



# Framework Vision

## 3. Framework Vision

### 3.1 The SWSH Visioning Framework - Vision

#### VISION FOR THE COMMUNITY

This is a Framework for the people of St Helier and Jersey, now and in the future. It is the basis to provide new homes, culture, commerce and leisure. It sets a cleaner, more sustainable future for the children of St Helier and to heal the natural environment. The following objectives are based on the key points made by the community in the SPG, consultation sessions and stakeholder workshops:

#### HEAL

The Framework must address the severance caused by La Route de la Libération. Connecting the town and waterfront. An immediate solution must be included in the first phase of works. Jersey must also push for low carbon means of transport and reduce vehicle usage. This Framework should facilitate this.

#### RESTORE

Untold impact on the planet has been caused over hundreds of years, St Helier has removed its dunescape, extensively infilled marine environment for industry and lost important green links. This Framework must heal lost connections to nature, and cleanse pollutants caused by current daily life. This must be a climate resilient and biodiverse environment.

#### CREATE

Take inspiration from the local vernacular ratio, scale, length and alignment of streetscape. New pedestrian priority streets, lanes and arcade connections should align with existing routes and create new desire line links. The Framework must provide varied animated journeys and experiences for different demographics. The Framework must be creative and have a distinctive Jersey character – connections are inherently safe and part of the community.

#### STITCH

The framework will have a sequence of curated and flexible Public and private spaces interconnected with pedestrian streets, lanes and arcades. The network of spaces must entice the senses of being on the waterfront, provide memorable and varied journeys, moments of activity and

quieter spaces, moments to spark joy and laughter and should facilitate quirkiness and Jersey cultural expression. The stitching of varied scaled open spaces and streets should make reference to the town

#### REACTIVATE

The Framework must listen to the children of Jersey and the community – the Waterfront must be more than a place to walk. The Framework will be one of many Island destinations and should energise Islanders and visitors with the range of leisure, health and well-being, events, culture, play and community uses that they have been asking for.

#### PROTECT

The Framework must protect significant views and vistas and the character of the town. Gateway journeys to and from the town should be enhanced through architectural and landscape features.

#### SUPPORT

The public and private realm and ground floor uses must complement the town and other wider Jersey developments and should not compete. While the framework is residential led to provide a shortfall in Jersey homes, it must provide new social infrastructure, leisure, commercial, art and community uses to accommodate new and existing residents and visitors. The Framework shall take reference from the St Helier way of life both in architecture, food, culture, use of public space, supporting the town and enhancing the waterfront experience.

#### INTRODUCE

The Framework will be a benchmark for climate resilience and innovation. A sustainability framework will be used to set performance indicators for every phase of development. The introduction of Art, cultural and community uses must align with the aspirations of the Jersey Arts Strategy. A balanced mixed use balance of art, social, leisure, commercial and residential use shall form character areas, key destinations and landmarks. All uses should exemplify innovative sustainability.



Figure 3.1 The Site



### 3. Framework Vision

#### 3.1 The SWSH Visioning Framework - Vision



1

#### HEAL

CONNECTING OLD AND NEW. HEALING THE SEVERANCE



2

#### RESTORE

NATURAL CONNECTIONS AND CLEANSE POLLUTANTS



3

#### CREATE

AN AUTHENTIC URBAN STREETScape INSPIRED BY ST HELIERS VERNACULAR



4

#### STITCH

A NETWORK OF ACTIVE PUBLIC SPACES AND PEDESTRIAN CONNECTIONS



5

#### REACTIVATE

ENERGISE THE WATERFRONT TO BE A DESTINATION CONNECTED TO TOWN



6

#### PROTECT

PROTECT AND ENHANCE EXISTING VIEWS AND VISTAS



7

#### SUPPORT

COMPLEMENT EXISTING TOWN CENTRE ECONOMY, LEISURE, HERITAGE AND CULTURAL ASSETS



8

#### INTRODUCE

A SUSTAINABLE FUTURE - A CREATIVE FUTURE - A PROSPEROUS NEW AND EXISTING COMMUNITY

# 3. Framework Vision

## 3.2 Approach to Massing

### STEP 1 - UNDERSTANDING THE SITE

A fundamental principle of the Framework along with meeting the GoJ requirements on residential unit provision and introducing new focal points on the Waterfront is to improve connectivity and permeability to the surrounding area. La Route de la Libération is seen as one of the main barriers to achieving good connectivity between the harbours, the Waterfront and town centre and this issue needs to be addressed through design.

