



Site Context Appraisal

2. The Site & Context Appraisal

2.1 Site Location and Description

2.1.1 Site Overview

The Site is located within the Parish of St Helier, under the determining authority of Government of Jersey (GoJ). It is approximately 11.8 hectares (ha) in area and, as illustrated in Figure 2.1, is located on the southern coast of Jersey and to the north-west of the historic English and French Harbours and to the south-west of the historic centre of St Helier.

The Site itself is bound by the Esplanade to the north/north-east, and by Castle Street and La Route du Port Elizabeth to the east/south-east. The emerging adjacencies of the Site. To the south, the Site is bound by Rue de L'etau and the Radisson Blu Waterfront Hotel, whilst the western boundary is formed by the sea wall and the stepped revetment edge.

La Route de la Libération (A1), a dual carriageway road, bisects the Site (and surface car parking area) from south-east to north-west. An underpass runs under La Route de la Libération from the Esplanade car park in the north of the Site exiting onto the westbound carriageway of La Route de la Libération. The Esplanade is included in the Site boundary within the north of the Site.

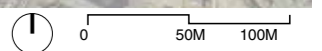
The Site is now partly taken up by a temporary surface commuter car park and also encompasses two large floor-plate structures, accommodating a variety of leisure and recreational uses including food and drink outlets. For further information on the existing structures on site see Section 2.6 of this report.



Figure 2.1 Site location

Legend

- | | |
|---|---|
|  Site boundary |  View from Rue de L'etau towards the Cineworld |
|  View from La Route du Port Elizabeth towards Aquasplash |  Marina Gardens |
|  La Route de La Libération underpass |  Motorbike parking along the Esplanade |
|  La Route de la Libération |  The slipway |
|  View from Rue de L'etau towards Radisson Blu |  Stepped revetment |



2. The Site & Context Appraisal

2.1 Site Location and Description

2.1.1 Site Overview



Figure 2.2 View from La Route du Port Elizabeth towards Aquasplash (1)



Figure 2.3 View from Rue de L'etau towards Radisson Blu hotel parking (4)



Figure 2.4 Motorbike parking along the Esplanade (7)



Figure 2.5 La Route de la Libération underpass (2)



Figure 2.6 View from Rue de L'etau towards the Cineworld (5)



Figure 2.7 The slipway (8)



Figure 2.8 La Route de la Libération (3)



Figure 2.9 Marina Gardens (6)



Figure 2.10 Stepped revetment (9)

2. The Site & Context Appraisal

2.1 Site Location and Description

2.1.2 Site Ownership

The land within the site boundary lies within different ownership including the following;

- Jersey Development Company (JDC)
- Les Jardins de la Mer, the area along the revetment edge, the Esplanade and La Route de la Libération are in public ownership with Infrastructure, Housing and Environment department of Government of Jersey (IHE) managing the roads, the beach and the slipway
- Rue de L'etau is owned and managed by Parish of St Helier (PoSH)



Figure 2.11 Ownership diagram

Legend

- Site boundary
- JDC ownership
- Private ownership
- Public ownership
- Parish of St Helier ownership
- Ports of Jersey ownership

2. The Site & Context Appraisal

2.1 Site Location and Description

2.1.3 Historic Context

EARLY HISTORY

The early history of this part of Jersey focuses on the many legends surrounding the Belgian monk Helerius, or St Helier, who was meant to have settled on the rocky islet in the bay by 540 AD. The abbey of St Helier is believed to have been the earliest buildings of any substance on Jersey.

MEDIEVAL AND RENAISSANCE

The town of St Helier was firmly established by the medieval period. There is archaeological evidence of 12th century habitation around Old Street, and another settlement around the Town Mills at the base of Mont Nerou, to the north of the marshy plain, for the use of the Abbot of the Monastery of St Helier. During the course of the 14th, 15th and 16th centuries, the town of St Helier began to take shape. The presence of the abbey and the Town Church led to the hamlet of St Helier becoming the dominant centre in Jersey. In the 16th century the Elizabeth Castle was built. The earliest improvements to the waterfront took shape in the late 15th century, when a sea wall (usually referred to as the “Town Wall”) was constructed some sixteen feet south of the Town Church’s perimeter wall.

18TH CENTURY

The harbour at St Helier was completed in 1751, contributing to the town’s growth. According to one historian there were 400 houses in the 1730s. The town grew in the 18th century, with densification of the Old Town as well as new streets opening up at the periphery, particularly west of Charing Cross. In the late 18th century thousands of French refugees escaping the French Revolution settled in St Helier, mainly to the new areas to the north, such as Val Plaisant and Bath Street. There was also a change in architectural styles, with materials such as slate from Normandy and Wales being imported and red pantiles from the Netherlands.

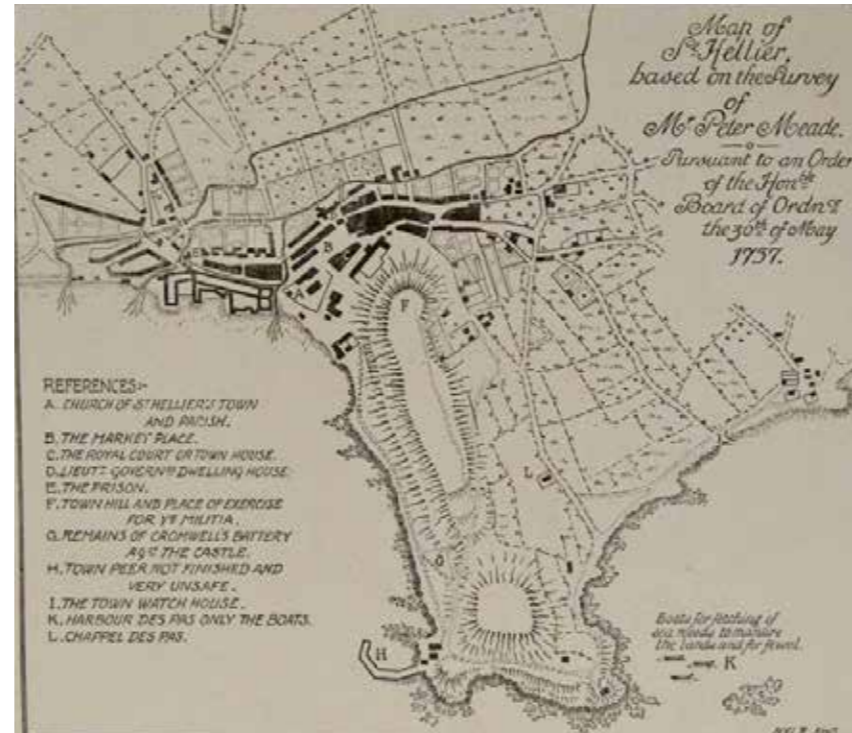


Figure 2.12 1737 Meade Map (source: jerseyheritage.org) The town’s seafront remains largely natural. The historic core of St Helier, centred around the Royal Square ‘The Market Place’ is well depicted by this map.

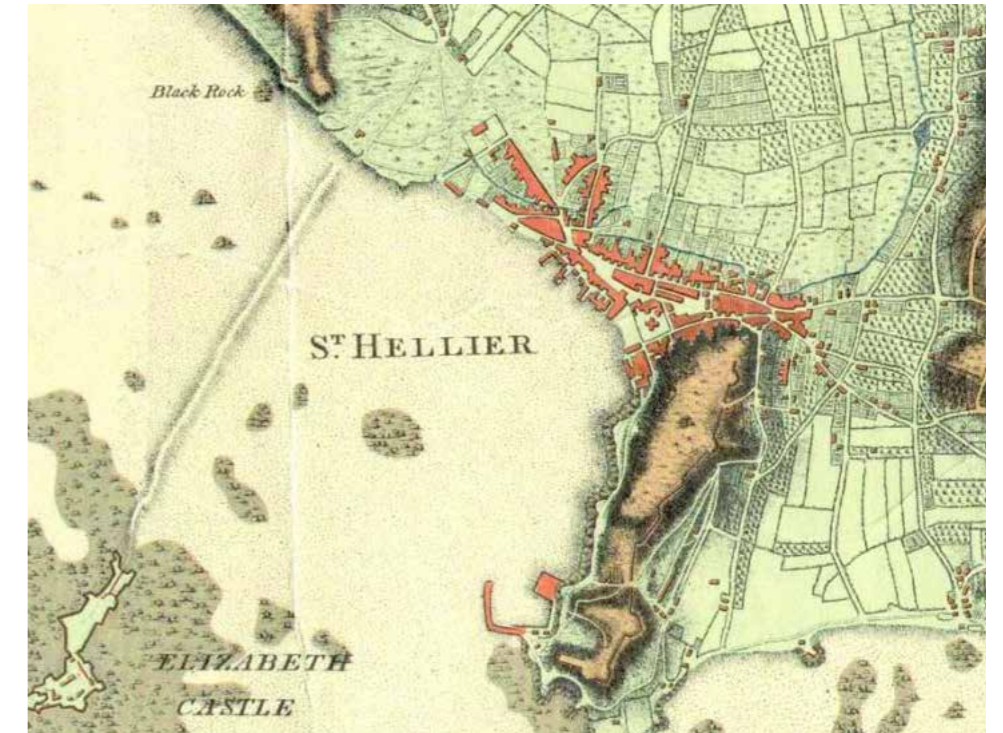


Figure 2.13 1795 (1787) Richmond Map. The town’s seafront remains largely natural. The recognisable layout of the town to the north, within the bowl created by the surrounding hills, is clearly visible.



Figure 2.14 Land reclamation has enlarged the town substantially and created the Esplanade to which KOS01 is adjoined.

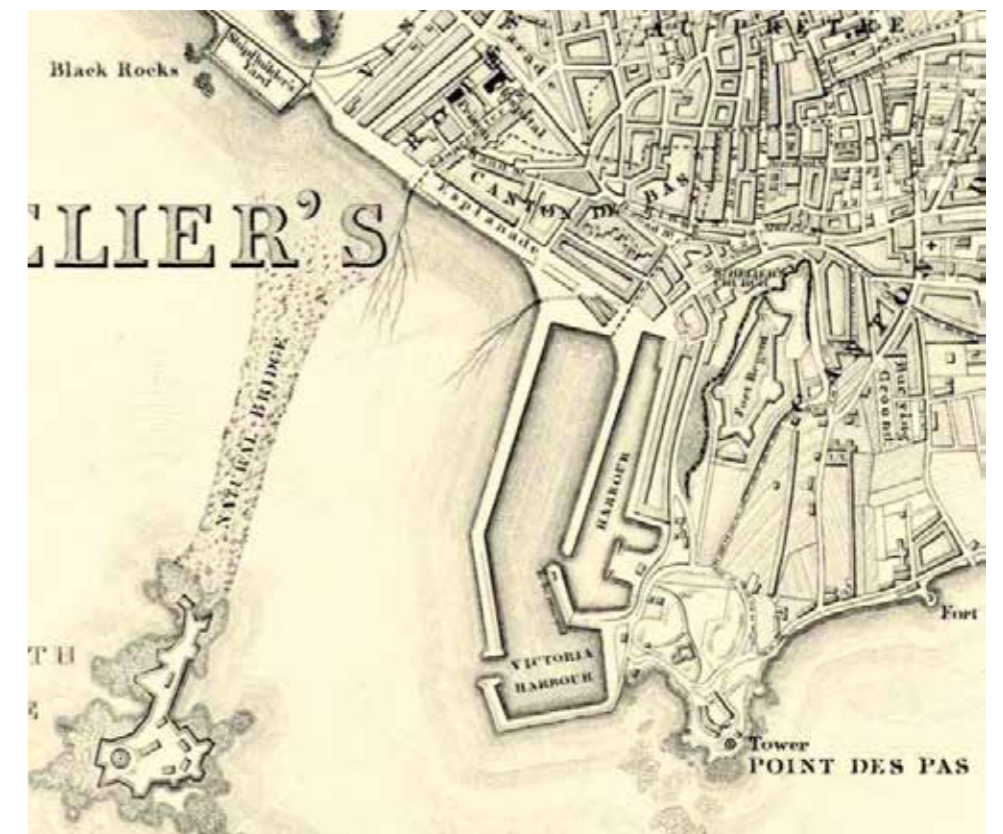


Figure 2.15 1849 Godfrey Map. The full extent of the ‘historic’ harbours is complete by this date with the construction of Victoria and Albert Piers. The Esplanade is completely populated by buildings by 1849.

2. The Site & Context Appraisal

2.1 Site Location and Description

2.1.3 Historic Context

19TH CENTURY AND WATERFRONT IMPROVEMENTS

St Helier grew rapidly outwards into the hinterland in the 19th century. Commercial Quay, built from the 1790s onwards, and Commercial Buildings, around 1811, and the new North Pier - formed the St Helier's new harbour area and were accessed by a series of newly constructed streets south of the Town Church. There were newly made lands north of the new shoreline, and an artificial plaza was built at the confluence of Wharf and Mulcaster Streets, Caledonia Place and Ordnance Yard. In this new public "square," near the head of the North Pier, was Weighbridge, for more than a century the focus of Jersey mercantile activity.

THE ESPLANADE

The Esplanade was first established in the early 19th century and it does not appear on the 1795 Duke of Richmond map (Figure 2.17). The first part of the Esplanade, at to Patriotic Street, was started in 1829 by Abraham de la Mare and was completed in 1835., resulting in the construction of a sea wall and Helier's first man-made waterfront. Work to widening it and extending it to West Park began in 1858. Castle Street was little more than a track across the sand before the Esplanade was constructed, and gradually developed as a consequence.

Located in close proximity to the Harbour and a central terminus for travel, tourism has been a long-running industry in the Esplanade and Castle Street area. In the 1901 census there are at least ten hotels listed, including the Victoria Hotel of 4 Esplanade, the Customs Hotel of 9 Esplanade and Bellevue Hotel of 14 Esplanade, now the Appleby building. However, by far the biggest hotel in the area is actually one that still exists today, the Grand Hotel.

The site of the Grand Hotel has a long tradition in the hospitality industry. It was originally home to the Hotel Empress Eugénie, before becoming the Marine Hotel in the 1860s or 70s. The Marine Hotel was bought by The Grand Hotel (Jersey) Ltd from Thomas Le Geyt Curry in 1889. Its foundation stone was laid in September 1890 and work began soon after. Its doors were finally opened to the public in June 1891 and it gained extremely positive reviews in the local press.

The railway was an integral part of the Esplanade in the late 19th and early 20th centuries. The line connected St Helier with St Aubin to the east and the The old terminus building was located at what is now Liberation Square. The inaugural journey took place on 25 October 1870. The railway closed permanently in 1936 due to a devastating fire.



Figure 2.16 The Esplanade's 19th Century buildings have largely been redeveloped and its seawall completely enclosed by reclamation (image courtesy of the Societe Jersaise).



Figure 2.18 The Esplanade's 19th Century buildings have largely been redeveloped and its seawall completely enclosed by reclamation (image courtesy of the Societe Jersaise).

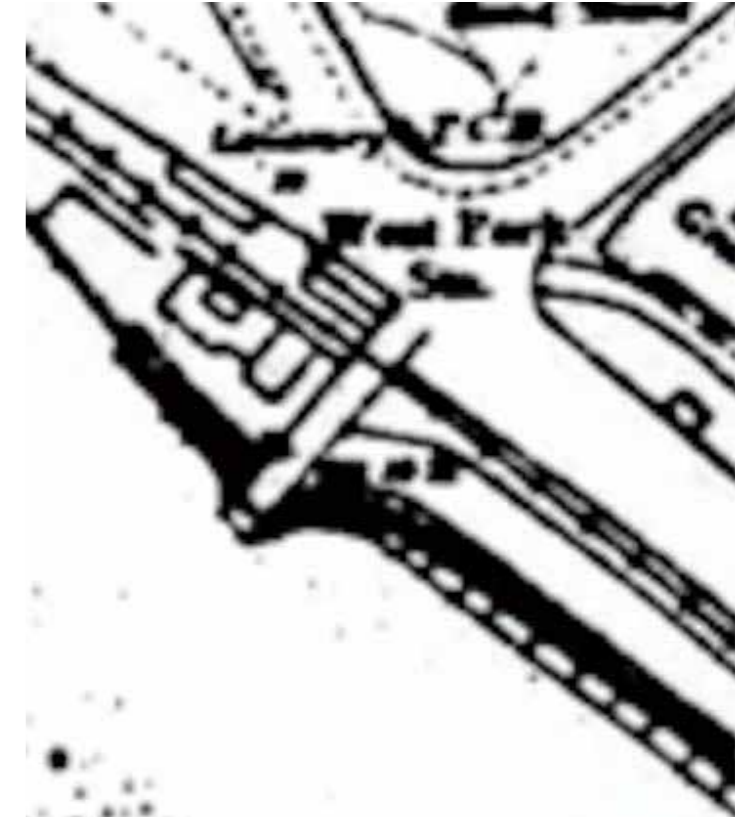


Figure 2.17 1936 O.S.Map. The area opposite the Grand Hotel prior to the construction of the casemate.



Figure 2.19 WWII occupation image. The area opposite the Grand Hotel post to the construction of the casemate.

2. The Site & Context Appraisal

2.1 Site Location and Description

2.1.3 Historic Context

THE WATERFRONT SINCE THE 1980'S

The 'West of Albert' land was reclaimed land at the waterfront that covers a total of 56 acres, beginning with the Elizabeth Port ferry terminal in the late 1980s. A series of development projects then commenced in 1996 including;

Elizabeth Marina and promenades

- Open in 1998 and has 600 berths. The marina also hosts the swimming leg of the Super League Triathlon.

Les Jardins de la Mer

- The gardens, water feature and La Frégate Café opened in 1998, with views across St Aubin's Bay and pedestrian access across the Esplanade.

Waterfront Car Park

- Completed in 2000, a two-level basement car park, with capacity for 500 cars, and includes the Marina Gardens on the roof of the car park.

Leisure and pool complex

- Opened in 2003. This included the AquaSplash pool, gym, Cineworld and hospitality venues like Liquid nightclub, KFC and Chicago Rock Café.

