



# Framework Strategies

# 6. Framework Strategies

## 6.1 Levels and Grading

The site levels gently fall from the waterfront to Victoria Avenue and the Esplanade with the Gloucester Street junction being the low point. Rue de L'etau sits at a higher level ridge line between 10-11.80 AOD. There is a 4.7m level change across the site which is part of the present site condition.

A strategic move in the Framework is to future-proof the development from rising sea levels and to minimise the impact of over-topping storm surge. The current design works with the engineers recommendation to lift the adjacent top of sea wall and bottom of wall level by 1.1m (Refer to Coastal Defence Concept Design Report). In doing so, the surrounding public realm is lifted and gradually grades back to existing levels along La Route de la Libération.

Existing areas where accessibility is compromised by levels are also improved. The Gloucester Street junction is proposed to be lowered to improve pedestrian accessibility and remove the need for access ramps and steps.

Site wide, the proposed streets integrate into existing levels and insure that no fall is greater than 1 in 40 with an average garde of 1 in 60.



Figure 6.1 Proposed Levels and grading

### Legend

- Site boundary
- x.xx Existing levels retained
- x.xx Proposed levels
- Falls

# 6. Framework Strategies

## 6.2 Basement and Parking Strategy

### PLANNING CONTEXT

Jersey's goal to achieve Net Zero by 2050 requires forward-thinking strategies with regards to parking and vehicle usage. Development within the waterfront precinct should encourage and support lower car ownership and reduced vehicular usage among future residents and visitors to the site. This can be supported by the provision of a comprehensive pedestrian and cyclist-friendly road network, an efficient public transport system, and ongoing consideration of rapidly developing technologies, such as autonomous vehicles (AVs).

As the SPG guidelines set out, any non-essential vehicle journeys should be discouraged and non-operational vehicles should be catered for in publicly controlled parking areas only.

New underground parking spaces should be designed to be more adaptable for different uses in the future where they can be easily converted or broken down into smaller spaces for storage spaces, workshops and others uses, as parking demands change.

### DESIGN PRINCIPLES

Existing below ground constraints were analysed to inform the proposed basements extent and depth including ground water conditions and existing utilities.

The Framework includes a proposed basement, articulated on a split level floor plate through phases. The stepped FFL's of the basement allow the site to minimise works within ground water levels and gradually rise moving south down the site. Phase 2B spans across the existing deep surface water sewer but retains the existing manhole. The existing foul sewer is required to be redirected around the basement.

### Legend











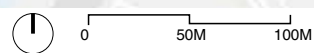
- |   |  |  |
|---|--|--|
|  Site boundary       |  Phase 1C (4,850sqm)    |  Phase 3A/F (8,068 sqm) |
|  Phase 1A (4,249sqm) |  Phase 3A/D (6,138 sqm) |  Phase 4A (2,747 sqm)   |
|  Phase 1B (6,887sqm) |  Phase 3B (5,468 sqm)   |  Phase 4B (5,237 sqm)   |
|  Phase 1C (4,850sqm) |  |  |



Figure 6.2 Basement level B1 and B2





## 6. Framework Strategies

### 6.2 Basement and Parking Strategy

The basement is split into three components, the main basement comprising of 1A-3B, an extension of the Marina Gardens basement which sits within parcel F1 comprising of 3A/F and the Esplanade car park which includes phase 4A and 4B.

The basements will include the following;

- Providing a parking ratio of 0.39 per dwelling
- Providing a total of 21 basement car club spaces
- Secure cycle storage for up to 1,704 long-stay residential spaces and a new publicly accessible Cycle Hub with bike repair facilities and 388 spaces, 229 of which are long stay spaces associated with non-residential uses
- Dedicated motorcycle parking provision for public, residential and commercial use. This includes re-provision of the existing public motorcycle parking along the Esplanade
- A parking provision of 85 car parking spaces is proposed for the non-residential elements of the framework including commercial and operations management use
- Re-provision of 335 public car parking spaces as part of the framework
- Waste collection station for refuse collection and large deliveries, which will be delivered during Phase 1A
- Small bin stores within each development parcel
- General residential storage and residential plant rooms

#### BASEMENT HEADROOM

The assumed minimum vehicle headroom across the majority of the basements is set at 2.2m except where localised reduction of headroom to 2.1m is required for soil depth in Phase 4b. The refuse collection station is at ground floor to avoid need for increased headroom. Locally the levels could allow for increased headroom below plots, associated with specific plant room requirements, which have been considered as part of the basement maximum parameter.