### STEP 2 - KEY AXIS

Introducing a number of key axis, which will serve as physical connections or visual corridors include;

- Esplanade to the Waterfront
- Visual connections from The Esplanade, Trenton Square to Horizon to ensuring layering of mass and building styles
- Castle St roundabout to the corner of the Marina Gardens
- Continuing Rue de L'etau to the Waterfront.

### STEP 3 - PROCESSION THROUGH A SPACE

A relief in massing along La Route de la Libération ensures the development does not turn its back to the road. This relief also encourages vehicle users to slow through this portion of the road. The provision of a sequence of public civic spaces along this main pedestrian axis to the waterfront helps shape distinctive character areas. A safe pedestrian crossing on La Route de la Libération and traffic calming measures are to be introduced to improve pedestrian and cycle accessibility of the new development.

### STEP 4 - PERIMETER BLOCKS

The parcels are defined by the key axis. The development was split into perimeter parcels in order to optimise densities and allow for generous amenity space sheltered from the adjacent streets and roads.

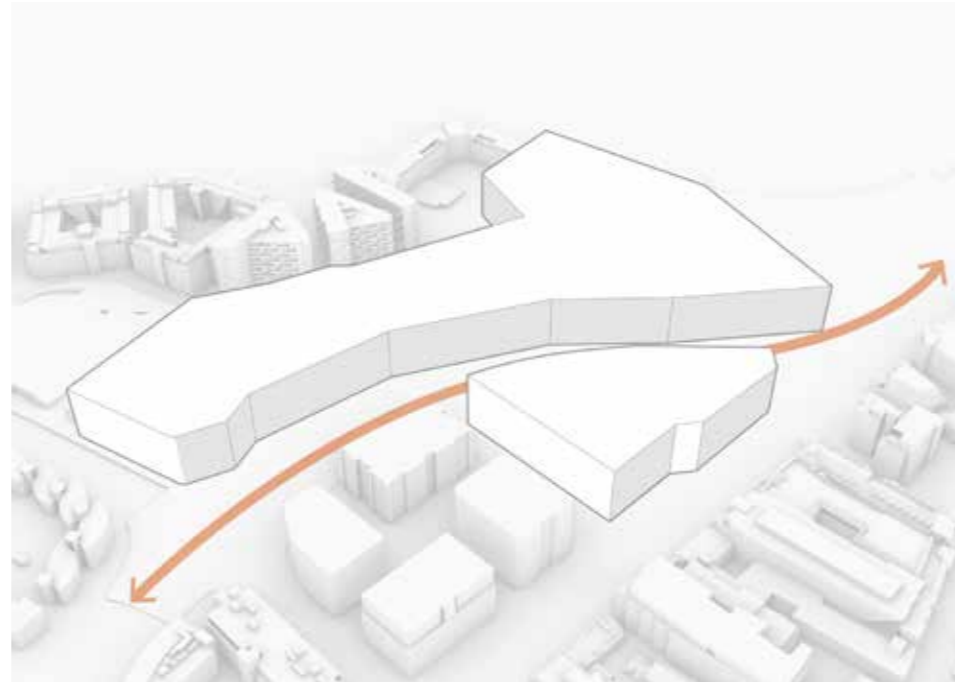


Figure 3.2 Step 1. Understanding the site

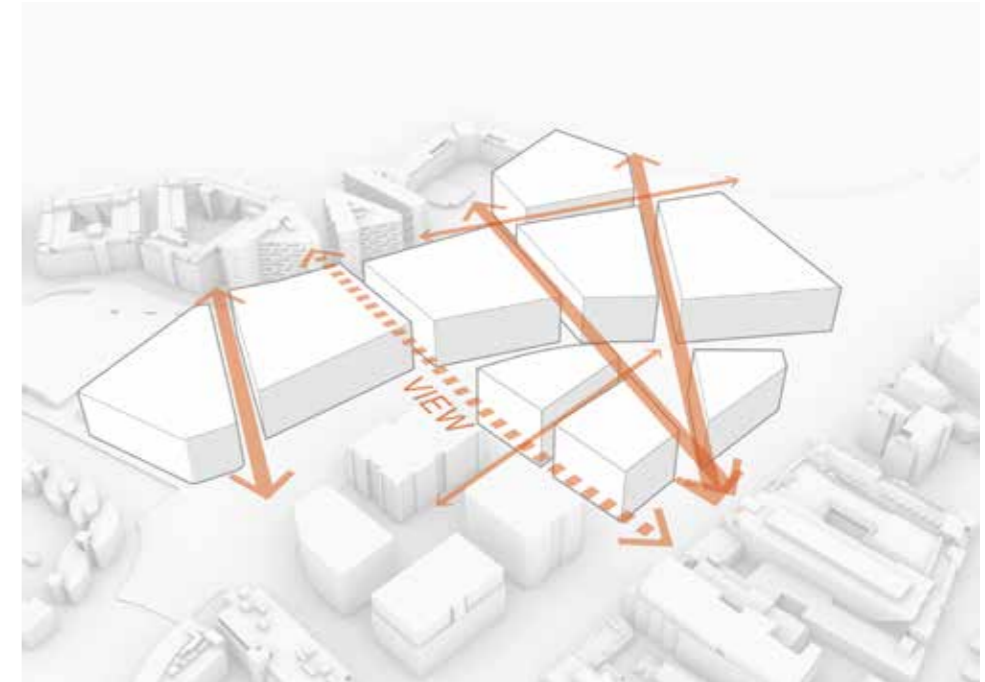