Victoria and Albert Housing

- Construction of the accommodation blocks with distinctive 'wave-style' roofs was completed in 2003. The development included 70 units for first-time buyers and 77 socially-rented apartments.

Harbour Reach

- A mixed-use development with 42 apartments, parking and commercial space, plus parking, which was developed between 2004 and 2006.

Radisson Blu Hotel

- The 195-bedroom four-star hotel, originally named the Radisson SAS, was completed in 2007 after a two-year build.

Liberty Wharf

- Completed in 2010, the mixed-use development provided 110,000 sq.ft. of office space, a shopping centre in the former abattoir building, Mimosa nightclub, the Quayside restaurant and a new bus station. The former bus station site at the Weighbridge was also redeveloped into a space of 4,400 sq.m. where public events could be held.

Castle Quay

- A total of 384 apartments were built between 2008 and 2011 in a series of blocks that also included commercial space on the ground floor and basement parking.

International Finance Centre

- The first two buildings of the IFC complex, each with around 69,000 sq ft of office space, were completed in 2017 and 2018. The development also includes Trenton Square and ground-floor café.



Figure 2.20 Image of the Site in 1995 showing the Esplanade, revetment area and the surface car park prior to redevelopment



Figure 2.21 Image dated 1996 showing future Horizon development site prior to redevelopment



Figure 2.22 Site image dated 1997



Figure 2.23 An undated image of West Albert project

2. The Site & Context Appraisal

2.1 Site Location and Description

2.1.4 Surrounding Development

The following diagram and text describes emerging developments either in planning design stages or construction. These developments demonstrate there is a comprehensive planning focus on enhancing the urban component of Jersey to meet the needs of the island including housing, leisure and recreation uses as well as healthcare infrastructure.

HORIZON

Horizon is a collection of 280 waterside apartments and penthouses with a restaurant and retail facilities at the water's edge. The development is comprised of three towers 9 to 11 storeys in height and will be fully completed in 2023.

INTERNATIONAL FINANCIAL CENTRE

IFC Jersey will provide 470,000 sq.ft. (43,665 sq.m.) of modern Grade A office space in close proximity to the SWSH Visioning Framework site boundary. Two of the blocks (IFC 1 and 5) are on ground and fully functioning already. Construction of IFC 6 will commence in 2021-2023. The exact timeline for block 2 construction is yet to be confirmed.

CYRIL LE MARQUAND HOUSE

Cyril Le Marquand House is a 9-storey building located on Union Street, which housed government offices from 1982 to 2019, and is currently vacant. The permission was granted in October 2021 for the demolition of the existing building, and replacement with a new 7-storey office building as a Government of Jersey flagship headquarters.

THE HOSPITAL

The Our Hospital Project aims to deliver a fully integrated, 21st century health care facility at Overdale site by 2026. Planning Application 1: Demolition of Overdale Hospital buildings was submitted in October 2021. The project is currently under review by the new government.

Legend

- | | | | |
|---|------------------|---|-------------------------|
|  | Site boundary |  | South Hill |
|  | Existing context |  | Fort Regent |
|  | Horizon |  | Harbours |
|  | IFC |  | Cyril Le Marquand House |
|  | The Hospital | | |



Figure 2.24 Surrounding development

2. The Site & Context Appraisal

2.1 Site Location and Description

2.1.4 Surrounding Development

SOUTH HILL

The Jersey Development Company (JDC) are working to develop a sustainable new residential scheme on the former Planning offices site at South Hill. The site is situated on the east side of St Helier harbour in an elevated, prominent location adjacent to Mount Bingham at the foot of Fort Regent. The site's elevated position offers spectacular views over the harbour and across to Elizabeth Castle and beyond.

HARBOURS

The Island Plan acknowledges the medium-term objectives of the Ports of Jersey commercial masterplan to consolidate lo-lo operations into Elizabeth Harbour, alongside the existing ro-ro. This will result in a reduction of inter-quay traffic on La Route de la Libération, and the potential for development on New North Quay and it is understood this project will emerge in the period to 2025. There are also early works commencing with the pontoons to Albert Pier.

Our team are aware of the potential changes arising from the Harbour masterplan, recognising the need for a complimentary relationship between the South West St Helier site and the Harbours and will deliver mutual objectives of connectivity and placemaking.

FORT REGENT

A consultation has opened on the proposals which would see the Fort turned into a venue for concerts, exhibitions and other events, with a casino, hotel and temperate botanical and winter gardens with raised walkways also suggested for the site.



Figure 2.25 Horizon



Figure 2.26 IFC



Figure 2.27 The Hospital



Figure 2.28 South Hill



Figure 2.29 Fort Regent



Figure 2.30 Snow Hill

2. The Site & Context Appraisal

2.1 Site Location and Description

2.1.5 Key Destinations

Key destinations are defined as popular or primary locations of heritage, leisure, social, food and beverage and open spaces. Key destinations are dotted across the town of St Helier and St Helier Marina, many embedded within the town and with little connection to the waterfront. The design seeks to create a gateway at Port Elizabeth and to help reinforce the town as an island coastal town by bringing destinations closer to the waterfront. An improved pedestrian and cycle path along La Route de la Libération will enhance the journey from the park to destinations such as the Liberty Wharf Shopping Centre, Liberation Square, Castle Street and St Helier Marina.

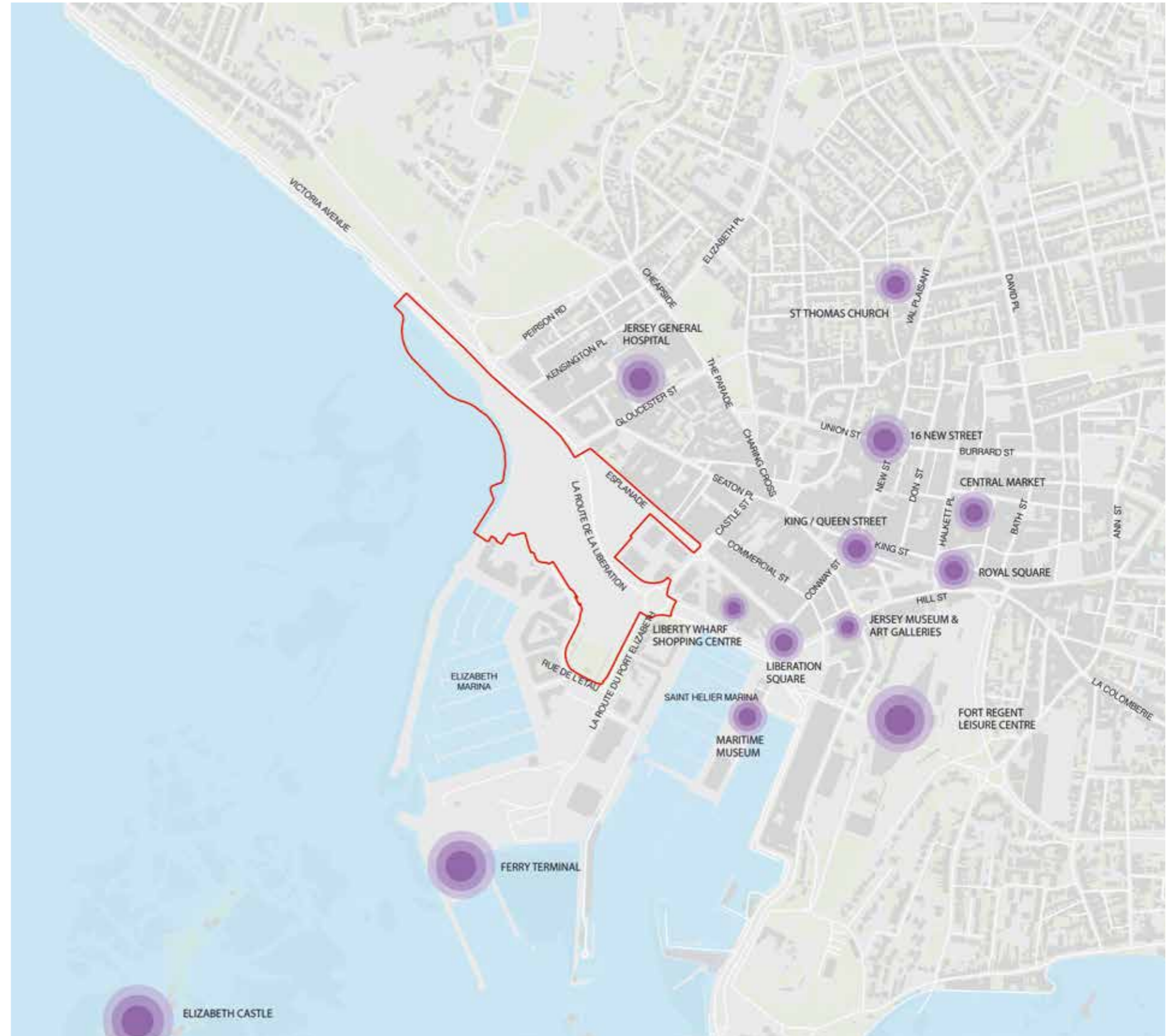


Figure 2.31 Key Destinations

Legend

-  Site boundary
-  Existing context
-  Key destinations

2. The Site & Context Appraisal

2.1 Site Location and Description

2.1.6 Arts and Culture

Jersey and St Helier in particular have distinctive cultural assets which make the town and the wider area an exceptional place to live and visit. The two most popular principal venues are Jersey Arts Centre and Jersey Opera House, offering a diverse and engaging programme.





There is a lively and active community arts provision in the town. The majority of the cultural and arts institutions are located within the town centre between Beresford Street and Liberation Square.

St Helier's landmark culture piece sits in front of the Framework. Elizabeth Castle attracts 50,000 visitors in the peak of summer.

There are several historic sites dating back hundreds of years, open for visitors including;

- Elizabeth Castle
- Jersey Museum
- Maritime Museum
- Channel Island Military Museum
- Hamptonne Country Life Museum
- La Hougue Bie
- Pallot Steam and Motor Museum
- War tunnels
- Jersey archive

Legend

-  Site boundary
-  Existing context
-  Galleries/ art venues
-  Cultural offer

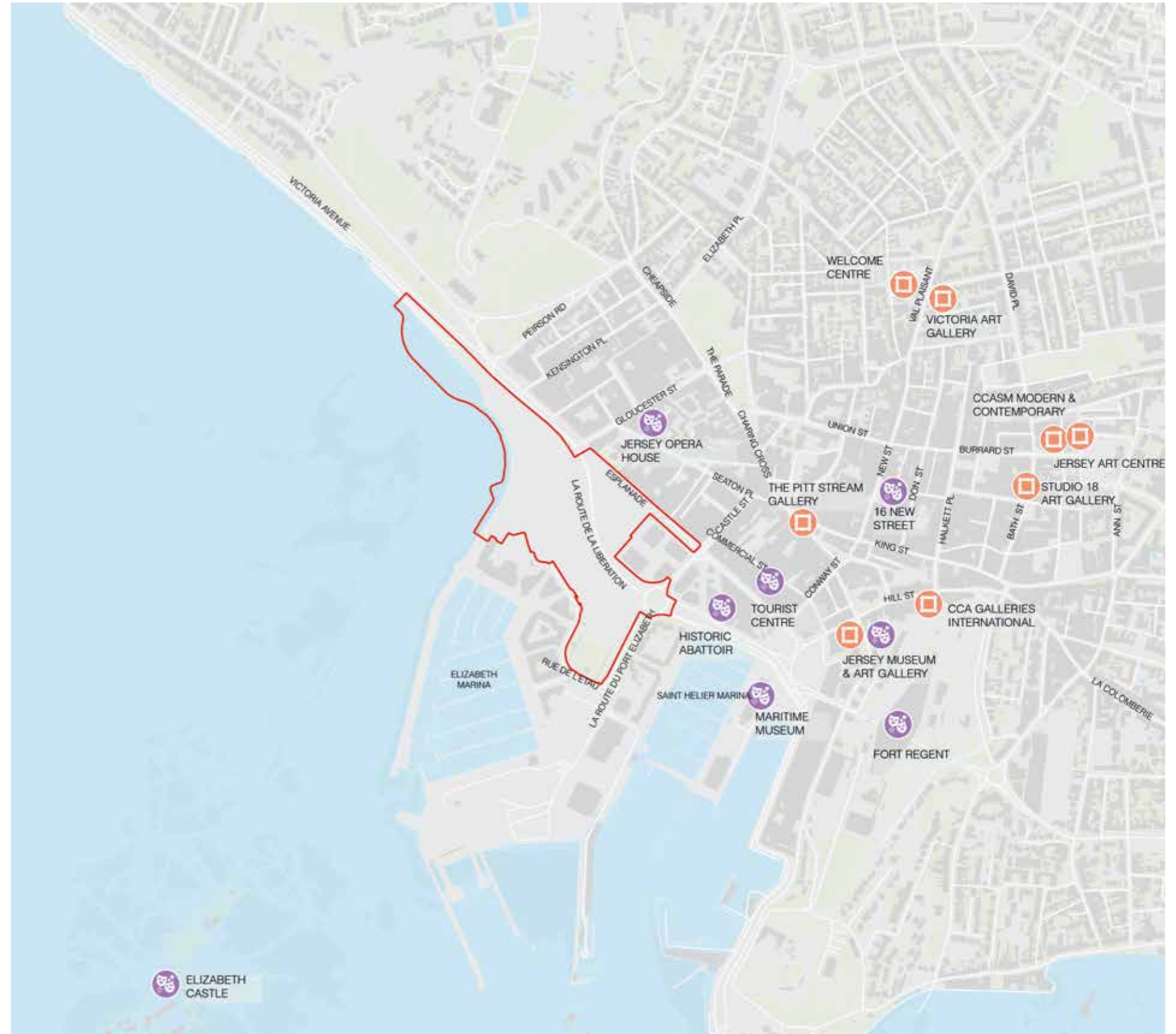


Figure 2.32 Arts and Culture

2. The Site & Context Appraisal

2.1 Site Location and Description

2.1.7 Sports and Leisure

LANGFORD SPORTS CENTRE

- 25m Swimming Pool
- Multi Purpose Sports hall
- Weights and Cardiovascular Suite
- Classroom
- Dance Studio
- Gymnasium with Climbing wall
- Outside Ball Court
- Basketball (28.7m x 15.2m)

- Waves and Flumes Water Features
- SPA Suite

JERSEY BOWLING CLUB

- Lawn Bowling (40m x 40m)

BEAULIEU SCHOOL

- Badminton (13.4m x 6.1m)
- Basketball (28.7m x 15.2m)

SPRINGFIELD STADIUM SPORTS CENTRE

- Football Pitch (105m x 68m)
- Active Gym
- Multi Purpose Sports Hall

HAUTE VALLEE

- Swimming pool

FITNESS FIRST SPORTS CENTRE

- Cardio Studio
- Studio Classes
- Group Training Classes
- Private Training
- Spinning Studio

FORT REGENT

Fort Regent is planned to undergo a major redevelopment, following which it is to include the following leisure functions:




- Flexible leisure facility for leisure activities. An area that changes with the prevailing trend or latest developments in leisure/ plat areas, e.g.:
 - Soft play
 - Trampoline
 - Clip 'n' climb
 - e-sports

AQUA SPLASH

- 25m Fitness Pool
- Leisure Pool
- Beach Pool
- Spa pool

Legend

-  Site boundary
-  Existing context
-  Leisure centres
-  Sports centres

-  Gyms
-  Yoga studios
-  Kick boxing

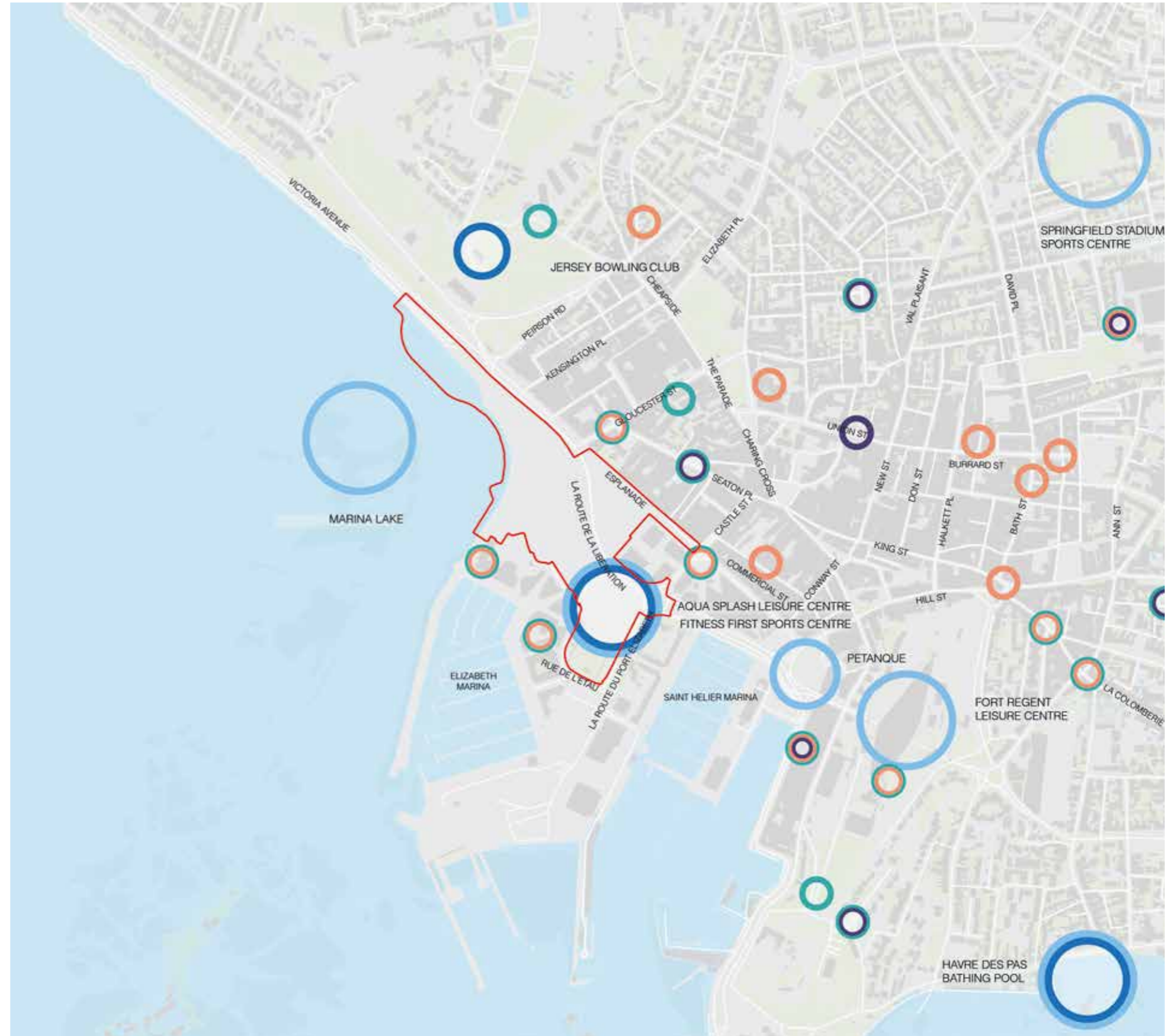
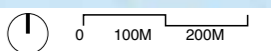


Figure 2.33 Sports and Leisure Facilities



2. The Site & Context Appraisal

2.1 Site Location and Description

2.1.8 Active Jersey

The site and in particular Les Jardins de la Mer are important nodes along several activity routes including the triathlon. The lawn facilitates a transition point between the cycling, swimming and running portions of the triathlon. The new design seeks to improve this function by consolidating the area of open flexible lawn.