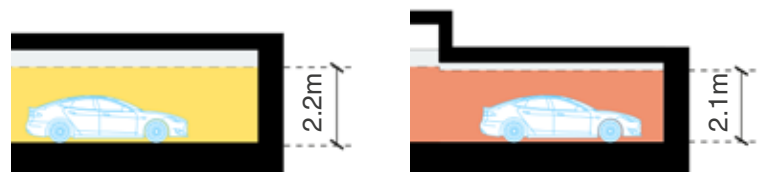


Figure 6.3 Basement Minimum Head Heights

# 6. Framework Strategies

## 6.2 Basement and Parking Strategy

### ACCESS AND LEVELS

A study of the Framework landscape levels and the buildings' ground floor levels was carried out in conjunction with an analysis of the floor to ceiling required for car parking, plant and primary basement uses as well as soil depth required for trees and planting.

#### PHASE 1A-3B

The main vehicular access/egress to phase 1A-3B will be via a ramp located underneath Plot B1 accessed via Rue de L'etau. The starting level is +9.92 AOD. The ramp is at a gradient of 1 in 10 for a distance of 50m.

The floor level of Phase 1A is +4.93m AOD. Basement floor levels in basement level 2 (B2) of the main interconnected basement, 1A-3B, vary from 3.27m to 5.23m AOD.

#### PHASE 3AF

Access to this portion of basement is via the existing Marina Gardens. The proposed B1 level of 3A/F sits at 8.05 and ramps down to level B2 at 4.80.

#### PHASE 4A AND 4B

This portion of the basement is accessed via the IFC basement entry. All vehicles enter via phase 4B which sits at a basement finish level of +4.15AOD with a localised ramp to go down to the lower level of +3.73AOD in Phase 4A. The IFC basement ramp terminates at +4.65AOD and additional ramping is required to meet the +4.15 AOD.

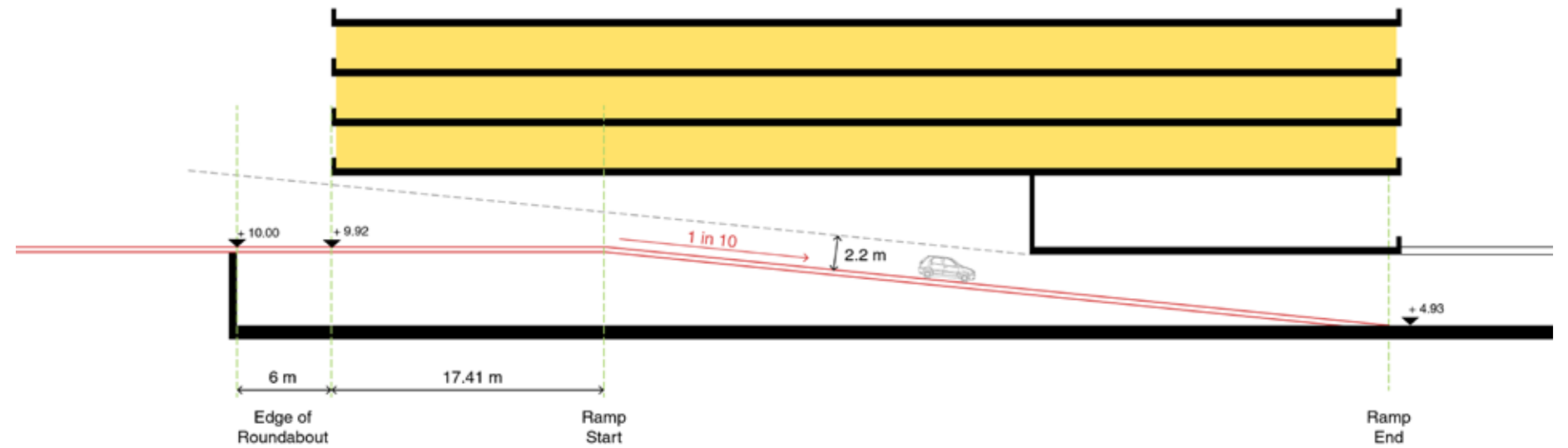
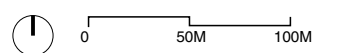


Figure 6.4 Rue de L'etau Basement Entry



# 6. Framework Strategies

## 6.2 Basement and Parking Strategy

### NON-RESIDENTIAL PARKING

Figure 6.5 demonstrates the basement area that is publicly accessible and is split across the following phases;

#### PHASE 1A AND 2B

Accessed via Rue de Letau is a provision of 195 public car parking spaces and 102 public motorcycle spaces. Pedestrian access for the motorcycle parking is access via a public lift integrated into parcel B1 while the public parking below Les Jardins de le Mer is accessed via public lift within the pool pavilion (parcel P2).