Figure 3.3 Step 2. Key axis

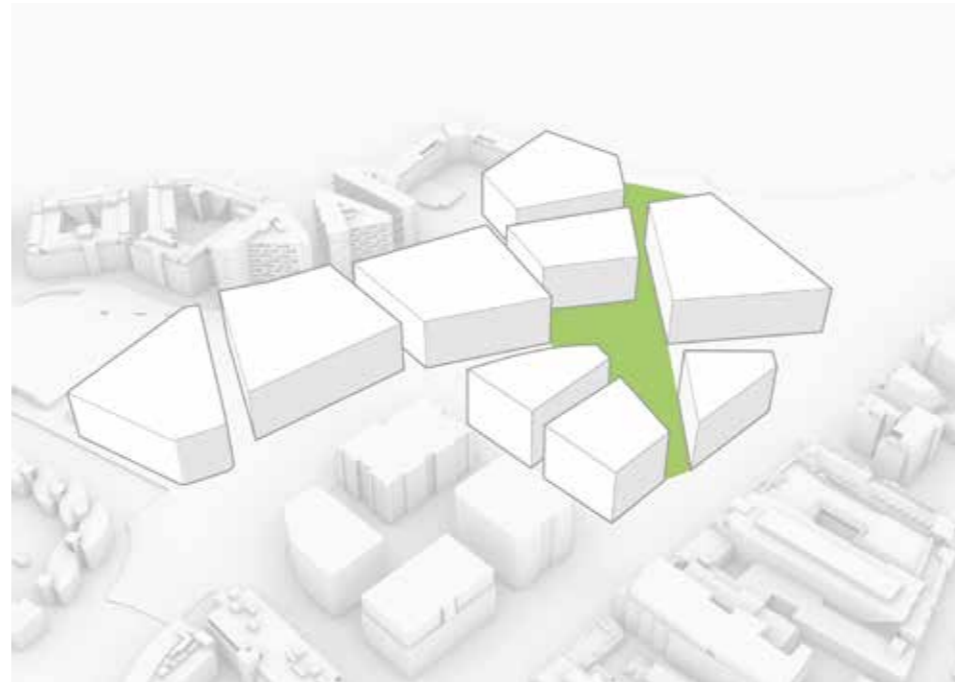


Figure 3.4 Step 3. Procession through the space



Figure 3.5 Step 4. Perimeter blocks



### 3. Framework Vision

#### 3.2 Approach to Massing

##### STEP 5 - THE LANE

The framework introduces a linear tertiary route through the parcels with a park vista to further break down the development mass, allow for variation of the built form (C-shaped plots and linear plots) and ensure better site permeability with an additional pedestrian and cycle connection protected from the wind.

##### STEP 6 - GENERAL HEIGHTS

The Framework sets the development at a maximum of 8 storeys in height (excluding KOS 1) in line with the St Helier Urban Character Appraisal. Feedback received through the community and stakeholder engagement sessions has ensured the development of KOS2 and 3 does not break the 8 storeys ceiling.

##### STEP 7 - SOLAR

Lowering the development along Rue de L'etau, including the side arms of the plots to 5-6 storeys in height to ensure better solar exposure to the courtyards and public spaces.

##### STEP 8 - 'PUSH AND PULL'

'Pushing and pulling' the development mass horizontally and vertically along La Route de la Libération and the Waterfront, this introduces variation and ensures a sense of human scale.