The waterfront walk and existing southern edge of the park form part of an existing 10km cycle and running loop between St Aublin and St Helier.

La Route de la Libération forms part of the journey of the Jersey coastal cycle route but at present it includes an abrupt ending of the cycle path and no clear demarcation to merge with vehicle traffic or to stay within the footpath zone.

The Waterfront Junior Parkrun is a weekly free 2km timed event for juniors and is held every Sunday at 9:00am at Les Jardins de la Mer.

Race For Life 5K & 10K charity runs are held annually on the Waterfront.

Legend

- | | | | |
|---|--------------------------|---|--------------------------|
|  | Site boundary |  | Triathlon Cycle Route |
|  | Existing context |  | Triathlon Swimming Route |
|  | Marathon Route |  | Triathlon Running Route |
|  | 10km Trim Trail Walk |  | Transition Point |
|  | 64km Coastal Cycle Route |  | Kids Park Run |
|  | Race for Life | | |

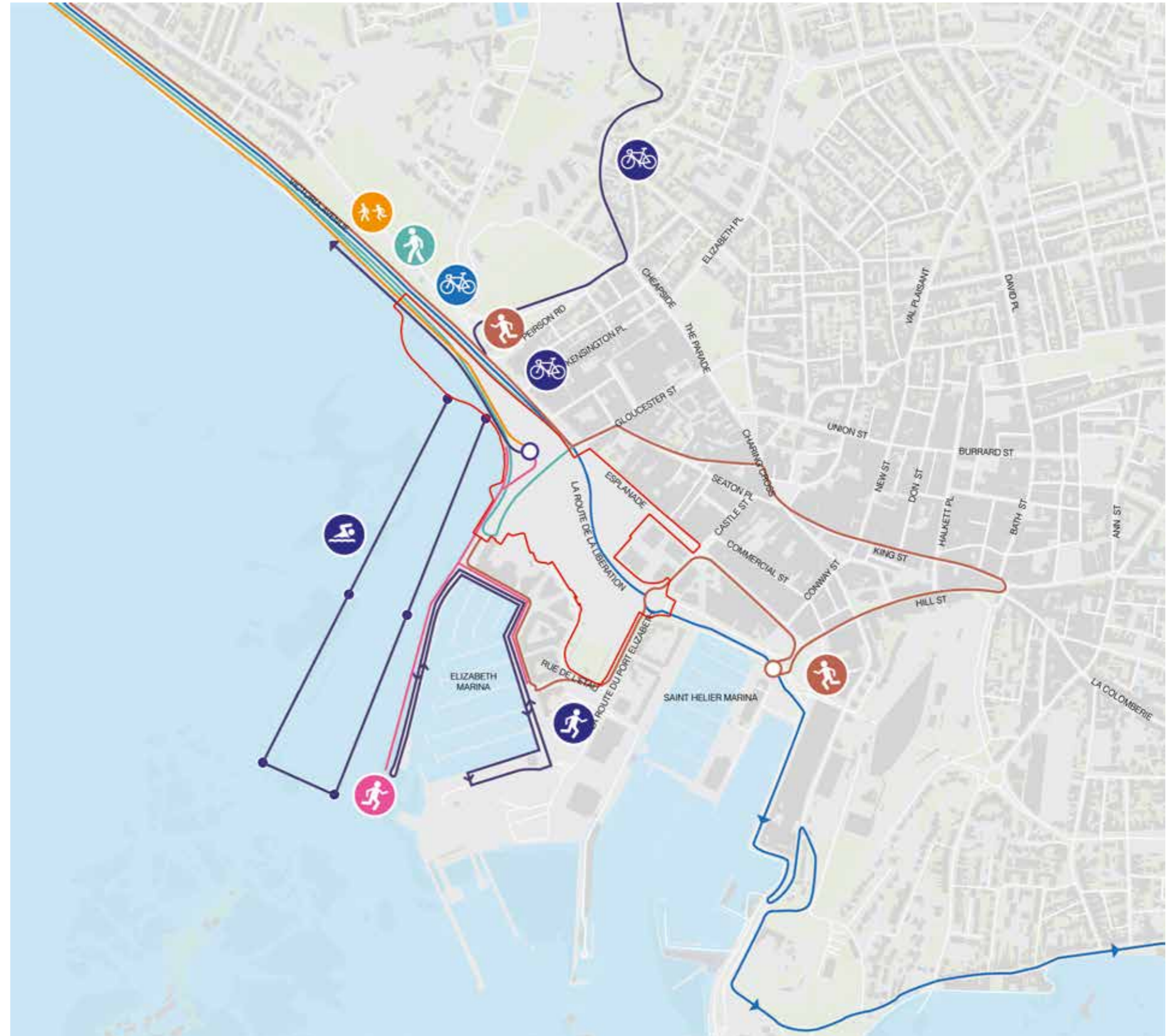
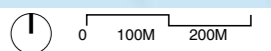


Figure 2.34 Active Jersey



2. The Site & Context Appraisal

2.2 Socio-Economic Context

2.2.1 Surrounding Land Use

The surrounding area comprises a variety of land uses including commercial, leisure, retail and industrial with some residential offers in immediate adjacency to the south-west of the site boundary.

The Esplanade running to the east of the site is lined with contemporary office blocks. The town centre comprises the retail core along Seaton Place, Broad Street and King Street. Further north there is mixed use urban development transitioning to predominantly residential areas.

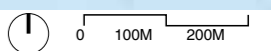
To the south-east of the site, around St Helier Marina and Old Harbour, there is a cluster of mixed industrial uses working historically in conjunction with the port.

The leisure use is represented by the Cineworld multiplex cinema and the AquaSplash Leisure Centre within the site boundaries, as well as Fort Regent further to the south-east of the site which currently provides a play zone for children and gym facilities and is going to be repurposed in line with GoJ Inspiring Active Places Strategy.










Jersey General Hospital is located in close proximity to the site on Gloucester Street.



Figure 2.35 Surrounding Buildings Use



Legend

	Site boundary		Mixed industrial
	Generally residential		Business/ office
	Mixed urban		Leisure
	Public buildings		Education
	Retail core		

2. The Site & Context Appraisal

2.2 Socio-Economic Context

2.2.1 Surrounding Land Use



Figure 2.36 Bus Station along the Esplanade



Figure 2.37 Jersey harbour



Figure 2.38 Fort Regent



Figure 2.39 IFC



Figure 2.40 Office buildings along the Esplanade



Figure 2.41 Retail along King Street



Figure 2.42 Ordnance Yard



Figure 2.43 Castle Quay residential development



Figure 2.44 Cineworld

2. The Site & Context Appraisal

2.2 Socio-Economic Context

2.2.2 Commercial Analysis

The Esplanade is the commercial core of St Helier. Based on historically low vacancy rates and a strong increase in demand for commercial office space since 2013, despite the global Covid-19 pandemic, there is likely to be a continued demand for commercial use along the Esplanade going forward. Current available office spaces on the Esplanade tend to be for units of 5,000 to 6,000 square foot capacity – there is low market demand for these with office space of 10,000 plus square feet being sought by those wanting high quality office space – the Waterfront development can therefore provide this amount of space.

The retail activities including general retail, convenience stores and food and beverage. These are predominantly concentrated in the town centre along King Street, Queen Street, Halkett Place and Hilgrove Street.

The proposed development will be providing uses complementing the retail and services offer of the town centre while being cognisant not to compete or draw retail value away from the town. The existing town centre itself should ideally be strengthened and catalysed for growth by the new activities attracted to the emerging waterfront areas.

Legend

	Site boundary		Hospitality
	Office / business		Beauty / saloon
	Retail		Car / garage
	Restaurant / cafe		500m and 1000m radii from the site
	Pub / bar		
	Supermarket / Convenience		

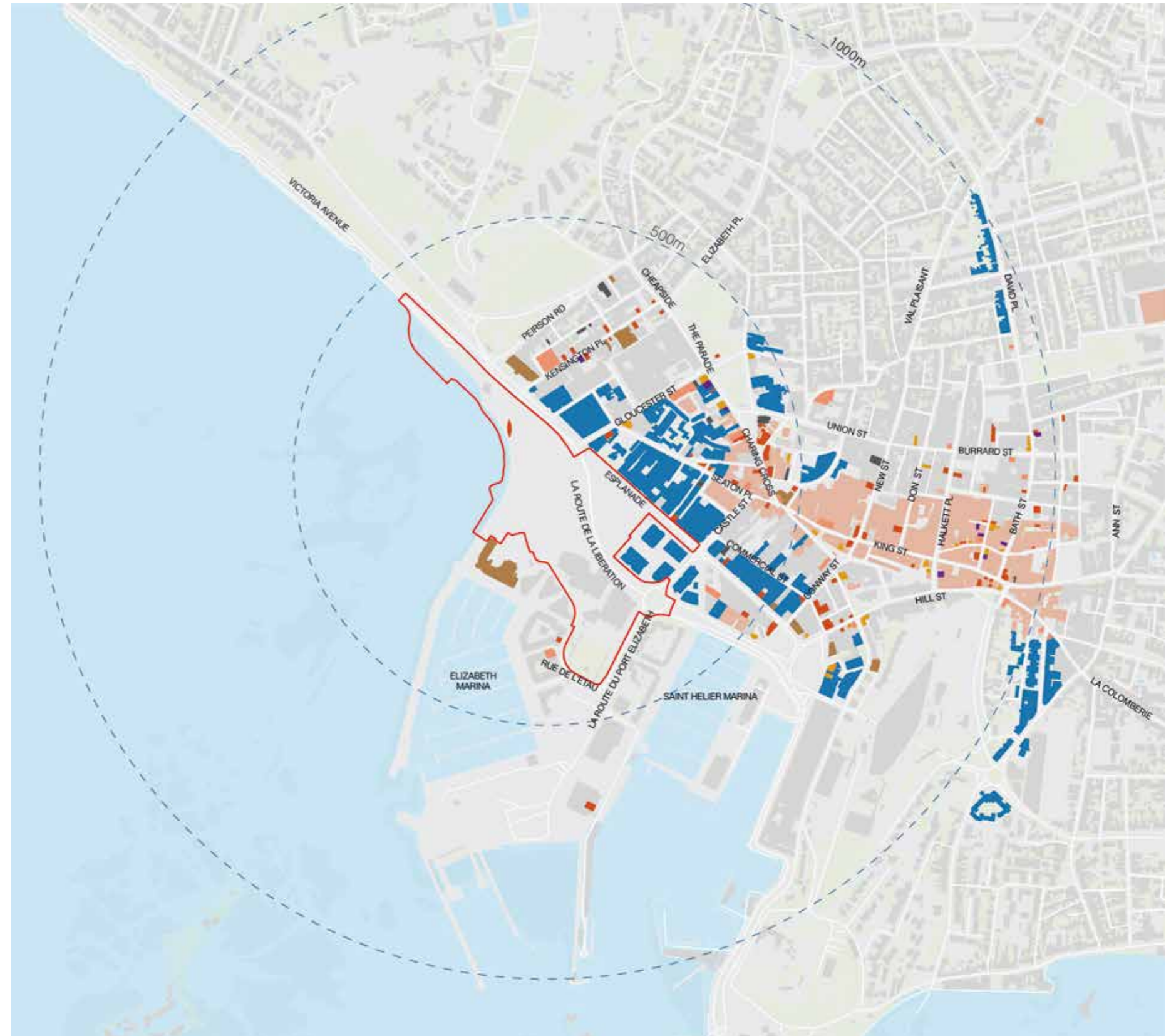
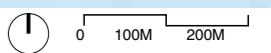


Figure 2.45 Commercial analysis



2. The Site & Context Appraisal

2.2 Socio-Economic Context

2.2.3 Social Infrastructure and Services

There are a number of primary healthcare and dental practices within a 500m radius of the site. The future development's population yield will increase the demand for additional services, as well as a general increase in St Helier's population.

Most state primary schools are at least 500m in distance from the site, with most being up to 1km away. This suggests a possible need for supplementary learning facilities closer to the development (e.g. private tuition centres).

There are a number of leisure and cultural amenities within a 1km radius of the site. The new population generated by the development, plus ongoing increases in the town's population is likely to stimulate demand for additional amenities, especially given the ongoing reduction in demand for retail space.

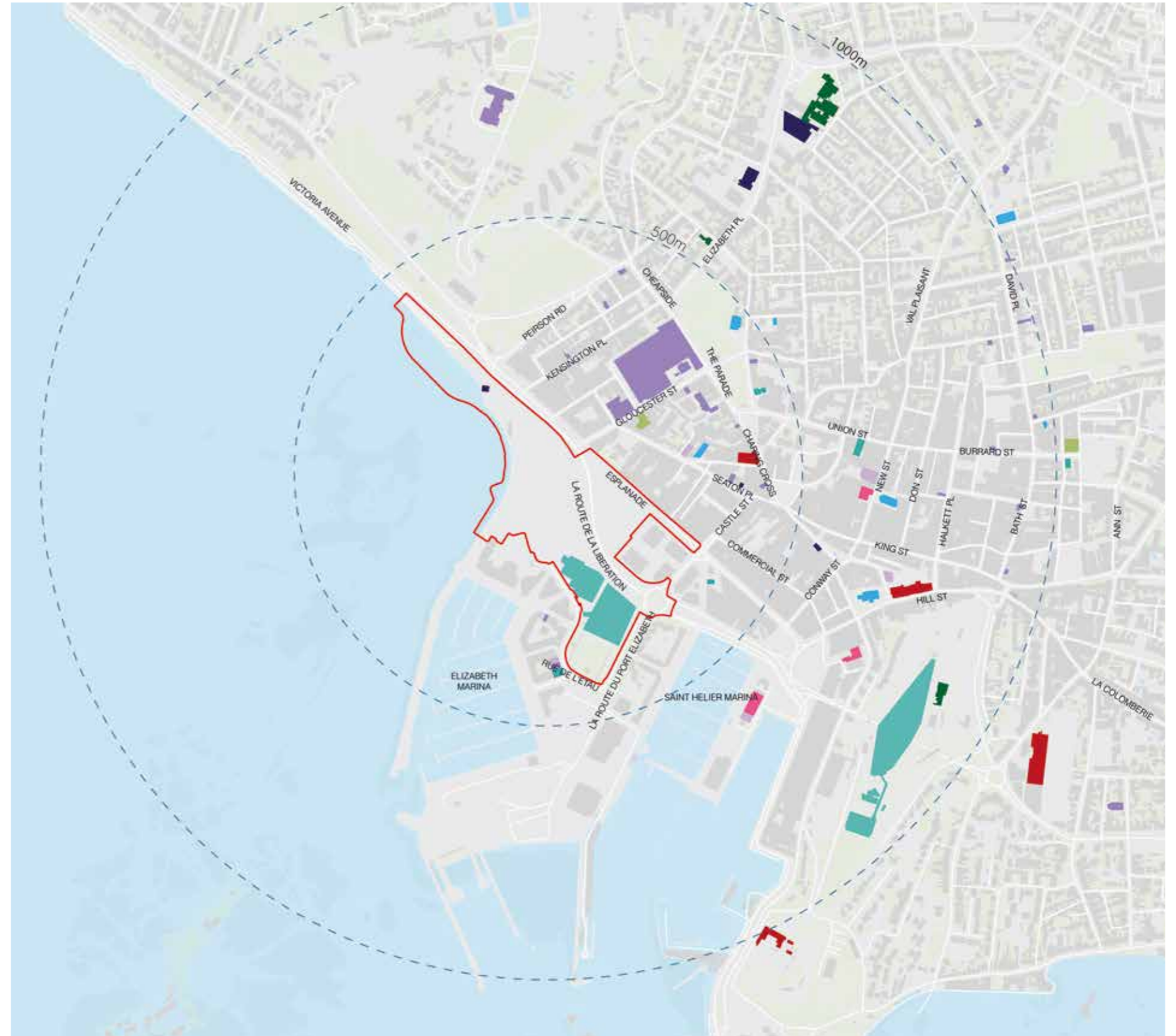
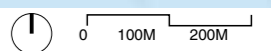













Figure 2.46 Social infrastructure and services



Legend

- | | | | |
|---|----------------------|---|------------------------------------|
|  | Site boundary |  | Community |
|  | Medical / hospital |  | Arts/ theatre |
|  | School |  | Civil service |
|  | Leisure |  | Museum |
|  | Government buildings |  | 500m and 1000m radii from the site |
|  | Faith / religion | | |

2. The Site & Context Appraisal

2.3 Surrounding Green Space and Amenity Provision

2.3.1 Surrounding Green Space

According to *St Helier Open Space: Audit Summary* published in 2018, St Helier 'has approximately 13.1 hectares (ha) of parks within its boundary and a further 3.7ha immediately adjacent to its western edge, bringing the total provision of park space in town to 17.6ha.

