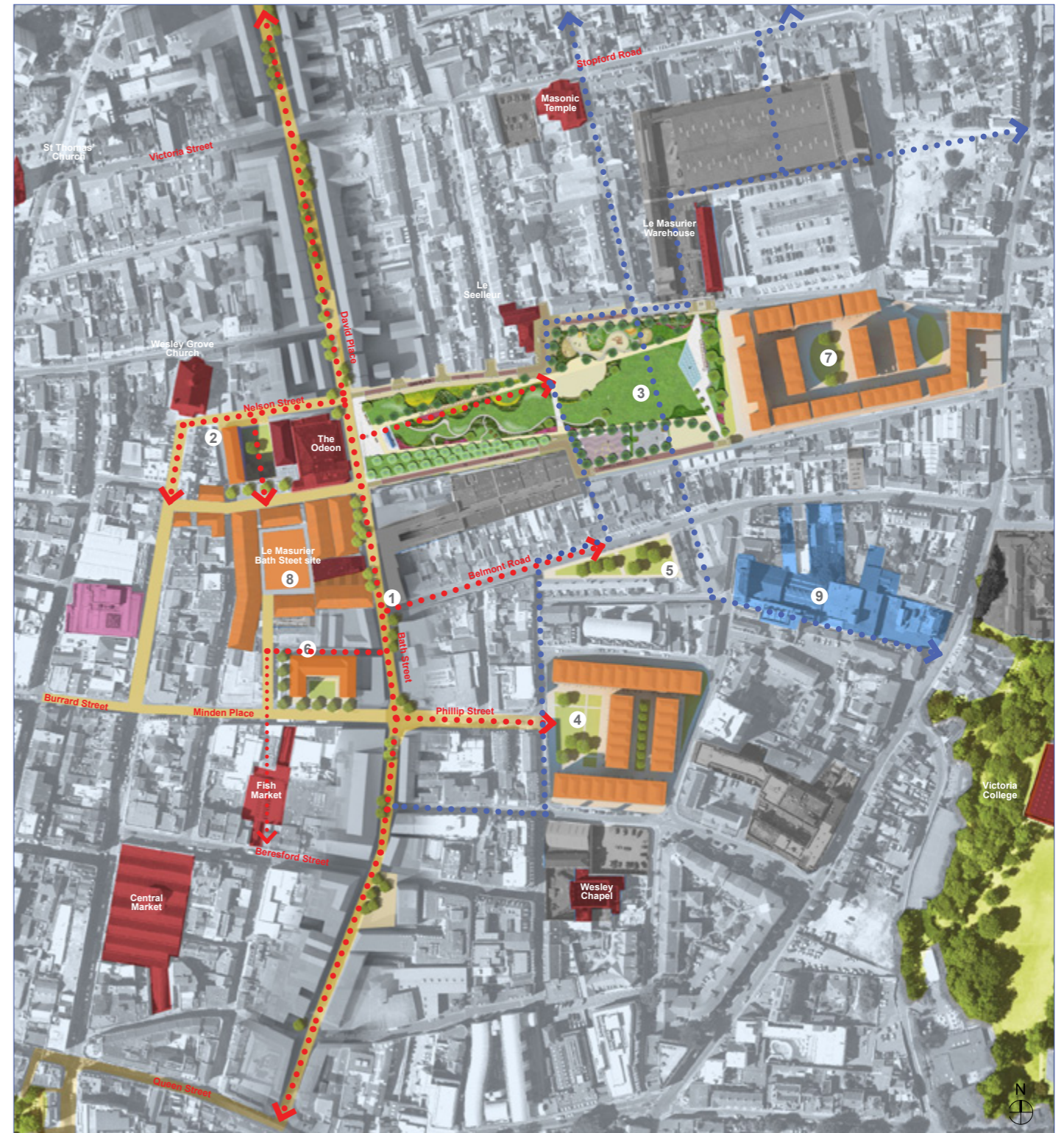
- 810 sq.m. public space;
- 24,000 sq.m. of housing development;
- 180 residential parking spaces;
- 138 long stay public parking spaces.

1. Le Masurier Bath Street site

- Mixed-use development;
- 110 long stay commuter car spaces;
- 100 short stay shoppers car park;
- Odeon Cinema and 92 Bath Street retained unless alternative proposals make a convincing case for their demolition;
- New public open space with pedestrian links to Halkett Place and Minden Place.

1. Ann Street Brewery site

- Residential development;
- Possible commercial development on the ground floor;
- 110 long stay public car spaces.