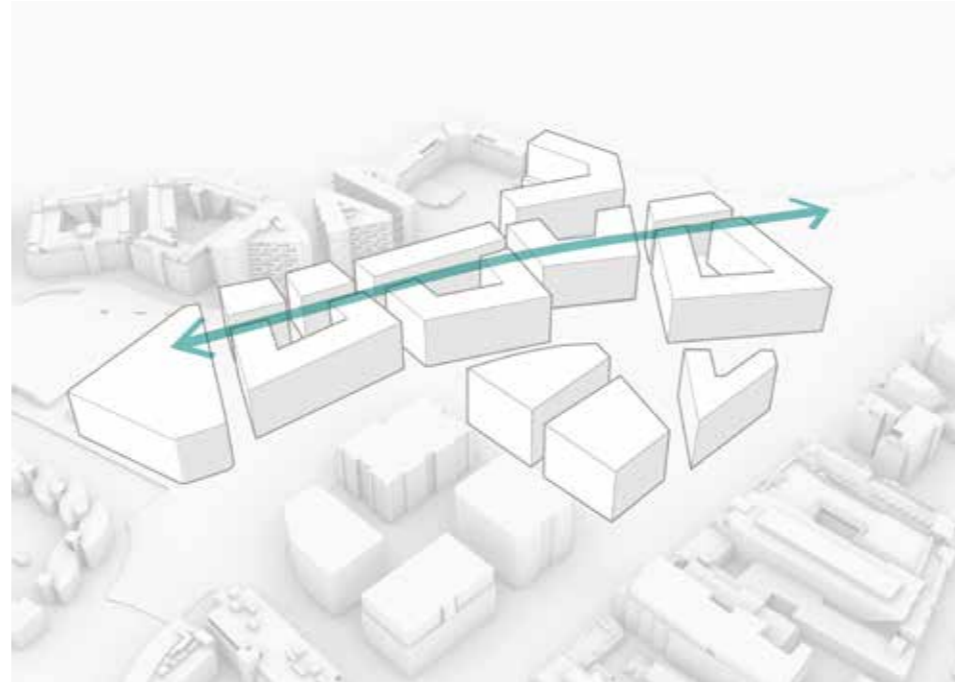


Figure 3.6 Step 5. The Lane



Figure 3.7 Step 6. General height of 8 storeys



Figure 3.8 Step 7. Solar. Reducing the massing to allow for better solar aspect



Figure 3.9 Step 8. 'Push and pull' to ensure human scale

### 3. Framework Vision

#### 3.2 Approach to Massing

##### STEP 9 - BOOKENDS

Bookending the development with a taller mass (within the 8 storeys ceiling) on the corners of the parcels creates a physical connection back to Horizon. This move was also informed by the analysis of the historic urban fabric of St Helier where corner elements of parcels are typically bookended.

##### STEP 10 - COMMERCIAL QUARTER

The Commercial Quarter massing aligns with IFC and continues the same language.

##### STEP 11 - APEX

The G1 Apex is intended to be a special gem of a building to act as a marker to the site and St Helier. This is in line with the SPG recommendations to mark the arrival point to St Helier, add visual interest to the skyline and frame the view towards Fort Regent.

##### STEP 12 - LEISURE CENTRE

The Leisure Centre is intended to create a second focal point on La Route de la Libération and provide an attractive frontage to the Castle Street Roundabout. The residential component of this block will work together with Castle Quay to frame Marina Gardens.