There are a variety of open spaces within the local area with two, Les Jardins de la Mer and Marina Gardens, set within the site boundary. Les Jardins de la Mer (Figure 2.48) are part of the Waterfront area created in 1997 and are used as a gathering space at various events such as Jersey Triathlon and Pride. Marina Gardens (Figure 2.51) function as a residential pocket park and are also used for pop-up events, e.g. screening of sports tournaments.

Along Victoria Avenue, there is Lower Park and People's Park (Figure 2.54, Figure 2.55) with generous lawn provision, as well as West Park rich with mature trees and Victoria Park (Figure 2.49) and Parade Gardens (Figure 2.52) lined with decorative planting.

Further afield, there is Millennium Park (Figure 2.50), a formal park with interactive water features including water curtain sculptures and large grass area suitable for picnics and South Hill (Figure 2.56) - an environmental park with stunning panoramic views over St Helier and the south coast. There are also a number of small pockets of green space found within residential areas, which are mostly used by local residents.



Figure 2.47 Surrounding Green Space

Legend

- Site boundary
- Existing context
- Public gardens
- Parks

2. The Site & Context Appraisal

2.3 Surrounding Green Space and Amenity Provision

2.3.1 Surrounding Green Space



Figure 2.48 Les Jardins de la Mer



Figure 2.49 Victoria Park



Figure 2.50 Millennium Park



Figure 2.51 Marina Gardens



Figure 2.52 Parade Gardens



Figure 2.53 Howard Davis Park



Figure 2.54 Lower Park



Figure 2.55 People's Park



Figure 2.56 South Hill Battery and Gardens

2. The Site & Context Appraisal

2.3 Surrounding Green Space and Amenity Provision

2.3.2 Play Provision

There is little outdoor play provision with a 1km radius of the site, the closest being a small playground for ages 2-5 years old within People's Park.

Local play spaces cater largely for younger children and do not offer the active and challenging environment or social spaces used by children of ages 12+ years old. The current play provision comes in the form of equipment play with little offer for sensory or mobility learning.

South Hill Play Area is proposed to be refurbished as part of the South Hill Residential Development.

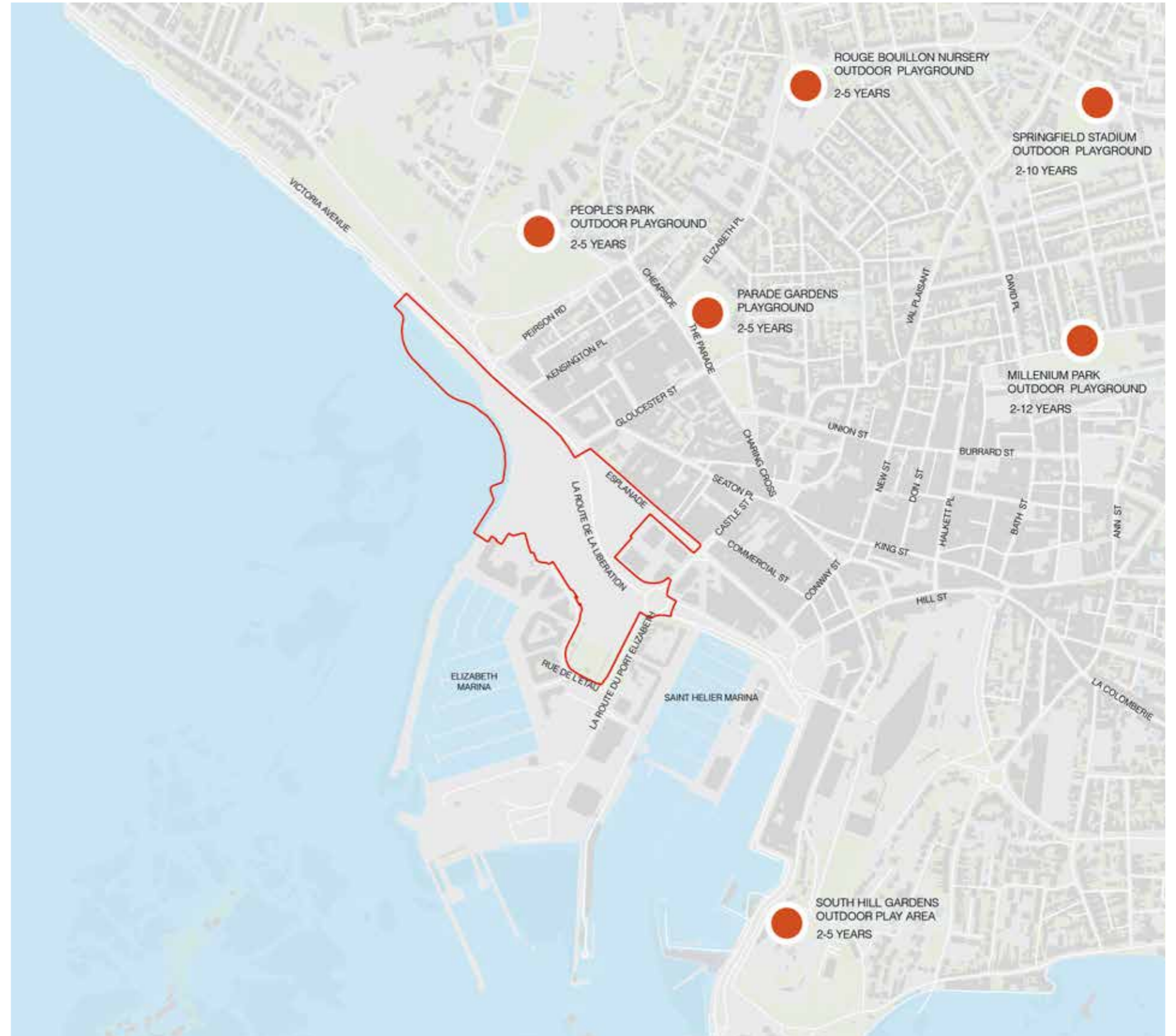


Figure 2.57 Play provision

Legend

- Site boundary
- Existing context
- Playgrounds

2. The Site & Context Appraisal

2.4 Connections and Movement

2.4.1 Pedestrian Movement

Existing pedestrian movement is largely focused between a series of town squares such as Liberation Square, Royal Square and the Cenotaph as well as the Bus Station and several public car parks.

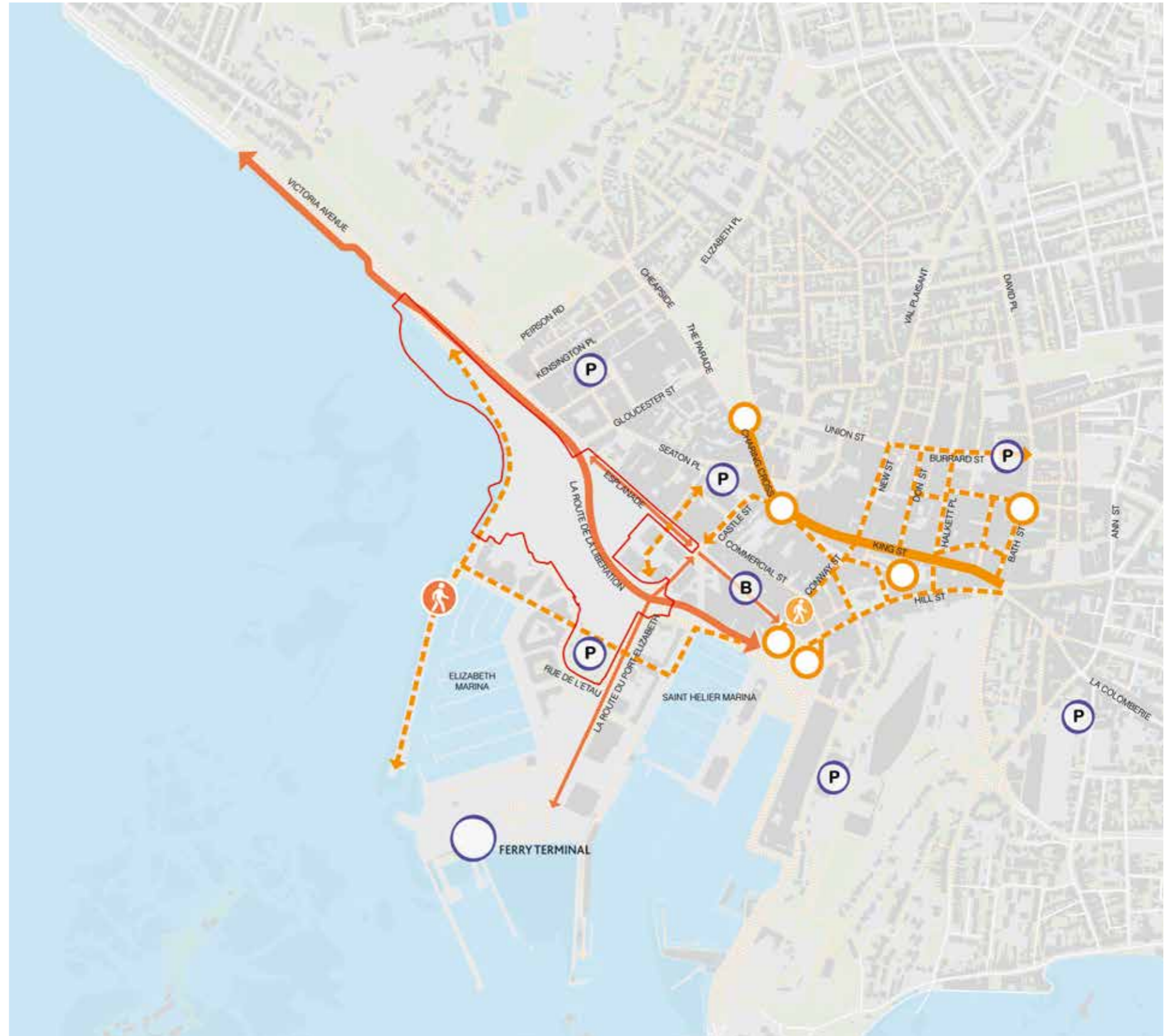


Figure 2.58 Pedestrian Movement

2. The Site & Context Appraisal

2.4 Connections and Movement

2.4.2 Cycle Movement

Cycle access into the town follows a series of one way and two way road systems. The dedicated cycle route from St Aubin along the waterfront terminates abruptly opposite Gloucester Street and cyclists are encouraged to move along the shared pedestrian/cycle route adjacent to La Route de la Libération to cross at Castle Street and into the old town or continue onto Le Quai aux Marchands.

Cyclists looking to avoid traffic use the waterfront promenade, turning at the Radisson towards Marina Gardens and down to St Helier Marina where they can cross opposite Liberation Square to get into town.

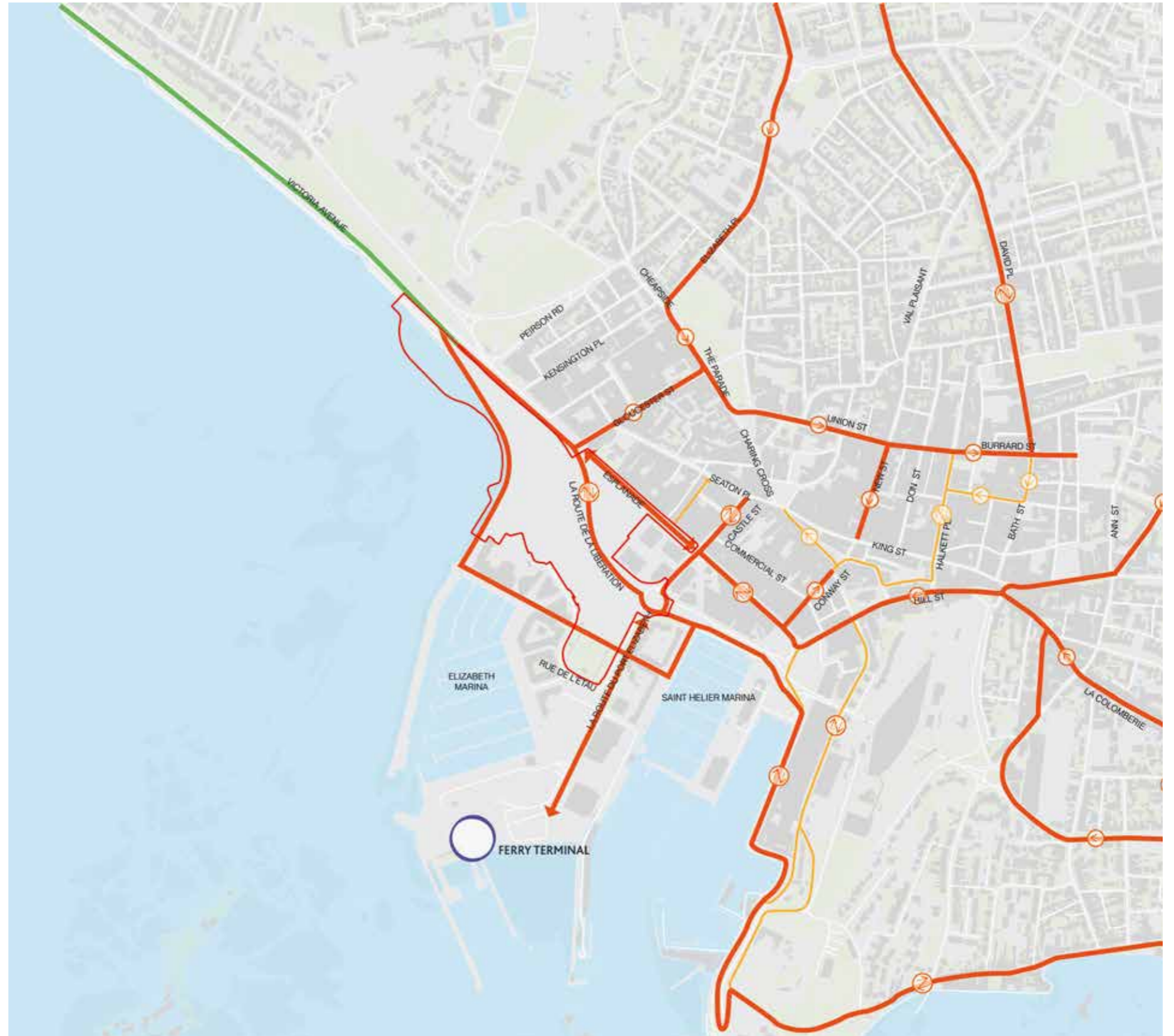


Figure 2.59 Cycle Movement

2. The Site & Context Appraisal

2.4 Connections and Movement

2.4.3 Public Transport

The site is within 400m catchment radius (5 minutes' walk) from Jersey's central Liberation bus terminal, which is situated to the east of the site on the Esplanade. The site also benefits from closer bus stops located on the Esplanade.

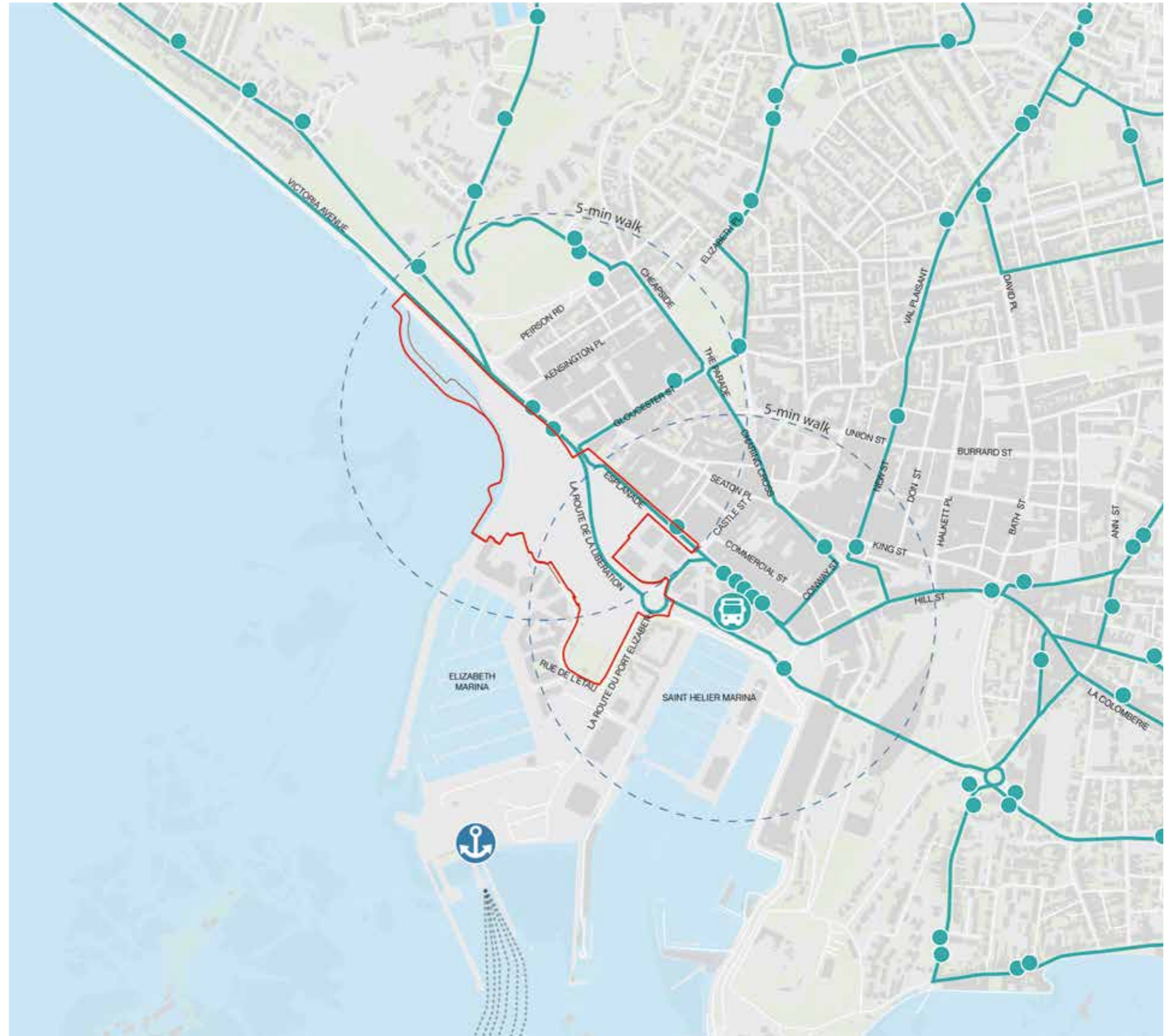


Figure 2.60 Public Transport

Legend

- Site boundary
- Existing context
- Bus routes
- Bus stops
- Bus station
- Ports of Jersey
- 400m radii from the bus stop/
bus station (5 min walking)

2. The Site & Context Appraisal

2.5 Local Character

2.5.1 Architectural Context

A HISTORY OF EXPANSION AND RENEWAL

St Helier's waterfront has been a central influence on the development of the town and its culture. The waterfront location is fundamental to its identity as the capital of an island state, a seaside town and an historic harbour town.