#### PHASE 3AF

The majority of public parking is located below parcel F1 and accessed via the existing Marina Gardens basement off of La Route du Port Elizabeth. This is split into two levels, B1 and B2, and includes 140 public parking spaces and 87 public motorcycle spaces.

#### PHASE 4A AND 4B

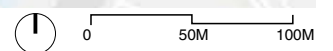
Located along the Esplanade and accessed via a vehicle ramp between KOS1 and the IFC, 85 car parking spaces and 8 motorcycle spaces associated with commercial and operational use are found within 4B. A Further 94 public motorcycle spaces are included with 4A and accessed via a public lift integrated within parcel G1.

### Legend

- Site boundary
- Commercial parking circulation and access
- Public parking circulation and access
- Commercial motorcycle spaces
- Commercial parking spaces
- Public motorcycle spaces
- Public parking spaces



Figure 6.5 Basement Level B1 and B2 Public and Commercial Parking





# 6. Framework Strategies

## 6.2 Basement and Parking Strategy

### RESIDENTIAL PARKING

This is a total designed provision of 414 residential parking spaces, however, this is an over-provision of the optimum 384 required and allows tolerance for future design.

#### PHASES 1A-1C, 3A/D AND 3B

Accessed from Rue de L'etau, the majority of residential parking is located centrally within the basement and directly below the residential parcels.

390 residential parking spaces and 19 residential motorcycle spaces are included in the above phases.

#### 4A

Below plot G1 is provision for 24 residential parking spaces.

### Legend





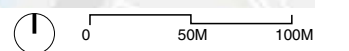
-  Site boundary
-  Residential Access and Circulation
-  Residential motorcycle spaces
-  Residential parking spaces



Figure 6.6 Basement Level B1 and B2 Private Parking





# 6. Framework Strategies

## 6.2 Basement and Parking Strategy

The residential portions of the basement include provision for the following components;

- Residential communal bin stores located no further than 30m from front doors (in alignment with British Standard 5906:2005)
- Plant provision within each plot including a larger plant allocation with plot F1 associated with leisure facilities
- Residential storage provision at 2sqm per unit. All storage provision to be aligned to SPG Policy Note 6 - Table 2, Minimum Space Standards for New Dwellings.
- A minimum of 1704 residential long stay cycle spaces, 5% of which will be accessible. A provision of 1350 has currently been provided with the remaining 354 to be absorbed into residential storage lockers.
- An Estate Management Office within the first phase of works. This should consider an office, toilet and changing facilities and storage.
- A parcel and post collection station associated with the Estate Management and storage facilities. All parcel and post is to be delivered via the basement and then redistributed to individual plots to avoid delivery vehicle parking issues on Rue de L'etau or within the public realm.

### Legend








-  Site boundary
-  Residential long stay cycle parking
-  Plant
-  Core
-  Storage
-  Residential communal bin stores
-  Estate management/post sorting



Figure 6.7 Basement Level B1 and B2

## 6. Framework Strategies

### 6.2 Basement and Parking Strategy

#### BASEMENT VEHICLE PARKING SUMMARY PROVISION

\*Note: 414 is the as designed capacity, where as an optimum minimum of 384 is required. Refer to the Transport Assessment for further information.

Phase	Residential Car Parking	Non-Residential Car Parking	Public Car Parking	Of Which Are Disabled Spaces	Of Which Are Child Parent Spaces	Residential Motorcycle Parking	Public Motorcycle Parking
1A	68						102
1B	94					7	
1C	49						
2A							
2B			195	12	2		
3A/D	94						
3B	85					12	
3A/F (B1)			30	9	6		28
3A/F (B2)			110				59
4A	24						94
4B		85				8	
				(21)	(8)		
<b>Total:</b>	<b>414*</b>	<b>85</b>	<b>335</b>			<b>27</b>	<b>283</b>

#### CYCLE SUMMARY PROVISION

Refer to Transport Assessment for further information.