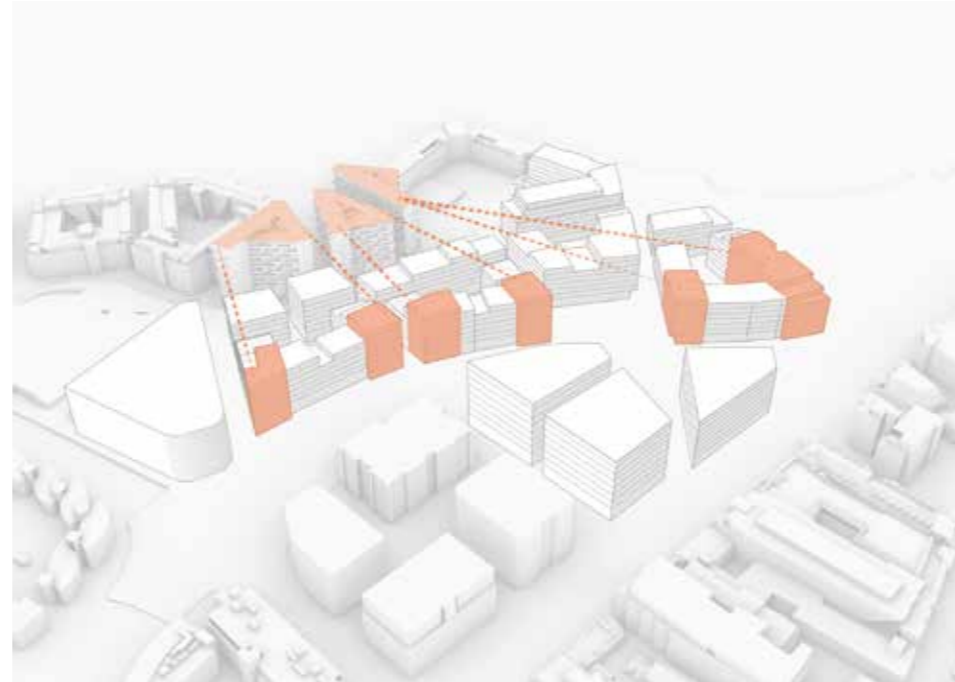


Figure 3.10 Step 9. Bookmarking the corners of the parcels



Figure 3.11 Step 10. Commercial Quarter continuing the IFC language



Figure 3.12 Step 11. The Gateway



Figure 3.13 Step 12. The Leisure building



### 3. Framework Vision

#### 3.2 Approach to Massing

##### STEP 13 - PARK FRONTAGE

The development facing Les Jardins de la Mer will become a new face of the town. Its massing needs to work seamlessly with the development along the Esplanade reflecting its proportion and heights and working in composition with the Apex building.

##### STEP 14 - WATERFRONT

The framework massing tapers down in height towards the waterfront and the Radisson Blue Hotel to respond to the setting of the Elizabeth Castle in line with policy requirements.

##### STEP 15- THE SQUARE FRONTAGE

The building fronting the Central Square should have special emphasis and be a focal point directly in conversation with the Central Square.

##### MAXIMUM BUILDING ENVELOPE

The development mass has also been influenced by its surroundings and the analysis of the historic urban fabric. Careful consideration has been given to the views towards and from Elizabeth Castle, the historic harbours, Fort Regent and across the bay towards Noirmont headland.

The maximum building envelope (Figure 3.17) includes technical floors, core overruns, roof plant, amenity terraces and wind screens heights.