St Helier has a rich and complex urban environment with a wide range of building styles, ages, sizes and uses. The architecture and infrastructure of the town reflects its rapid growth from the medieval old St Helier in the early 1700's to a prosperous and successful port and popular tourist destination in the 1900's to its post-war role as an important financial centre.

Each phase of the town's growth from the early arrival of French refugees to the later influx of English tourists and incomers has instigated the construction of new houses, civic and commercial buildings in new tastes and architectural styles.

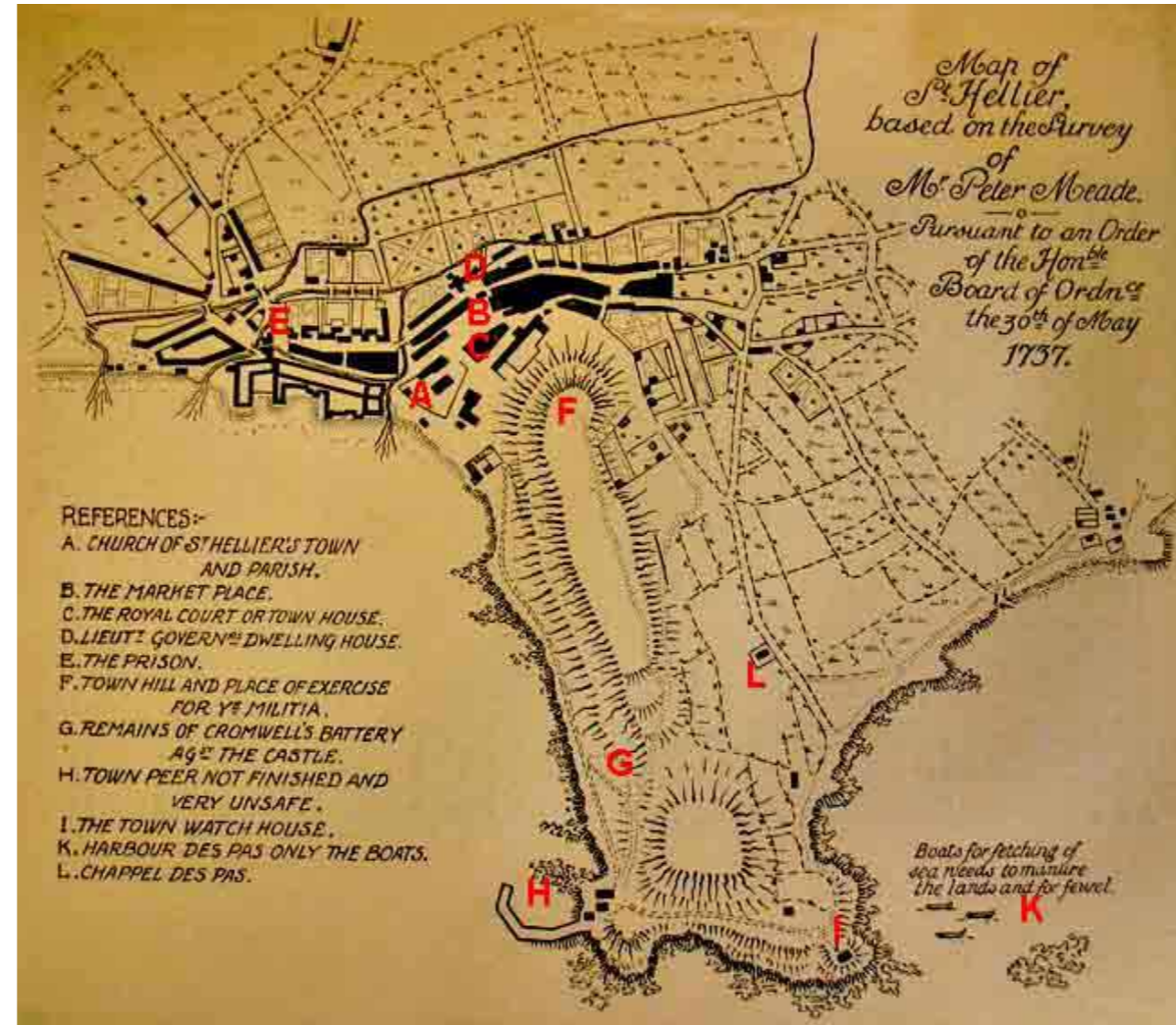


Figure 2.61 St Helier circa 1737 showing original coastline



Figure 2.62 The Waterfront at the Esplanade in 1955



Figure 2.63 The 'Island Site' showing reclaimed new coast with Esplanade waterfront behind

2. The Site & Context Appraisal

2.5 Local Character

2.5.1 Architectural Context

A HISTORY OF EXPANSION AND RENEWAL

The character and urban grain of the waterfront has increased in scale with the incremental reclamation of the foreshore, over at least 200 years as shown in the diagram opposite.



Legend

- 1737 Waterfront
- 1835 New reclaimed Waterfront
- 1978> Later concurrent additions; Harbour and Wall, La Collette and Port elements + Waste Material landfill sites

Figure 2.64 The historic phases of St Helier development as reclaimed land creates the current coastline

2. The Site & Context Appraisal

2.5 Local Character

2.5.1 Architectural Context

THE NEXT PHASE OF DEVELOPMENT

The Southwest St Helier Visioning Framework looks to continue the rich tapestry of architectural development as a seamless and natural continuation of the town centre to waterfront through a mix of new typologies and character areas that make reference to adjacent natural and built features.

The Framework site occupies a unique position. There is the opportunity to blend the existing eclectic architecture of St Helier with a more overall contemporary vision for the new waterfront.

The core of the St Helier townscape is a mix of historic phases of build as shown in figure 2.65 opposite.

Figure 2.67 shows how the SWSH Visioning Framework will be a natural bridge between the modern architecture of the waterfront and the historic phases of development within the old town.



Figure 2.65 Evolution of the St Helier townscape between 1700 and 1910



Figure 2.66 The Royal Yacht Club and Weighbridge Hotel circa 1910-15, part of St Helier's historic waterfront

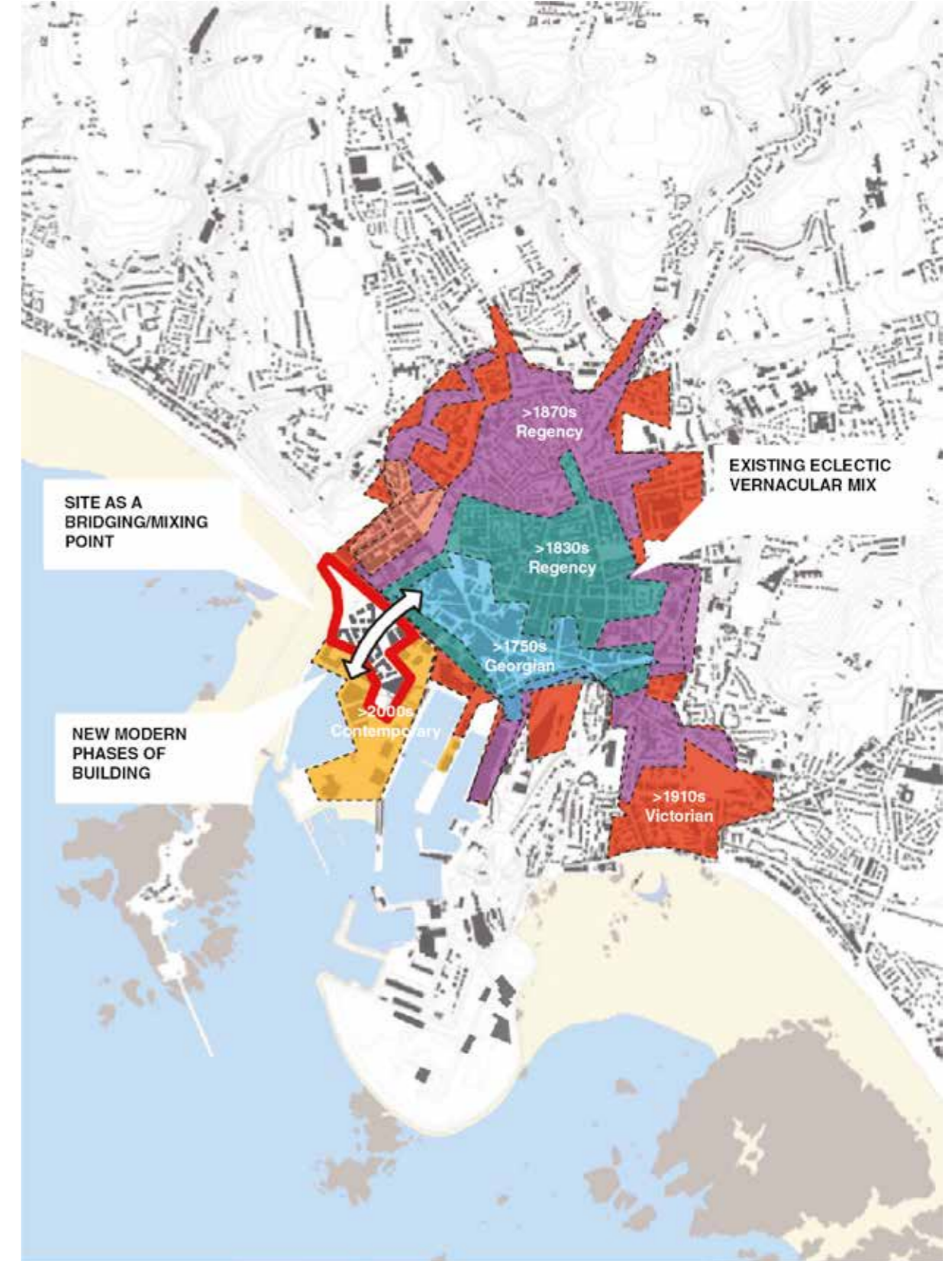


Figure 2.67 The SWSH Visioning Framework within the existing historic townscape

2. The Site & Context Appraisal

2.5 Local Character

2.5.1 Architectural Context

A CONTINUUM OF TYPOLOGIES

St Helier has a rich history of phases of built development - each with their own styles and motifs.

It is a property that reflects the very nature of a maritime town, having an exuberant mix of architectural styles that mirrors its role as a centre for trade and a destination for incomers drawn to its economic success.

The historic centre of the town it is typified by a mix of Georgian, Regency, Victorian, Maritime Art Deco and Modernism as distinct styles with various interstitial buildings of ad-hoc or singular vision filling in the gaps. More recent contemporary development includes major buildings on the waterfront, Esplanade and International Financial Centre with a greater focus on design quality.

'The building styles of St Helier are sufficiently varied and intermixed that architectural eclecticism virtually becomes a defining characteristic of the town. It is therefore difficult to identify distinct neighbourhoods of singular architectural style or quality.'

- WMUD Character Appraisal 2005

The figures opposite show a wide range of architectural styles from different periods in St Helier.

GEORGIAN



Figure 2.68 Georgian rhythms



Figure 2.73 Georgian banding



Figure 2.78 Georgian rhythms

1700s - 1830s

REGENCY



Figure 2.69 Regency detailing



Figure 2.74 Regency rhythms



Figure 2.79 Regency colours

1810s - 1820s

VICTORIAN



Figure 2.70 Victorian detailing



Figure 2.75 Victorian materials



Figure 2.80 Victorian rhythms

1820s - 1910s

MARITIME ART DECO + MODERNIST



Figure 2.71 Modernist rhythms



Figure 2.76 Modernist rhythms



Figure 2.81 Modernist rhythms

1900s - 1990s

CONTEMPORARY



Figure 2.72 Contemporary rhythms



Figure 2.77 Contemporary rhythms



Figure 2.82 Contemporary rhythms

2000s

2. The Site & Context Appraisal

2.5 Local Character

2.5.2 Urban Character Appraisal

“The St Helier Urban Character Appraisal prepared by WMUD in October 2005 established ten distinct character areas in St Helier. This recognised that the town’s character lies in its rich mix of different scales, styles and materials enabling different periods of architecture to coexist.” - *WMUD Urban character appraisal review: 2021*

The Character Appraisal describes the process of defining character areas for St Helier using a multi stage urban design analysis of the town. Five general categories of assessment with a number of sub-categories were used:

1. Context – topography, boundaries/edges, landmarks, sea-views
2. Grain, scale and texture – figure field, frontage width, frontage setback, building height
3. Use and activity – land use, street activity, waterfront, population density
4. Spatial issues – places, green space, public realm
5. Built heritage – historic value, listed buildings, architectural character

The method of analysis was devised to acknowledge the complexity of the place but also to guide future development to ensure it is equally complex and multifaceted. By defining the character areas for St Helier and combining it with planning policies and design guidance the intention is to improve quality of design submitted for planning applications so that it maintains and enhances the character areas.

The appraisal acknowledged that the boundaries to the character areas were not prescriptive and were likely to shift and blur to reflect the nature of urban development in the town.

New character area boundaries have been defined in the St Helier Urban Character Appraisal Review in 2021 and the boundaries redrawn to exclude previously ambiguous areas or interstice areas.

Understanding and analysing the character areas as defined in the WMUD St Helier Urban Character Appraisal 2005 and the more recent unadopted review (2021) is fundamental to establishing design guidelines for the new SWSH Visioning Framework.

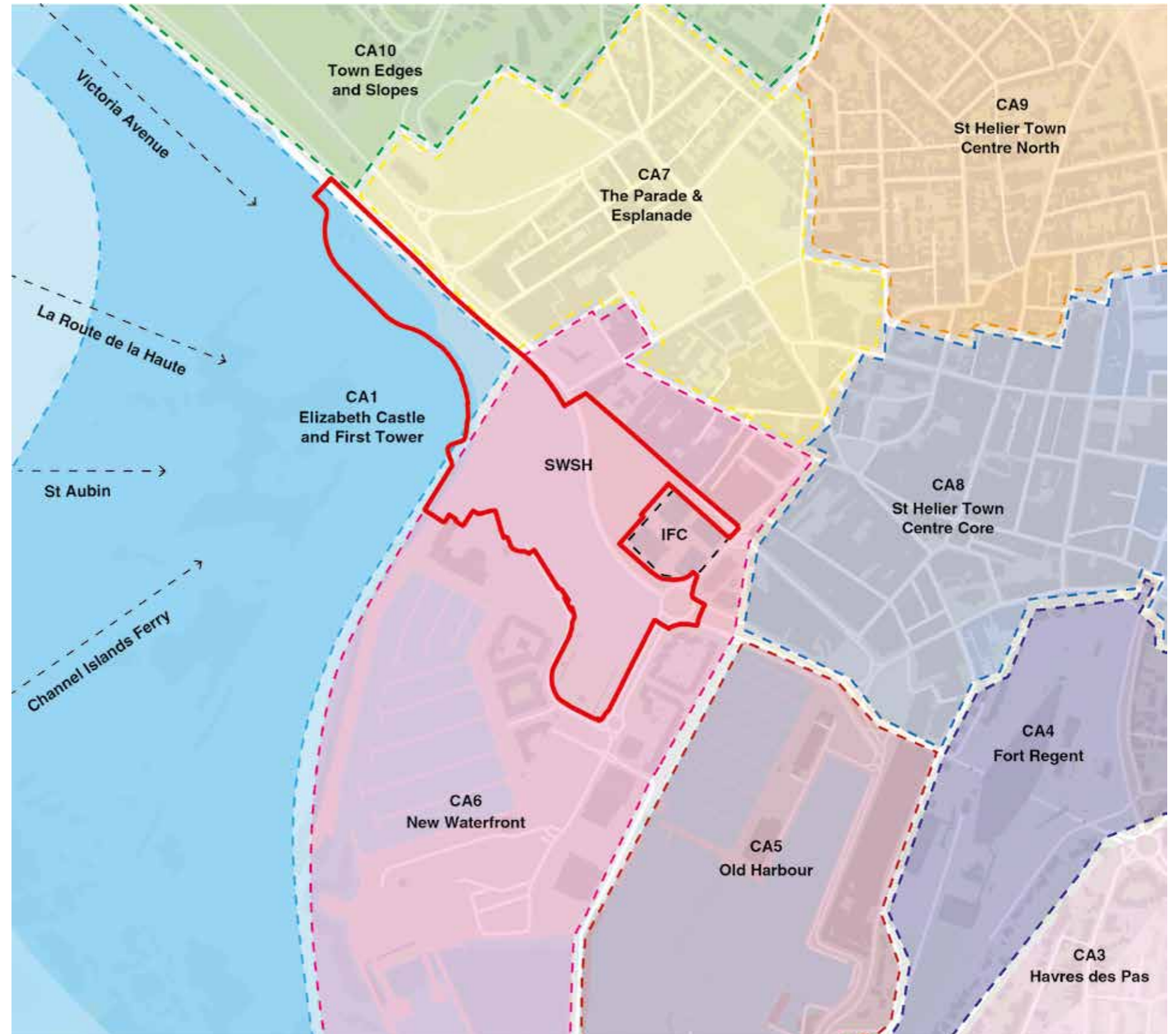


Figure 2.83 The WMUD 2005 Urban Character Appraisal map

2. The Site & Context Appraisal

2.5 Local Character

2.5.2 Urban Character Appraisal

LESSONS LEARNT FROM URBAN CHARACTER APPRAISAL

Retaining and enhancing the character of St Helier is Government of Jersey policy. It is fundamental that new development proposals are designed to work in context. Establishing the character of an area and how this informs a design is part of the process outlined in the WMUD St Helier Urban Character Appraisal 2005 that seeks to ensure that future development can be integrated seamlessly into St Helier's built environment.