Residential				Non-Residential Use		Total Proposed		Existing Commuter Spaces (+50% uplift)	Re-Provision of Existing Short Stay	Total
Standard Spaces		Accessible Spaces								
Long Stay	Short Stay	Long Stay	Short Stay	Long Stay	Short Stay	Long Stay	Short Stay	Total	Short Stay	
1620	94	84	5	229	215	<b>1,933</b>	<b>314</b>	<b>159</b>	<b>54</b>	<b>2,460</b>

# 6. Framework Strategies

## 6.2 Basement and Parking Strategy

### EXPLORATION OF 'NO-BASEMENT' OPTION

Subsequent to the original outline submission, the team undertook a design study to understand the implications of a no-basement option as a means of minimising waste generation from excavation. Additional information on excavation waste can be found within the EIS addendum accompanying this submission.

The proposed basement houses significant areas of plant room, cycle parking, refuse management and storage as well as car parking which would need to be accommodated elsewhere at grade, along with the associated servicing and access. Key implications of this are as follows:

- Due to limitations on vehicle access to the site the majority of car park access and servicing would need to take place from Rue de L'Etai. This would mean the loss of pedestrian-only streets including the key axis linking the squares and waterfront.
- Refuse vehicles accessing Block C1 would likely need to turn within the Central Square impacting its function as a civic space.
- Parking access and servicing requirements will greatly impact the capacity for street greening and tree planting.
- Large amounts of the ground floor would be taken up by parking, cycles, storage and plant creating inactive frontages across large parts of the scheme with significant impacts on the quality, cohesion and safety of public realm

### Legend






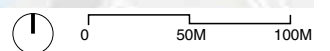
-  Site boundary
-  Space required to accommodate parking, refuse, cycles and storage at ground floor
-  Vehicular access
-  Pedestrian streets changed to vehicular
-  Inactive frontage



Figure 6.8 No-basement option review





## 6. Framework Strategies

### 6.2 Basement and Parking Strategy

The 'no basement' study demonstrates that the impact on the scheme in terms of pedestrian and cycle priority, usable open space and active frontages is unacceptable and directly contradicts many of the key aspirations for the framework.

Instead the proposals have sought to optimise the extent of the basement as far as possible to minimise the volume of waste. Refuse collection has been removed from the basement and brought up to grade to reduce required clearance heights and extent of dig whilst ground floor levels have been reviewed in detail to minimise build-ups and reduce overall depth. These measures have led to a significant reduction in excavation volume from the previous submission.

The images opposite show a number of schemes where significant parking, storage and plant requirements have been accommodated at ground floor and illustrate the impact this has on quality of pedestrian environment, activation of public realm and capacity for street greening.



Figure 2.162 Blank facades at ground floor resulting in an inhospitable pedestrian environment



Figure 2.163 Car park access at ground level



Figure 2.164 Vehicle dominated streets and inactive facades



Figure 2.165 Plant rooms at ground floor creating unattractive facades. Servicing access requirements will greatly reduce capacity for street greening