Figure 3.14 Step 13. Park frontage

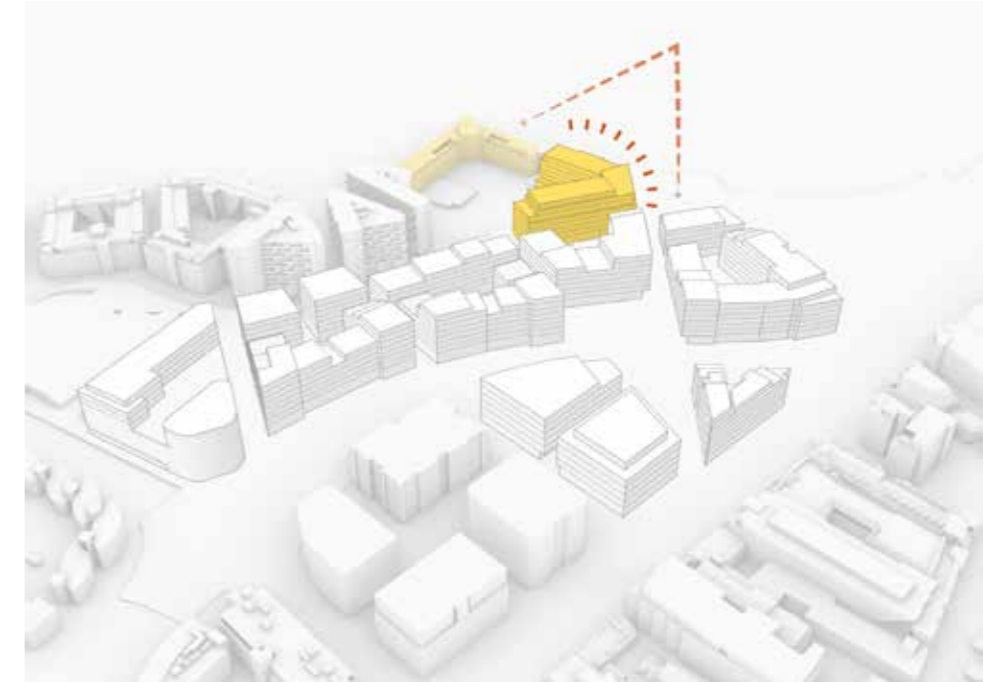


Figure 3.15 Step 14. The Waterfront

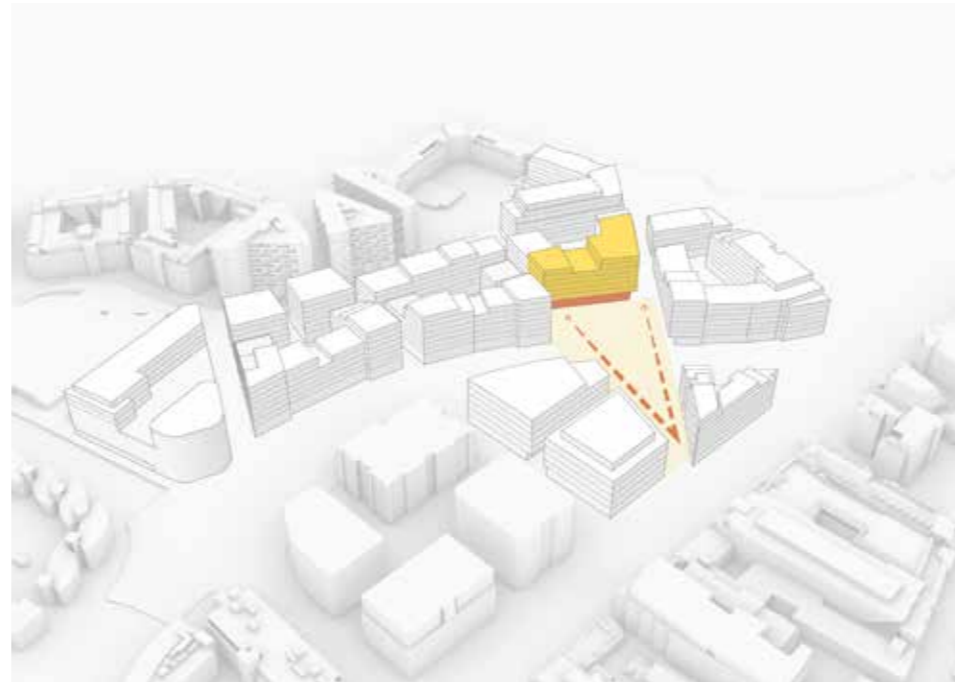


Figure 3.16 Step 15. The Square



Figure 3.17 Maximum building envelope



# 3. Framework Vision

## 3.3 The Framework Proposal

The summary framework diagram (Figure 5.50) illustrates the below key design principles adopted by the Framework:

- La Route de la Libération should be a part of the experience of the Framework and not seen as an arterial road. With initiatives in place to target a reduction in private car ownership and useage, it is envisaged the road can be downgraded and additional public realm provided overtime.
- La Route de la Libération and Rue de L'etau should be designed as vibrant pedestrian and cycle routes with active frontages, trees and places to sit
- Create a central civic core on either side of La Route de la Libération
- The Central Square and the Esplanade Square should draw people through a succession of experiences from the Esplanade to the Waterfront
- Rue de L'etau should be continued to the Waterfront and terminate at a public space
- Create a new pedestrian axis running from the Esplanade to the Waterfront.
- Provide additional pedestrian links to the Horizon, Radisson Blu roundabout and Castle Street junction to improve pedestrian and cycle connectivity
- Introduce a linear tertiary route through the parcels; the Lane is an intimate scale experience that feels local, somewhere for hopscotch or a neighbourhood street party
- C-shaped plots along La Route de la Libération with architectural articulation and archways to avoid creating a 'wall' of massing
- Create a series of destinations/ points of attractions dotted along the Framework
- Extend the promenade and introduce a range of new programmed amenities for public benefit

### Legend















- |   |                        |   |                               |
|---|------------------------|---|-------------------------------|
|  | Site boundary          |  | Slow traffic area             |
|  | Parcels                |  | Crossings                     |
|  | Public realm           |  | Key destinations/ attractions |
|  | Key open spaces        |  | Gateway building              |
|  | Private communal space |  | Key routes                    |
|  | Public parks/ gardens  |  | Important connections/axis    |
|  | Arcades                |  | Waterfront promenade          |



Figure 3.18 Framework Summary Diagram



### 3. Framework Vision

#### 3.3 The Framework Proposal

In realising a landscape-led framework, the structure of open space within the Framework has been critical. The Framework is a multi-layered and multi-functional open space network comprised of a revived park quarter and urban waterfront quarter. The design provides formal and informal public green spaces, ecological environments, recreational and play spaces, connectivity links, sports pitches and water corridors.

The landscape and public realm vision for this prestigious development is founded on providing an accessible, sustainable and characterful setting which works in sync with the design of the proposed architecture, existing built form and local architectural and cultural vernacular.

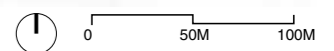
One of the principal aims of the landscape framework is to restore connections to the waterfront while creating a range of external spaces that invites users to dwell along the waterfront while complementing the use of the proposed buildings. The proposal improves connections to the wider area, by providing engaging, legible and freely accessible public spaces that are largely pedestrian only spaces.