Analysis of the historic character areas bordering and including the SWSH Visioning Framework site has informed the architectural character of the proposed new development focusing on the context and grain, built heritage and scale and texture of the character area as set out in the SPG guidance.

The analysis is broadly in line with the commentary provided in the WMUD Urban Character Analysis Review 2021 and 'lessons learnt' have been added where relevant.



Figure 2.84 Aerial photography of St Helier waterfront and town

2. The Site & Context Appraisal

2.5 Local Character

2.5.2 Urban Character Appraisal

CA6 THE NEW WATERFRONT

The new waterfront occupies mostly land reclaimed from the sea creating an extended and realigned coastline and is dominated by contemporary architecture in a global commercial style and has very little relationship to the urban development of historic St Helier.

The harbour-side is rich and attractive and includes visual reminders of the historic role of St Helier as a harbour town including distinctive robust materials, with traditional detailing and evident craftsmanship.

The recent waterfront development that addresses the seafront and marina setting utilise curtain walling and modern render and cladding systems typical of large scale commercial development with no evident reference to the existing architecture of the harbour.



Figure 2.85 Aerial view of Horizon development and Elizabeth Castle

2. The Site & Context Appraisal

2.5 Local Character

2.5.2 Urban Character Appraisal



Figure 2.86 The new waterfront character zone

CA6 ANALYSIS SUMMARY

The new waterfront development typically consists of large floor plate buildings with a strong horizontal banding emphasised by the waterfront facing balconies and floor edges. Bold corner detailing and vertically expressed elements have been introduced to break up long façades and the roof profile stepped to reduce the impact of the scale of the development.

The grain, scale and texture of the existing waterfront development has little relationship to the architecture of St Helier and limited visual clues or take-ways to inform the SWSH Visioning Framework.

Positive aspects identified include: horizontal banding with clearly defined top, middle and bottom arrangements, façade shading and screening elements and inset terraces and balconies.

Negative aspects identified include: very long 'monolithic' façades and a limited materials palette.



Figure 2.87 Horizon Development



Figure 2.88 Castle Quay



Figure 2.89 Castle Quay



Figure 2.90 Castle Quay

GRAIN, SCALE AND TEXTURE

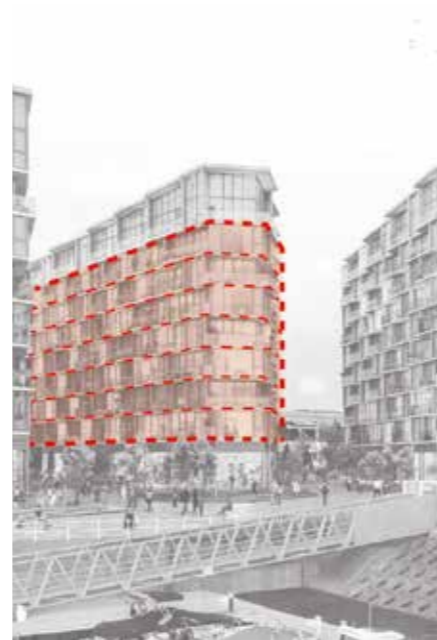


Figure 2.91 Horizon Development analysis

Strong horizontal banding to the building façades



Figure 2.92 Castle Quay analysis

Clear top, middle and bottom arrangement to the architectural parti



Figure 2.93 Castle Quay analysis

Limited materials palette to the key façades overlooking the marina



Figure 2.94 Castle Quay analysis

Inset terraces and balconies create depth and shadow as well as protection from the marine environment

2. The Site & Context Appraisal

2.5 Local Character

2.5.2 Urban Character Appraisal

CA 7 PARADE AND ESPLANADE NOW THE PARADE AND PEOPLE'S PARK

The Parade and Peoples Park character area includes some of the earliest St Helier buildings with an eclectic mix of Victorian residential buildings and early 19th century maritime and industrial buildings.

The Esplanade forms a distinct edge to the town and was the original waterfront. The remaining historic buildings are now dominated by recent commercial development in a global architectural style.

The adjustment of the character area boundaries reflects the recent development along the Esplanade that is far more aligned to the new waterfront development than the character of the old town.



Figure 2.95 Example of the historic warehouse architecture on the Esplanade that once formed part of the original waterfront

2. The Site & Context Appraisal

2.5 Local Character

2.5.2 Urban Character Appraisal



Figure 2.96 Parade and Esplanade Now the Parade and People's Park

CA7 ANALYSIS SUMMARY

The Esplanade is not homogeneous and is a mixture of contemporary and older historic buildings and elements. This creates a rich mixture of precedent façade types and materiality within the character area.

The Esplanade has a diverse range of façade types with a distinct top, middle and bottom emphasis and variable roof lines including traditional and modern interpretations of mansard roof with dormers or high level set-backs. Horizontal window rhythms dominate both modern and historic buildings and there is notable architectural elaboration and detailing at prominent corners.

Positive aspects identified include: frame and infill façade systems, vertical subdivisions, variation in the roof expression and architectural details, inset terraces, traditional mansard roof with dormers, strong window rhythms with punched openings, façades turning the corner, pronounced corner treatments and the inclusion of colonnades.

Negative aspects identified include: limited materials palette with variations in the quality and combinations of architectural systems and detailing.



Figure 2.97 No. 44, the Esplanade



Figure 2.98 No. 40, the Esplanade



Figure 2.99 No. 25, the Esplanade



Figure 2.100 No.18, the Esplanade

GRAIN, SCALE, TEXTURE AND BUILDING HERITAGE

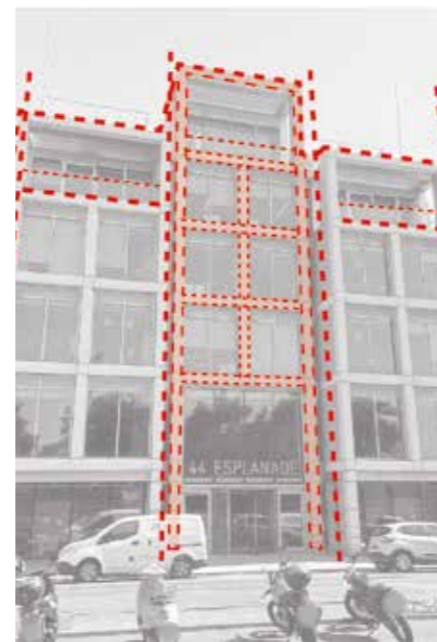


Figure 2.101 No. 44, the Esplanade analysis

Expression of the structural frame with clear vertical subdivision of the façades

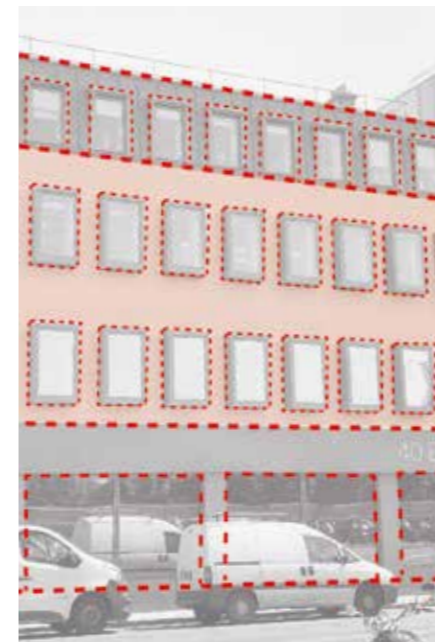


Figure 2.102 No. 40, the Esplanade analysis

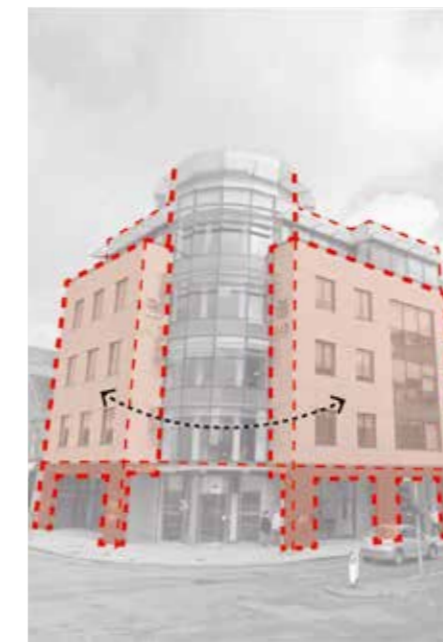


Figure 2.103 No. 25, the Esplanade analysis

Pronounced architectural expression at building corners



Figure 2.104 No. 18, the Esplanade analysis

Variation in the window and opening rhythms on historic buildings

2. The Site & Context Appraisal

2.5 Local Character

2.5.2 Urban Character Appraisal

CA8 TOWN CENTRE

The town centre core is the historic heart of the town and many of the streets, spaces and block patterns were shaped during the earliest days of St Helier's development. The old-fashioned seaside resort that was attractive to the Victorian traveller has given way to an urban development that is now unmistakably a place for business.

The historic buildings are predominantly Victorian and Edwardian commercial buildings but are now heavily interspersed with a wide variety of 20th century infill buildings.

The area incorporates the civic heart of St Helier including the Royal Square, the Parish Church and the States Building.



Figure 2.105 Liberation Square looking towards Conway Street

2. The Site & Context Appraisal

2.5 Local Character

2.5.2 Urban Character Appraisal



Figure 2.106 Caledonia Place

CA8 ANALYSIS SUMMARY

The St Helier town centre has a densely built-up urban form with a varying architectural grain including some historic narrow plots mixed with larger, more commercially valuable sites. The architecture has distinct horizontal banding with a clearly defined top, middle and bottom.

Horizontal window rhythms occur in both the older vernacular buildings and within the contemporary architectural additions. Variable roof lines create a grain and character at high level including traditional mansard roofs with dormers. Overall, there is a mix of architectural styles but with a strong heritage feel with elements of the old Esplanade waterfront interspersed with newer commercial development.

Positive aspects identified include: strong vertical sub-divisions of the building façades, variation in the roof expressions and architectural details, traditional mansard roofs with dormers, historic pitched roofs, strong window rhythms with punched openings, façades that turn the corner and expressed corner treatments.

Negative aspects identified include: some unsympathetic newer development that contrasts with the traditional vernacular architecture.



Figure 2.107 Esplanade



Figure 2.108 Weighbridge Place



Figure 2.109 Liberty Wharf shopping centre



Figure 2.110 The Royal Yacht

GRAIN, SCALE, TEXTURE AND BUILDING HERITAGE



Figure 2.111 Esplanade analysis

Clear top, middle and bottom arrangement to the architectural parti



Figure 2.112 Weighbridge Place analysis

Vertical subdivision to the building façades



Figure 2.113 Liberty Wharf analysis

Traditional pitched roof construction with dormer windows

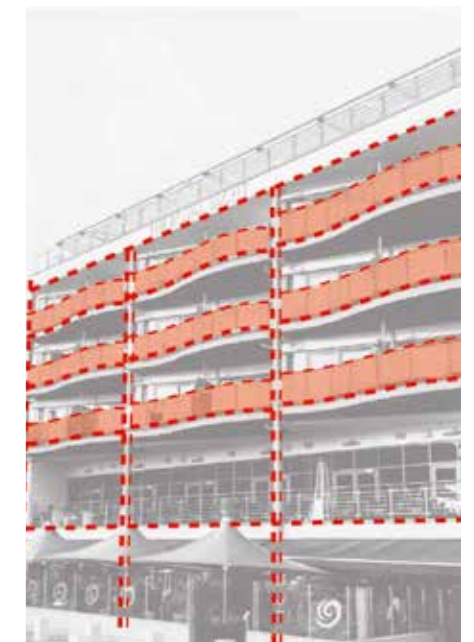


Figure 2.114 The Royal Yacht analysis

Expression of the structural frame with inset terraces and balconies

2. The Site & Context Appraisal

2.5 Local Character

2.5.2 Urban Character Appraisal

INTERNATIONAL FINANCIAL CENTRE

The ongoing construction of the International Financial Centre (IFC) area over the past fifteen years has created its own distinct character area. The original Esplanade Masterplan (2008) and the Design Code for the Esplanade (2008) has guided the design of the two buildings completed in 2015 and 2017.

The large floor plates and floor to floor glazing of the new commercial development now reflects St Helier's repositioning as a base for finance and commercial activity rather than its historic maritime character.

Part of the emerging waterfront area, the IFC is characterised by large landmark buildings occupying island plots within a contemporary street layout incorporating high quality public realm.



Figure 2.115 IFC 1 looking west along the Esplanade

2. The Site & Context Appraisal

2.5 Local Character

2.5.2 Urban Character Appraisal



Figure 2.116 IFC



Figure 2.117 IFC 1



Figure 2.118 IFC1 and IFC 2



Figure 2.119 IFC 5

IFC ANALYSIS SUMMARY

The IFC has large floor plate buildings with floor to floor, high performance curtain walling and expressed structural frames typical of financial centre architecture found in the UK and Europe. An additional level of detail and surface treatments creates a secondary grid of texture and colour. Local relevance is found in the tonal palette of contemporary materials, which reflect the use of traditional materials such as granite. The old sea wall is also retained within the scheme which itself incorporates natural stone types reflective of those used on the island.

Where buildings come to ground they create colonnades that create sheltered routes within the public realm.

Overall there is a strong commercial contemporary feel with a distinct larger civic grain unlike the historic character of St Helier's old town.

Positive aspects identified include: clear structural expression of the building frame coming to ground, vertical façade bay arrangements, 360 degree façades that turn the corner, a strong top, middle and bottom façade parti, high level building set backs and an activated colonnaded ground plane.

Negative aspects identified include: large building plots with large floor plates.

GRAIN, SCALE AND TEXTURE

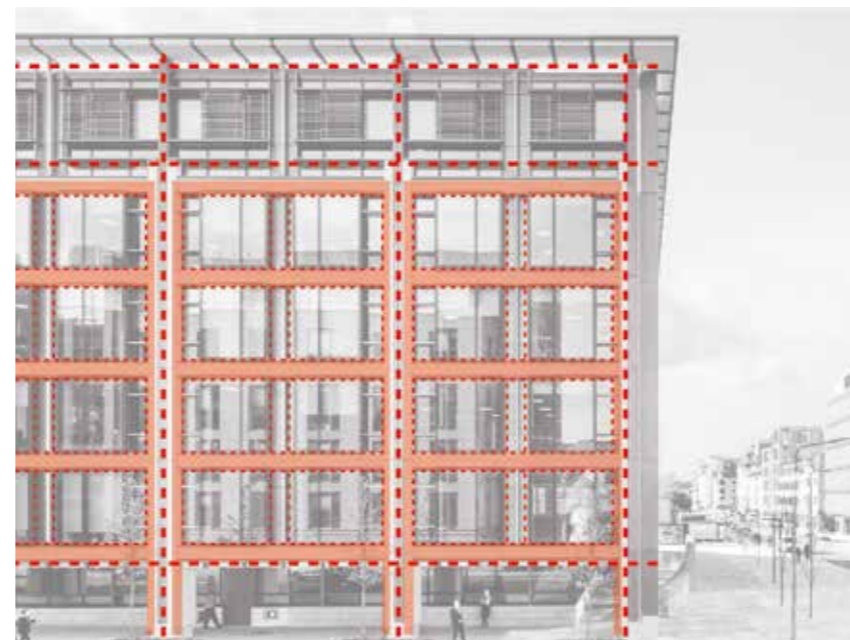


Figure 2.120 IFC 1 analysis

Clear structural expression of the building frame with a vertical bay arrangement

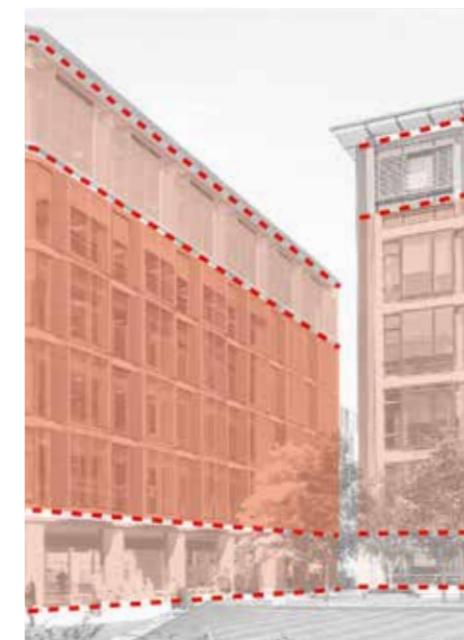


Figure 2.121 IFC 1 + IFC 2 analysis

Clear top, middle and bottom arrangement to the architectural parti

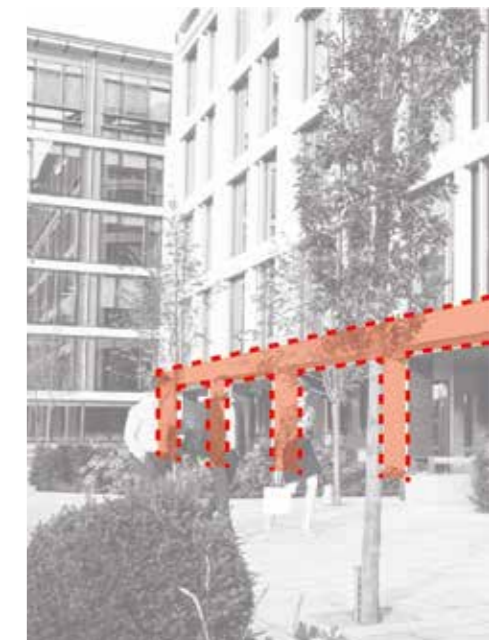


Figure 2.122 IFC 5 analysis

Activated ground plane including colonnades and high quality public realm

2. The Site & Context Appraisal

2.5 Local Character

2.5.3 Existing Town Grain Study

TOWN CENTRE

As part of the local character appraisal, an analysis of the existing town grain was conducted. From a desktop review of a portion of St Helier town it is evident street parcels can range from 38-135m. An average parcel width (see Figure 2.123) is 72.6m, the smallest is 38 to 54m and the longest between 112 to 135m.