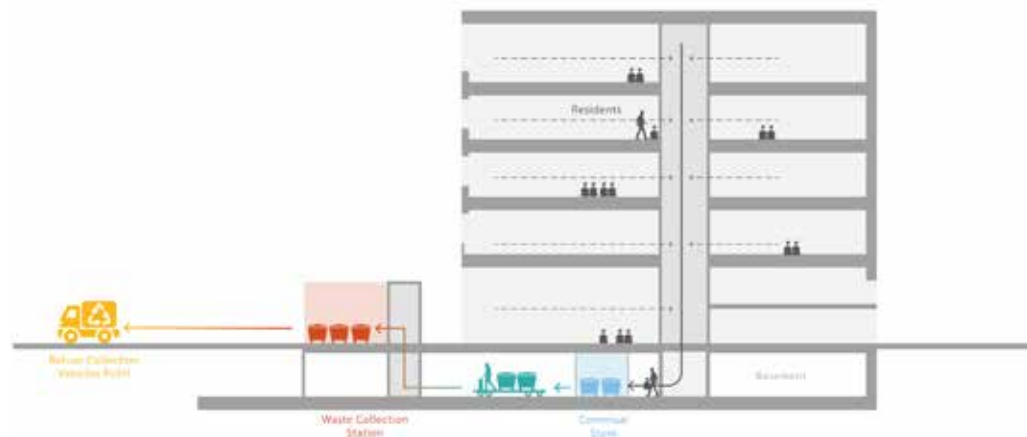
# 6. Framework Strategies

## 6.3 Waste Management Strategy

### BASEMENT WASTE COLLECTION

Residential waste will be stored and collected in line with Parish of St Helier's (PoSH's) requirements. It will be separated into at least four distinct streams, residual, cardboard, mixed dry recyclable (MDR), and glass. Sufficient containment capacity will be provided in all residential waste storage areas (communal and private) to allow separate storage of these wastes. Detail of the residential operational waste management strategy should be agreed with PoSH as the design progresses.

All residents will be encouraged to separate their wastes at source e.g. within kitchen areas. This should help maximise opportunities for recovery and recycling. Communal waste storage areas for residents of the proposed apartments will be provided at basement B2 level. Each plot will have a B2 bin store positioned conveniently for residents e.g. next to lifts / on routes out the building. Waste storage provisions in each plot will also include a space of roughly 2m by 3m for storing bulky waste items such as furniture, fridges, and mattresses. Waste from communal stores will be serviced from the ground floor phase 1A waste collection station. Facilities management will be responsible for transferring bins from communal stores to the waste collection station ahead of collections. An electric bin tow (or equivalent) will be used for moving bins around basement B2 with lifts and ramp connecting to ground floor collection station. Refuse collection vehicles will be able to stop within 10m of the collection station.

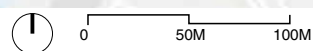


#### Legend

- Site boundary
- Residential waste storage
- Refuse collection station (at ground floor)
- PoSH's refuse collection vehicle (access to ground floor collection area)
- ← Refuse tug to collection station



Figure 6.9 Basement Level B1 and B2 Waste Collection



# 6. Framework Strategies

## 6.3 Waste Management Strategy

### GROUND FLOOR WASTE COLLECTION

Duplexes will be provided with space to store at least four bins / bags at grade. Storage provisions will be integrated into the architecture of their individual entrances. Residents of duplex units will be responsible for their bulky waste. Waste from duplex units will be serviced from collection points along The Lane / Rue de L'etau. Duplex residents will be expected to move bins / bags to an appropriate location at street level where estate management will collect and move to the PoSH collection point.

Non-residential tenants will be responsible for segregating, storing, and managing their waste. Including appointing appropriate commercial waste management contractor(s) to collect waste at a suitable frequency and liaising with facilities management when necessary. Non-residential waste is stored within the ground floor bin stores and will be moved to the collection points on collection days. The collection locations are on the Lane, Rue de L'etau and the Promenade.

Outline detail on the storage, management, and collection of waste can be found in the Operational Waste Management Strategy.

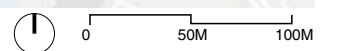


#### Legend

- Site boundary
- Duplex units
- Non-residential bin stores
- ↔ PoSH's refuse collection vehicle
- ↔ Estate management residential waste collection
- ↔ Estate management commercial waste collection



Figure 6.10 Ground Floor Waste Collection





# 6. Framework Strategies

## 6.4 Heritage and Conservation

### LISTING BUILDING GRADE 2 GERMAN CASEMATE

As part of this design stage, the design team has worked closely with the project heritage consultant to explore and demonstrate ways in which the existing listing building grade 2 German casemate can be celebrated and preserved while acknowledging the works required to future-proof the waterfronts flood and sea level rise defences.

At present, the casemate remains largely intact but has been subject to extensive external alteration to its setting, including the 1974 toilet block. Some original external features survive, notably the gun embrasure and the granite cobble stone camouflage to its outer face. Equally, several walls show what is understood to be the original barbed wire enclosure fixings.