An improved Esplanade frontage connects back to town and draws users down a new green spine towards the waterfront. Equally, a sheltered lane offers an alternative route through the site and connects the park back to the leisure centre.

The re-imagined Les Jardins de la Mer has been reconfigured to optimise programming and promenading. New public uses such as courts and a lido ensure this is a place for the entire island to enjoy and love.



Figure 3.19 Illustrative Framework plan



#### Legend

— Planning Application Boundary

A1 Plot index



### 3. Framework Vision

#### 3.4 Urban Zoning

##### BUILT ENVIRONMENT ZONES

St Helier’s waterfront will be transformed into a vibrant, energetic community anchored by new destinations. The site will be subdivided into several urban zones largely based on the predominant land use and architectural strategies applied.

Unique architectural, public realm and landscape design, varied density distribution and street topologies will shape the following distinct identities for every zone;

- **Zone 1: Mixed-use**  
The Mixed-Use area will become a central hub within the new waterfront community. It will be an inviting place with a multifunctional town square at its heart surrounded by cafés, craft shops, maker spaces and community facilities with residential units above.
- **Zone 2: Residential**  
The Residential Quarter will form a quieter and more tranquil part of the development. It will comprise residential plots with green courtyards connected by a pedestrian lane from Les Jardins de La Mer to the new Leisure Centre in the southern end of the development.
- **Zone 3: Leisure Zone**  
This area will include a landmark Leisure Centre building with the swimming pool, gym and Kids Zone facilities replacing Aqua Splash and residential units on the upper floors. The new leisure facilities will work in synergy with the redeveloped Marina Gardens.
- **Zone 4: Apex**  
This parcel located on Key Opportunity Site 1 on the northern side of La Route de la Libération, in line with the SPG opportunities, will accommodate a special apex building ‘bookending’ the entrance’ to St Helier with community and arts uses on the ground floor. This signature plot aspires to create a sense of arrival.
- **Zone 5: Commercial Quarter**  
This area will be comprised of two office plots that will extend and complement the existing IFC and dovetail into the town square and gateway.



Figure 3.20 Diagram of built environment zones

### 3. Framework Vision

#### 3.5 Landmarks

The Framework invites the local residents and visitors on a series of journeys through the site punctuated with active frontages. This helps to bring life to the scheme and animate the ground floors of the plots. The largest proportion of the active frontages is concentrated in the mixed-use zone with the Waterfront and Esplanade and Central Squares framed by cafés, restaurants, shops and arts and culture assets.

Routes along La Route de la Libération and Rue de L'etau include active corner units to enliven the residential plots, including the provision of smaller scale retail units and F&B offers.

#### Legend

- Site boundary
- - - > Pedestrian movement
- Key attractions / buildings
- Active frontages
- Destinations
- Landmark building
- Landscape pavilions
- Key attractions outside of site boundary
- A1** Plot index



Figure 3.21 Diagram of active frontages and destinations



### 3. Framework Vision

#### 3.6 Use Distribution

The mix of ground floor land uses has been carefully crafted to serve the needs of the new residents of Southwest St Helier as well as the existing wider community and visitors.

The Site will become a new destination offering a wide range of activities. Food and beverage, retail and leisure facilities are clustered around the key public spaces; arts and culture uses frame the new Central and The Esplanade Squares. Retail bookends parcels D and E to animate the lane and southern portion of the site.

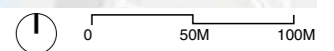
Social infrastructure facilities including GPs, dental services and a nursery are located along Rue de L'Etai. The Framework provides a wide range of sports and leisure facilities: two gyms, a lido, a training swimming pool, Kids Zone, roller/ ice rink/ indoor skate/ bouldering centre. Two new office buildings on La Route de la Libération will continue the IFC commercial cluster. Culture and community and food and beverage uses within the ground floor of building C1 help activate the edge of the park.

#### Legend

- Site boundary
- Duplex residential
- Retail
- Food & Beverage - 10 cafés
- Food & Beverage - 4 restaurants (in A1, C2, G1 - rooftop) and 2 bars (in B1)
- Leisure in F1 - Leisure Centre (Kids zone, swimming pool, fitness)
- Leisure in B1 - Community use: roller/ ice rink/ indoor skate/ bouldering centre
- Leisure in C1 - Gym (linked to the outdoor pool)
- Arts, Culture & Community in A1 - Arthouse cinema
- Arts, Culture & Community (in G1, G2, G3) - flexible cultural/ community space
- Arts, Culture & Community in D2 - flexible community space: 510 sq m
- Social infrastructure - 2 GP's (E1 and A1) dental practice (D2); nursery (D2)
- Flexible workspace (C1)
- Office/ commercial
- Substations/ servicing
- Cores
- A1 Plot index



Figure 3.22 Proposed Land Use Diagram (ground floor level)





### 3. Framework Vision

#### 3.7 Access and Circulation

##### VEHICLE CIRCULATION

The Framework fits within the aspirations and key principles set out in St Helier Public Realm Movement Strategy and Sustainable Transport Strategy SPG.