Some of these blocks have a break with a lane connection through. The typical land parcel dimensions have informed the scale of parcels within this framework.

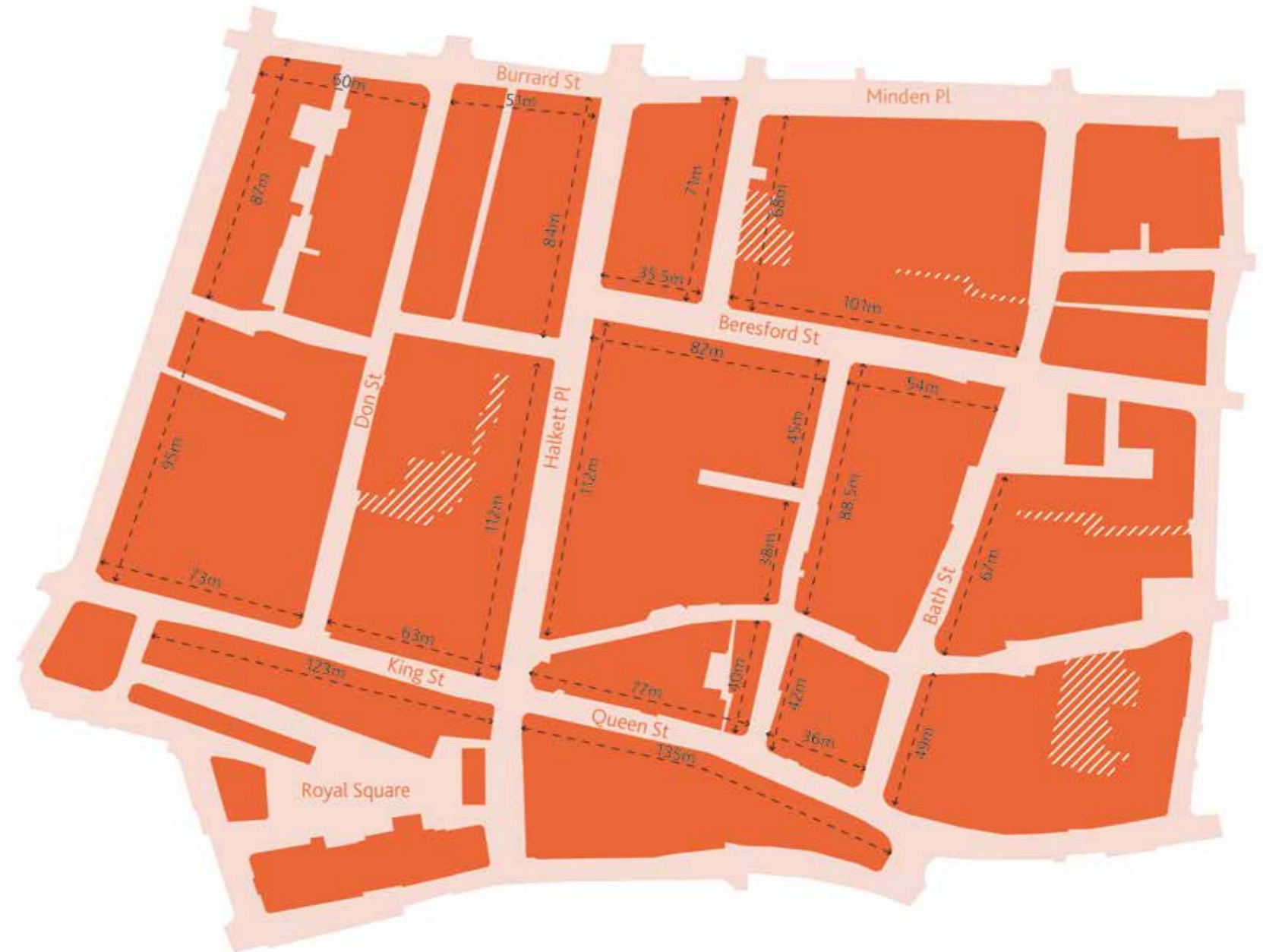


Figure 2.123 Existing town grain - town centre

2. The Site & Context Appraisal

2.5 Local Character

2.5.3 Existing Town Grain Study

THE ESPLANADE

The Esplanade has been studied as part of the town character appraisal due to the street's immediate proximity to the site and the fact that it will be forming the backdrop of the proposed development.

As described in the Willie Miller Urban Character Appraisal and earlier in this chapter, the character of the Esplanade differs from the historic core of the town centre. The street is dominated by large office blocks constructed in the last two decades with a few remaining heritage properties on the street. The buildings typically have a longer street frontage compared to the historic core.

It is notable that even though the elevations along the Esplanade are longer (see Figure 2.128), the façades are often split vertically and use architectural features, such as pitched roofs, in order to create rhythm and variation along the street. These principles have been considered within the proposed development to complement the surroundings.

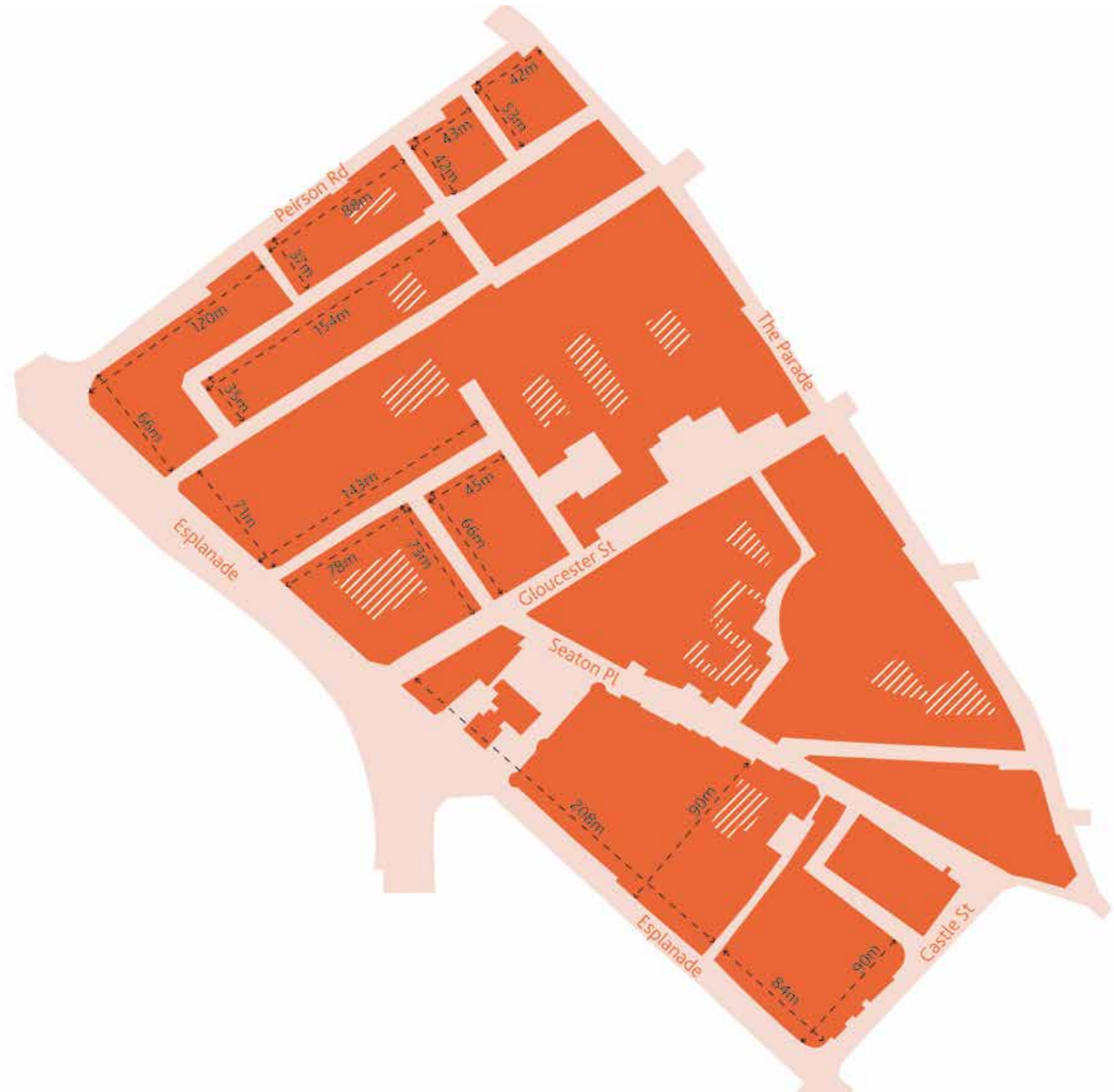


Figure 2.126 Existing town grain - the Esplanade

2. The Site & Context Appraisal

2.5 Local Character

2.5.3 Existing Town Grain Study

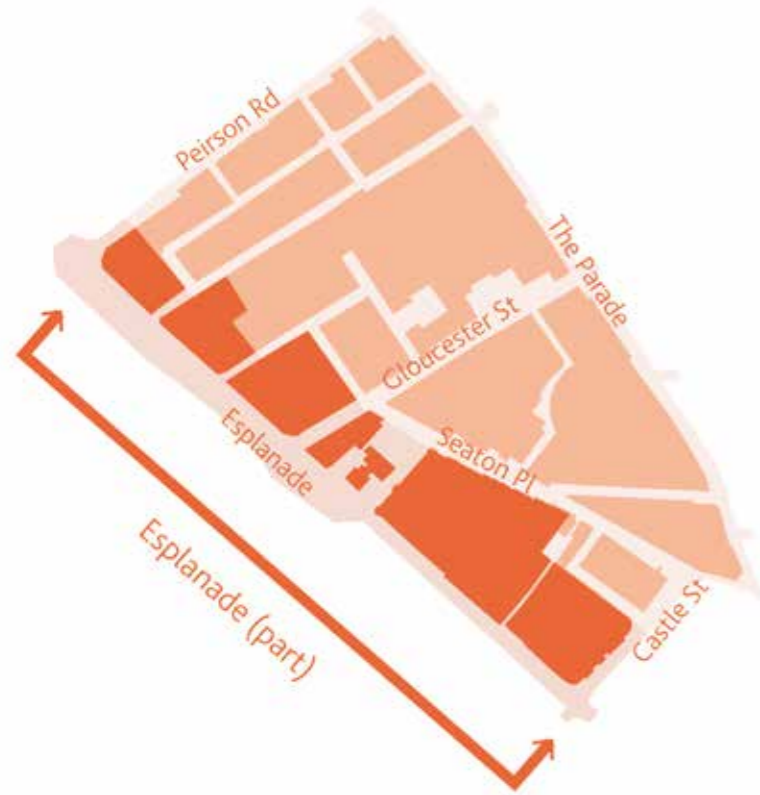


Figure 2.127 Site photos of the Esplanade



Figure 2.128 Site photos of the Esplanade



Figure 2.129 Site photos of the Esplanade



Figure 2.130 Site photos of the Esplanade



Figure 2.131 Site photos of the Esplanade



Figure 2.132 Site photos of the Esplanade

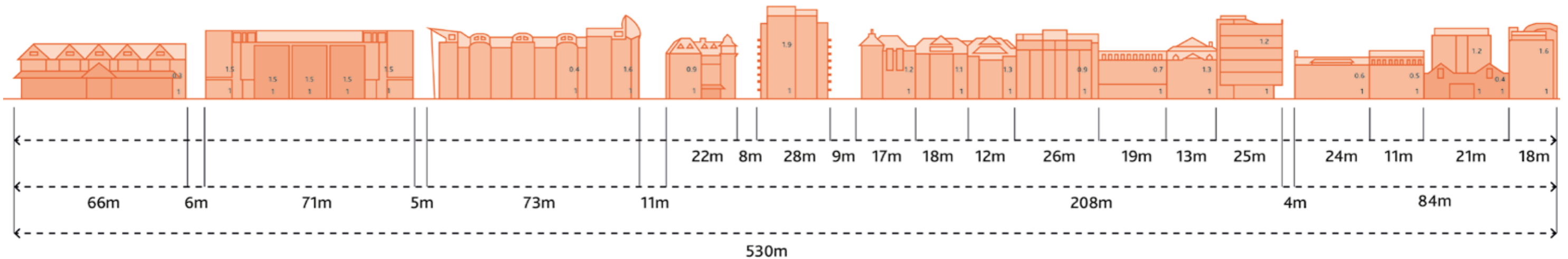


Figure 2.133 Elevation of the Esplanade

2. The Site & Context Appraisal

2.6 Heritage, Conservation and Existing Site Features

The Site is somewhat divorced from the historic core physically due to La Route de la Libération and architecturally due to the style of the Radisson Blu Hotel, Castle Quay and the existing leisure facilities. However, there are visual relationships with several important historic assets, principally Elizabeth Castle to the southwest.

From south to north, the Site includes:

- Marina Gardens which includes a basement car park beneath (incorporating 500 car parking spaces) accessed from La Route du Port Elizabeth;
- A leisure complex including Cineworld cinema, Aquasplash swimming centre, health and fitness centre and a number of restaurants and bars;
- A construction compound for the nearby Horizon construction works with adjacent 'fast and tasty food' café;
- A surface level car parking area at Les Jardin de la Mer providing approximately 580 commuter parking spaces
- A section of late Georgian seawall and promenade runs along the northern boundary of the car park on the Esplanade and is listed Grade 3
- The Waterfront Promenade and Les Jardins de la Mer, a formally landscaped waterfront park
- La Frégate Café
- Castle kiosk and take away café
- Cycle hire kiosk

Legend
















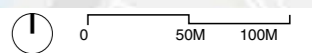
- | | | | |
|---|---|---|---|
|  | Site boundary |  | Victorian shelter to be relocated |
|  | Existing context |  | Slipway |
|  | Building / Structure to be Retained |  | La Frégate Cafe |
|  | Building / Structure to be removed |  | WW2 mine to be relocated and included into the design |
|  | Building / Structure to be relocated |  | Dolphin water feature in Les Jardins de la Mer |
|  | Listed building grade 2 WW2 German casemate |  | Cineworld |
|  | Listed building grade 3 historic sea wall along the Esplanade |  | AquaSplash |
|  | Sea wall along the Esplanade | | |



Figure 2.134 Existing Site Features



2. The Site & Context Appraisal

2.6 Heritage, Conservation and Existing Site Features

- A World War II (WWII) German military casemate and adjacent slip way into the sea. The casemate is listed Grade 2 (referred to as the German occupation site, Grand Hotel);
- Elizabeth Castle Ferry Kiosk and a shelter for passengers of Le Petit Train a scenic road train that travels between St Helier and St Aubin

Other site features of note include a commemorative stone, dolphin water feature within Les Jardins de la Mer and the WW2 mine, all of which should be considered for relocation.

La Frégate Cafe constructed in 1997 is located on the northern edge of Les Jardins de La Mer and has been granted listed building status; for more information please refer to the Environmental Impact Statement (EIS).

Due to the need to raise the sea wall and nearby land levels to protect the area from flooding and rising sea levels it will not be possible to retain the structure in its current location. It is proposed instead to relocate the structure to the north west to sit within the reconfigured Jardins de la Mer and be repurposed to house the new Elizabeth Castle ferry kiosk as well as a cafe.

Cineworld, the multiplex cinema on the Waterfront, would be redeveloped as part of the 12-year vision to transform the area, however only after an alternative cinema comes into operation.

AquaSplash Leisure Centre will stay in operation until 2028, when it will be demolished and re-provision will be made for the swimming pool, gym and kids zone facilities within the Framework.



Figure 2.135 The WW2 German casemate



Figure 2.136 The slipway



Figure 2.137 La Frégate Café



Figure 2.138 Victorian shelter along promenade



Figure 2.139 The WW2 Mine



Figure 2.140 The commemorative stone

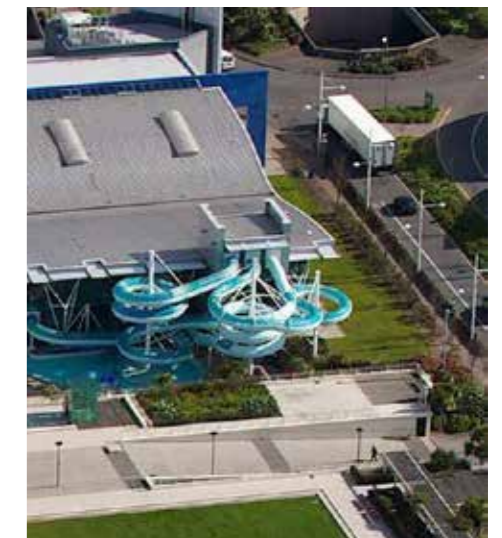


Figure 2.141 AquaSplash



Figure 2.142 Historic sea wall



Figure 2.143 The dolphin fountain



Figure 2.144 Cineworld

2. The Site & Context Appraisal

2.7 Surrounding Building Heights

The site is surrounded by predominantly medium-tall to tall development with the heights varying from 4 to 9 storeys with the commercial buildings along the Esplanade (+18.47 to +33.70 AOD).