The below existing features and conditions have been considered;

1. Swimming plaques (to be retained)
2. Gun embrasure (to be retained)
3. Original casemate extent (to be restored)
4. Toilet extension and associated planting (to be removed)
5. Historic slipway (Opportunity to interpret)
6. Existing slipway (to be in-filled)
7. Original sea wall with barbed wire mounting points (opportunity to retain)



Figure 6.11 Site photo of plaques and gun embrasure



Figure 6.12 Site photo of barbed wire mounting points



Figure 6.13 Historic photo of the casemate during the occupation



Figure 6.14 Diagram of existing casemate conditions and features

## 6. Framework Strategies

### 6.4 Heritage and Conservation

#### DESIGN INTENT AND OPPORTUNITIES

The extension of the foreshore and waterfront promenade towards the West Park Town Gateway ensures protection of the casemate's façade from the damaging impacts of wave action in the future as well as strengthens the flood defence of Victoria Avenue and the Esplanade adjacent. A minimum offset of 8m has been provided to retain the existing seaward level and granite stone camouflage base. Managed stair access is suggested either side to allow access and enjoyment of the casemate base and features. Equally, pedestrians can view down to the casemate from the promenade level.

The existing toilet facilities are proposed to be removed with provision for public toilets provided elsewhere and integrated into pavilions and kiosk. The removal of this block allows the original frontage of the casemate to be reinstated. There is an opportunity to provide an interpretive garden to this frontage which may include historic information, interpretive graphics and text as well as public seating which will enhance the appearance of the casemate and enhance the public's understanding of the Listed asset.

The seawalls and exposed barbed wire mounting points are proposed to be retained where possible.

The aspirations for the Framework include enhanced cultural offers which allows the waterfront to be destination for the wider community of the island. The casemate has the potential to be re-imagined for cultural use, giving life and a public offer to this underutilised feature. This may include a small gallery that could have local 'takeovers' and exhibit emerging artist's work.

Other considerations for the restoration of the casemate should include the following;

- Address the existing flooding and waterproofing of the interior
- Provide public equal access to the Listed building (as far as practicable)
- Consider the removal of alterations, such as the paint finish and restore existing finishes (as far as practicable).
- Drainage of the retained seaward side during storm events