Key

	Proposed key routes		Landmark buildings
	Pedestrian and cycle routes		Key intervention sites
			Private development sites

Other development sites

A proportion (initially 12½% amended to accord with subsequent Island Plan Policy) of any residential development will be required to be developed as affordable housing. Non residential developments will be required to contribute, by way of a development contribution to be agreed by the Planning and Environment Minister, towards the cost of infrastructure and public realm improvements.

There are numerous sites ripe for redevelopment in North St Helier totalling circa 22,000 sq.m. in area, see section 2.3.17; Landownership and area schedule of the original Masterplan Consultation Document. The masterplan makes specific recommendations for the following sites:

1. Former Le Masurier Warehouse

As a going concern, this site could retain its existing warehouse use.

However if this site was to be redeveloped, it would offer an alternative site for a long stay and local residents car park or an opportunity for residential development. Any development should include a pedestrian route linking the Salisbury Crescent site with the historic buildings on the Wine Warehouse site, through to the new Town Park.

Any future development to be contained within existing building heights, to prevent loss of privacy and overshadowing the houses in Stopford Road.

1. Wine Warehouse

Redevelop existing historic structures for small scale retail, together with food and drink use. Any new development should be sympathetic to the scale and materials of the existing historic structures, and include provision for the proposed pedestrian route from Salisbury Crescent to the proposed town park.

1. Britannia Place site

This site should be developed as a new 3 storey residential scheme with the main facades presented towards the new park.

Consideration should be given to establishing design codes to guide future development for this project and other development around the proposed Town Park.

Any proposed development of the sites to the south of Robin Place should retain the existing historic buildings. In redeveloping this site, service access should be provided from Tunnell Street, and consideration be given to closing Robin Place and incorporating it within the public realm of the town park. The ground floor of the Bath Street end of this site would be suitable for ancillary (non vehicle trip generating) retail or food and drink use.

1. Nelson Street car park site

This site is suitable for residential use and/or amenity space associated with the redevelopment of the Odeon Cinema.

Proposals for the development must ensure that the front of the Old Fire Station building is set within an appropriate urban setting, with suitable public space in front and furthermore, a route is provided that connects Bath Street with Halkett Place to provide a much needed east-west connection in this area.

This link is dependent on the development of private land to the west of the car park site.

1. Charles Street (South) sites – (Le Coin)

These sites should be developed as a 4 to 5 storey residential scheme.

1. Mayfair Hotel site

This site could be developed for residential or hotel accommodation. Any new development should address the air quality and noise issues associated with locating residential accommodation near a main, and reasonably heavily trafficked road. The development should be of 3 storeys adjacent to St Saviour's Hill Road and Brooklyn Street, and up to 4 storeys on Ann Street.

1. Robin Hood Roundabout site (Springfield)

Subject to it being acceptable in traffic terms, consideration should be given to removing the Petite Rue Du Val Plaisant and incorporating the land into an improved soft landscape area to the Springfield Stadium. The roundabout site would be suitable for multi-storey long stay parking or parking with residential over. Architectural quality facades would be required for the car park solution. If residential use is considered, due attention should be given to the air quality and noise



Key

- Landmark buildings
- Key intervention sites
- Private development sites

issues associated with the proximity of the site to the Springfield Road, perhaps by incorporating a set back with soft landscaping to the north of the site.

1. Masonic Temple Car Park site

The Masonic Temple car park site would be suitable for a 3 storey residential development.

1. Former Jersey College for Girls

Currently a competition is being held to select an architect to design a residential scheme providing:

There is an existing consented scheme to convert the neoclassical school together with an extension to provide 47 apartments and 9 townhouses.

Land to the north of the existing school buildings (Centre Point) has also been included within the competition brief and the competition is seeking designs to accommodate 110 residential apartments (94 of which are new build i.e. 11 4-bed town houses, 65 2-bed flats and the rest are 1-bed flats) .

The competition is asking for designs in a Georgian neo-classical style

Further development opportunities may become available on the Mont Cantel site currently occupied by Janvrin School.

1. Le Bas Centre

This site could be considered for community use as a facility for the elderly or for residential. If residential, due attention should be given to the air quality and noise issues associated with the proximity of the site to St Saviours Road.

1. Wesley Chapel

This is a mixed use redevelopment with a public square on Wesley Street, There is currently a consented scheme for this site.

1. Le Seelieur Building

The opportunity should be taken to bring back into use this historic building, possibly for community use as part of wider development gain in the area.