There is now a critical mass of higher density, taller and commercial architecture on both sides of La Route de la Libération including the emerging International Financial Centre (IFC) reaching up to +38.02 AOD in height.

The southern edge of the development site is framed with 5 to 8 storeys residential developments of Castle Quay Victoria Place and Albert Place.

To the south-west of the site boundary there is Radisson Blu Hotel of 7 storeys (+32.26 AOD). The emerging Horizon residential development comprised of the three towers of 9 to 11 storeys (+40.10 to +47.48 AOD) will become a new height dominant on the Waterfront.

The existing buildings on the Site range from 11.28m above ordnance datum (AOD) for the Elizabeth Castle Ferry Kiosk to 23.61m AOD for Cineworld.

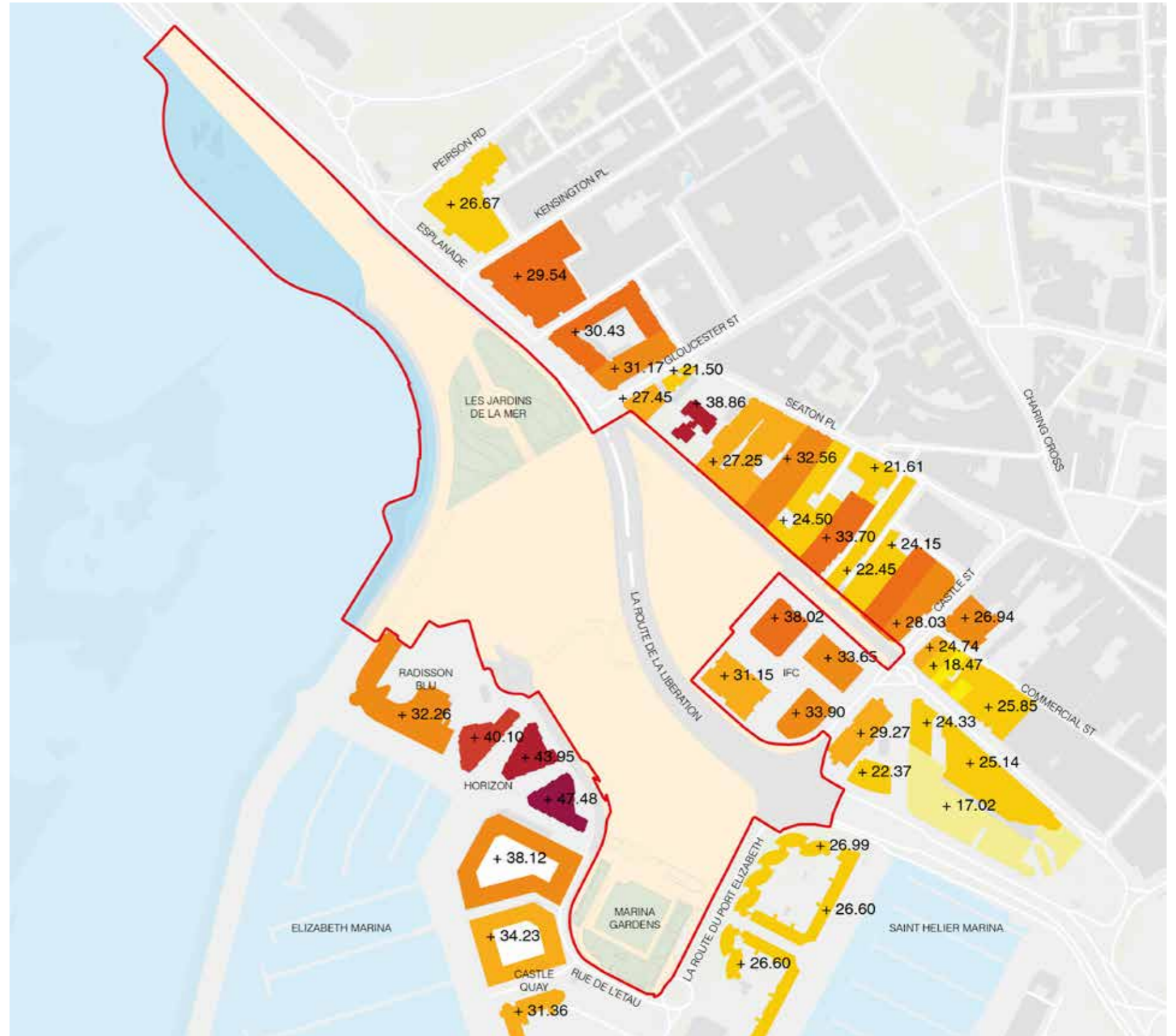


Figure 2.145 Surrounding Building Heights

Legend

- | | | | |
|--|---------------|--|------------|
| | Site boundary | | 7 Storeys |
| | 1-3 Storeys | | 8 Storeys |
| | 4 Storeys | | 9 Storeys |
| | 5 Storeys | | 10 Storeys |
| | 6 Storeys | | 11 Storeys |

2. The Site & Context Appraisal

2.8 Key Datums

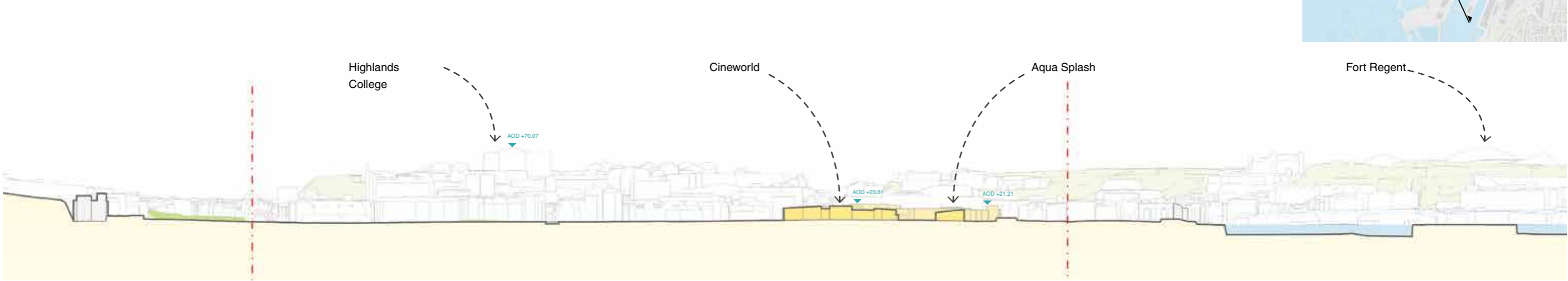
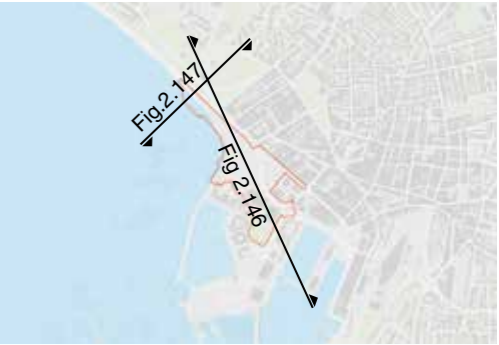


Figure 2.146 Long site section A

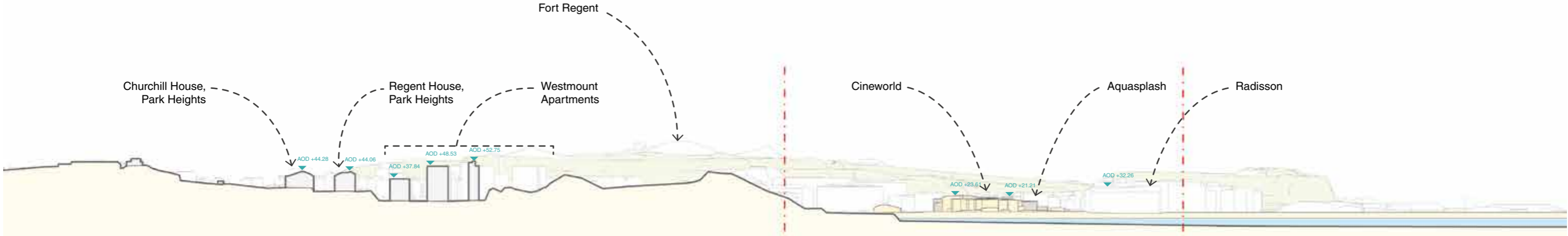


Figure 2.147 Short site section

2. The Site & Context Appraisal

2.9 Site Level and Grading

The existing site levels sit largely at 8.00 AOD to the north and gently grade up to a highpoint of 11.17 AOD along Rue de L'etau.

Les Jardins de la Mer interface to the Esplanade sits at a higher level creating accessibility issues for those approaching from the South Esplanade and Gloucester Street. The current interface to the Marina Gardens presents nearly a 2m level change between the existing car park and Aqua Splash.

There is currently an underpass tunnel connecting the temporary waterfront car park to the Esplanade car park which is proposed to be removed as part of the Framework.



Figure 2.148 Existing site levels

- Legend**
- Site boundary
 - +EX 9.31 Existing site level
 - ┌ Car park Tunnel
 - ▨ Ramp

2. The Site & Context Appraisal

2.9 Site Level and Grading



Figure 2.149 Level change between Les Jardins de la Mer and Gloucester Street



Figure 2.150 Pedestrian connection from Elizabeth Marina up to Waterfront Gardens



Figure 2.151 Stepped revetment down to beach level



Figure 2.152 Seaward facing side of casemate with stair access



Figure 2.153 Waterfront car park with landscape embankment



Figure 2.154 Level change to Marina Gardens basement along La Route du Port Elizabeth



Figure 2.155 Route de la Libération looking towards Fort Regent



Figure 2.156 Existing cycleway running behind wall



Figure 2.157 Outside of the leisure facility on La Route de la Libération

2. The Site & Context Appraisal

2.10 Site Constraints

2.10.1 Technical Constraints

The key technical and infrastructural constraints include the following;

WIND

- There is several locations to the west of the Site with instances of strong winds.

EXISTING UTILITIES

- There is an existing foul sewer and a deep surface water sewer that runs beneath the Site, the former between Rue de L'etau and La Route de la Libération and the latter between the western boundary and La Route de la Libération. The existing foul sewer will need to be rerouted to accommodate the framework.

FLOODING AND SEA LEVEL RISE

- The existing levels result in substantial flooding to Victoria Avenue and the Esplanade in the 1 in 200 year flood scenario for 2020. This begins to encroach on Gloucester Street in the 2070 scenario and up Seaton Place and Broad Street in the 2120 scenario.

Legend

	Site boundary		Area of Victorian sea wall
	Wind S20 exceeded		Historic groundwater level
	Wind S15 exceeded		Area of Victorian sea wall
	Existing foul sewers		Areas of overtopping flooding from a 0.5% AEP (1 in 200yr return period) projected for 2020, 2070 and 2120
	Existing surface sewers		
	Existing foul manhole		



Figure 2.158 Technical Site Constraints

2. The Site & Context Appraisal

2.10 Site Constraints

2.10.2 Design Constraints

There is a lack of safe and attractive pedestrian and cyclist connections between the town centre and Southwest St Helier. La Route de la Libération is one of the main barriers to achieving a good connectivity between the harbours, the Waterfront and town centre. Equally, there is a certain amount of noise pollution generated by traffic. The new development will be carefully planned in order to minimise the negative impact on the residential dwellings and to make steps to improve the pollution and severance caused by the road.

The views from and across the site towards Elizabeth Castle, Noirmont and Fort Regent are to be protected and, where possible, enhanced.

Radisson Blu Hotel parking generates an unattractive frontage and this issue has to be addressed through design of the new development.

Parts of the historic sea wall as well as the WW2 German casemate are listed and as such, will need to be retained and carefully integrated into the framework. La Frégate Café has also been granted listed status. The cafe cannot be retained in its current location due to the need to raise the sea wall to mitigate flooding. However, it is intended to relocate the structure within the waterfront scheme to a new location adjacent to the slipway.

The existing AquaSplash and the Multiplex Cineworld will be retained until 2028 when the lease ends and closer to the point in which the facilities are reprovided either on site or within the surroundings. This has informed the phasing of the development to minimise disruption of these facilities. Refer to Chapter 6 of this report for further information on phasing.

Legend









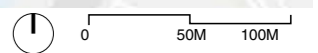
- | | |
|--|--|
|  Site boundary |  Radisson Blu hotel interface |
|  La Route de la Libération |  Listed structures (including La Frégate Café, which has Grade 2 listed status) |
|  Disrupted connections with the town centre |  Structures to be retained on site until 2028 |
|  Noise pollution |  Key views to be protected |



Figure 2.159 Urban Design Site Constraints



2. The Site & Context Appraisal

2.11 Site Opportunities

The consolidation of Southwest St Helier's key opportunity sites provides a remarkable opportunity for the development of a waterfront precinct that enriches the existing urban fabric, celebrates local history and context, and expands on the waterfront's role as an important economic, recreational and tourism asset for St Helier and Jersey.

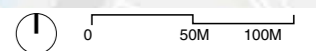
Creating a flexible and adaptable planning framework with a focus on placemaking, connectivity and restoring a sense of place, character and local relevance are key for the project.

The size and extent of the site allows for opportunities to significantly improve St Helier's movement networks, reconnecting the physical and cultural links between the town and the waterfront. A key opportunity is the transformation of La Route de la Libération from an arterial road into a place in its own right; through changes such as gradual reduction of traffic volumes and speeds, several at grade pedestrian crossings, consideration of the relationship of buildings to the road and public realm upgrades.

There is also an opportunity to enhance pedestrian and cycling connectivity and create a stronger link between Les Jardins de la Mer and the Marina Gardens as well as introducing a number of new public spaces.



Figure 2.160 Opportunities



Legend

Site boundary

Key arterial road

La Route de la Libération incorporated into the framework

Waterfront

New/ enhanced connections to the town centre

Existing public spaces

Pedestrian/ cycling link connecting public spaces

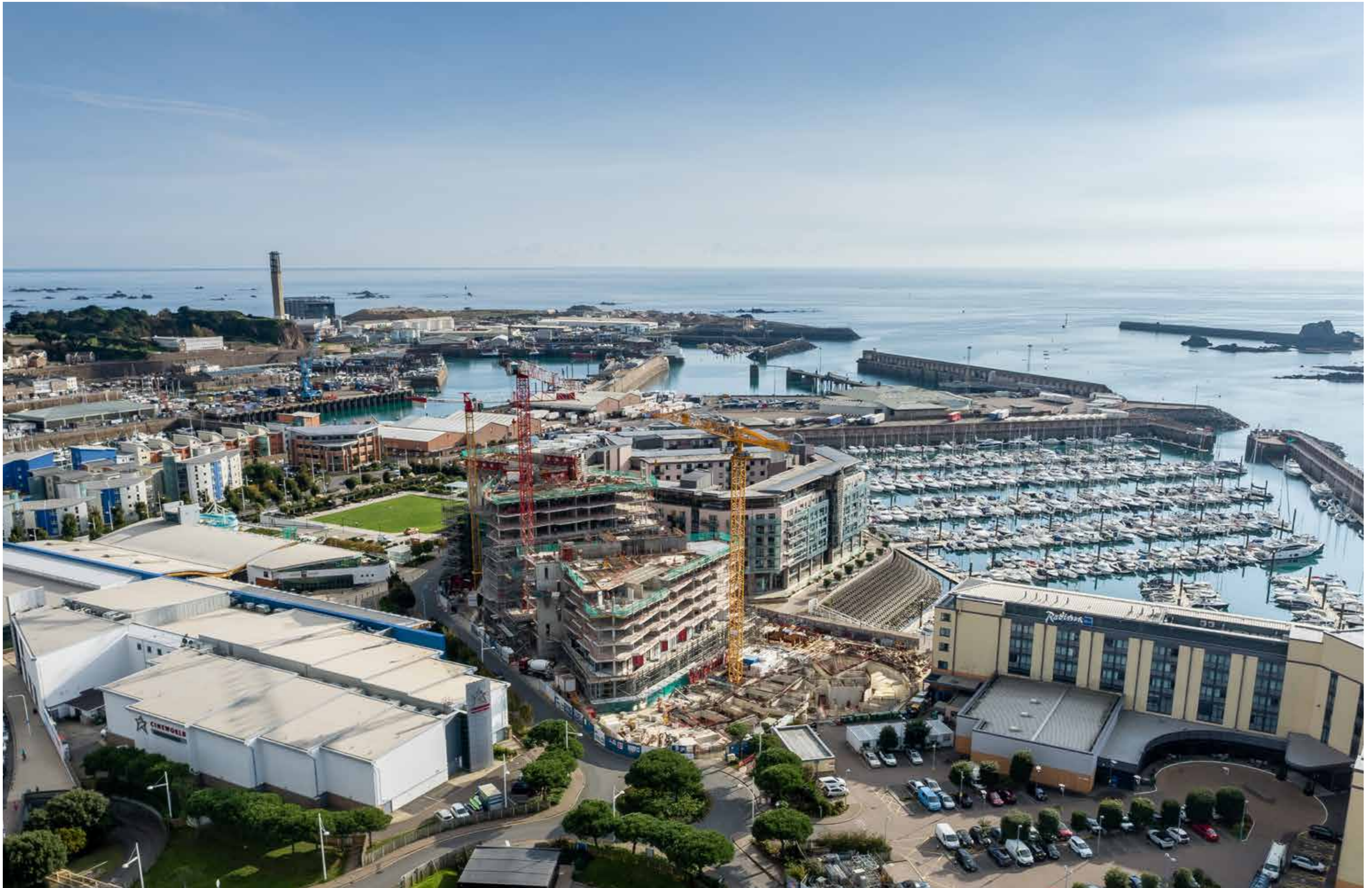


Figure 2.161 Aerial photo looking towards Rue de L'etau and Marina Gardens