The proposal integrates IHE’s current design for a bus gate which provides a bus-only westbound link between the Esplanade and Gloucester Street junction alongside public realm enhancements.

The development is planned to be predominantly vehicular free. Servicing vehicle access will be facilitated through the secondary streets.

Public transport connections are envisaged along Rue de L’etau with a new bus service linking to town, subject to future discussions with Liberty Bus.

The existing slipway for the amphibious ferry to Elizabeth Castle is to be in-filled and the new slipway will be integrated within the extended coastal edge.

Le Petit Train’s route, connecting to the wider Jersey attractions, has been incorporated into the public realm strategy.

##### Legend

- Site boundary
- Vehicular route
- Controlled vehicle access
- Bus connection
- Bus gate (westbound)
- Potential new bus service connecting to town
- Amphibious Ferry to Elizabeth Castle
- Le Petit Train
- Underground car parking entrances
- Public right of access to beach maintained



Figure 3.23 Diagram of vehicular movement



### 3. Framework Vision

#### 3.7 Access and Circulation

##### EMERGENCY & REFUSE ACCESS

While the Framework has been designed to be largely vehicle free, the public realm and parcels have been designed to provide the necessary access for emergency vehicles, including fire tender access. Parish of St Helier refuse vehicles are also facilitated and their tracking shown in the adjacent diagram.

Vehicle access shall be provided within 18m of the entrance to all buildings. The dry riser inlets to the buildings shall be visible and within 18m of the appliance parking position. This can be achieved for the majority of the building entrances.

All blocks have conventional fire service access arrangements, with the exception of plot C1 and block G3 where the distance from the primary appliance parking position to the furthest core is up to c.60m.



Figure 3.24 Diagram of emergency access

##### Legend

- Tracking
- Fire tender and Refuse vehicle
- Fire tender access via highways roads
- Up to 60m hose reach required

### 3. Framework Vision

#### 3.7 Access and Circulation

A key driver for the movement and connectivity strategy is to provide a safe and attractive environment for all and to facilitate easy access to St Helier’s new waterfront.

The Framework seeks to enhance existing journeys, reinforce the existing town’s relationship to the waterfront and sensitively integrate La Route de la Libération within the proposals. This includes providing safe crossings across La Route de la Libération, stitching together the two distinct areas to create one comprehensive green network for pedestrians and cyclists. This will connect with the wider network of pedestrian-friendly routes and assets in St Helier. The road itself will also become safer and more aesthetically pleasing through a series of landscape interventions. This includes planting and introducing new surface materials and traffic calming solutions. Partially covered walkways are provided between the IFC, the Esplanade and the Waterfront Square through colonnaded setbacks.

As set out in the SPG, La Route de la Libération is heavily used throughout the day and is a significant physical barrier limiting safe pedestrian movement between the waterfront and town centre as well as disrupting the natural permeability. Restoring and enhancing connectivity between the waterfront and the historic town centre will be essential for successful future development.



Figure 3.25 Diagram of pedestrian movement

#### Legend

- Site boundary
- Primary Routes
- Secondary Routes
- - - Tertiary Routes
- . . . . . Resident only route
- Crossings
- Revetment stair access
- - - Slipway access



# 3. Framework Vision

## 3.7 Access and Circulation

### CYCLE MOVEMENT

The SWSH Visioning Framework is promoting healthier lifestyles and advocates for active low carbon means of transport. High quality walking and cycling routes are included with a varied programme of public realm leisure uses and a future-focused development in line with the GoJ Sustainable Transport Policy SPG.

Shared cycling routes will be provided along the waterfront and Les Jardins de La Mer as well as a new connection from the Esplanade to the Waterfront through the primary street.

Dedicated cycle routes are proposed along La Route de la Libération to ensure a faster cycle connection to town via Castle Street roundabout and towards St Helier Marina, as well as the Esplanade which extends the existing treatment fronting the IFC.

### Legend








-  Site boundary
-  Dedicated cycle routes
-  Shared cycle routes
-  Informal cycle access
-  Existing cycling routes
-  Crossing
-  Cycle hub



Figure 3.26 Diagram of cycle movement