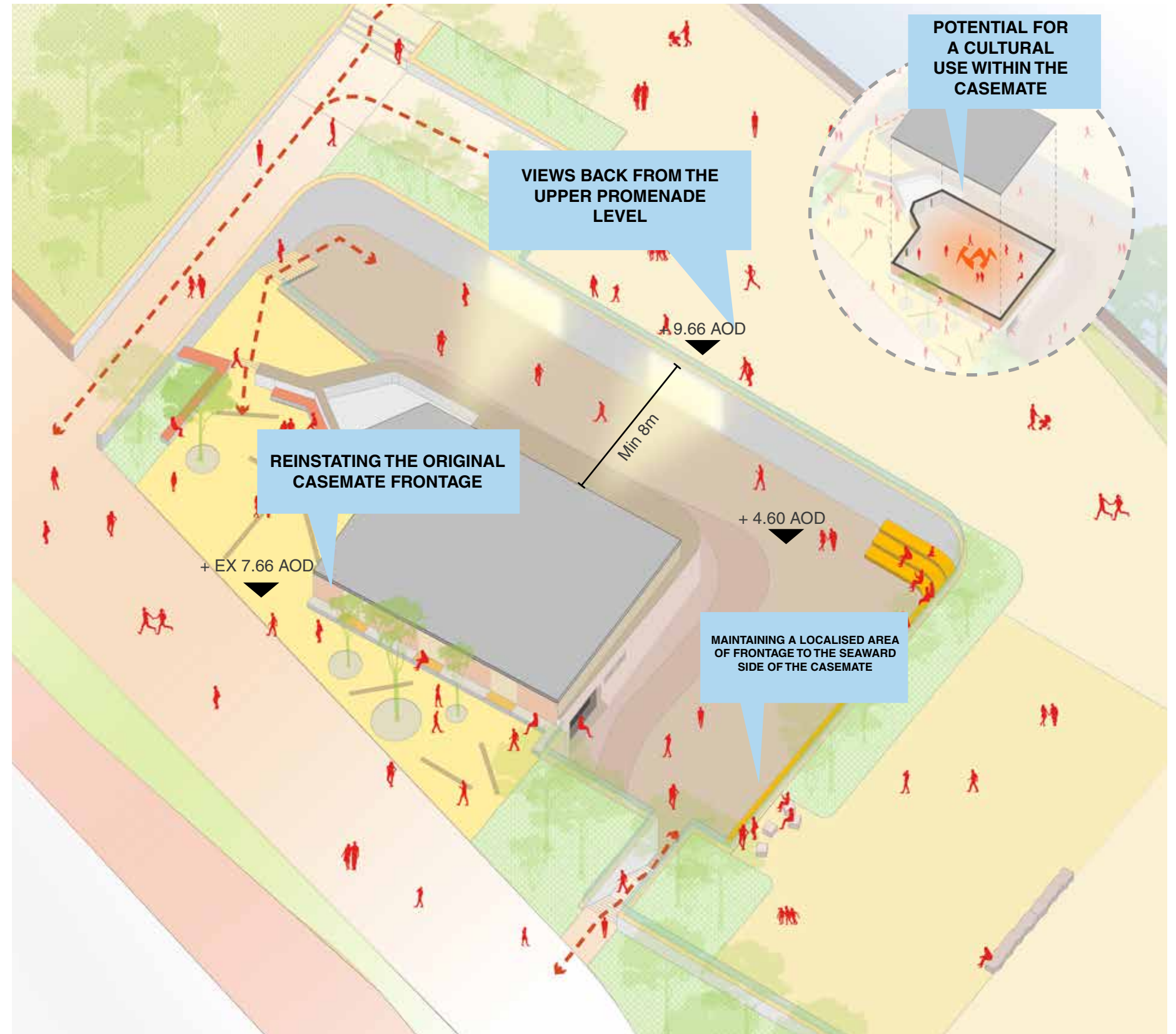


Figure 6.15 Illustrative axonometric of design intent for the casemate



# 6. Framework Strategies

## 6.4 Heritage and Conservation

1. Sea wall raised as required to mitigate flooding
2. Parapet and balustrade with views down to face of casemate
3. Lowered area with seating allowing casemate to be retained with full visibility of seaward face
4. Public toilets removed to allow enhanced public realm and improvement to landward side of casemate
5. Stepped access to casemate from Esplanade

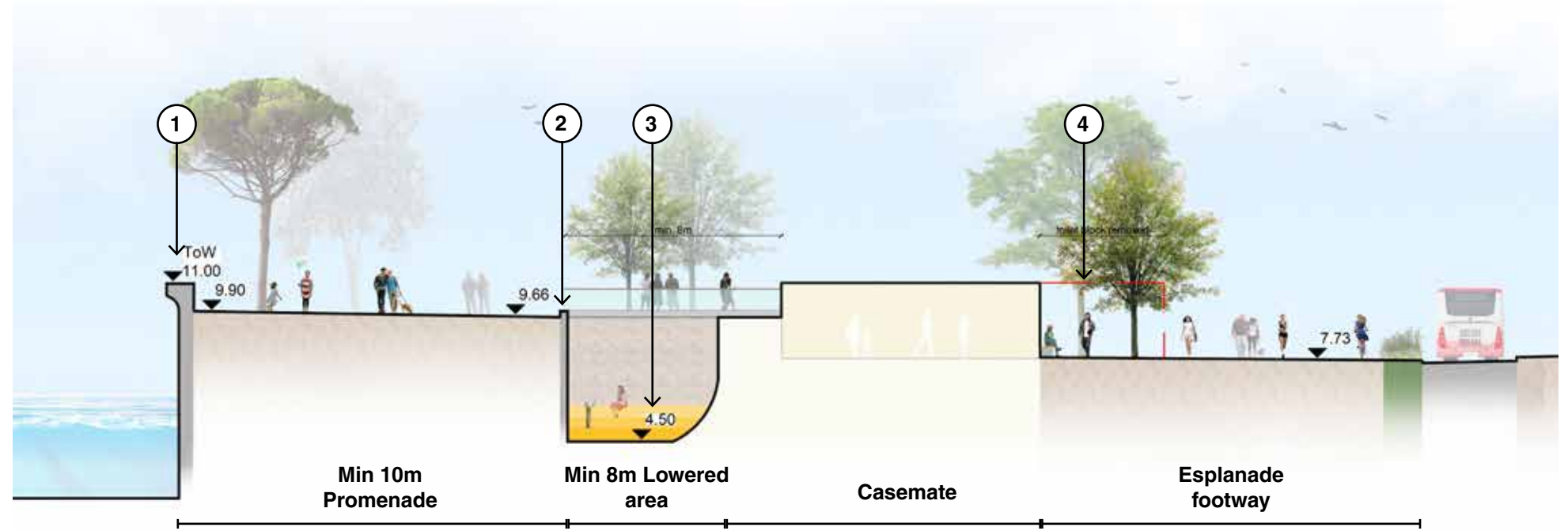
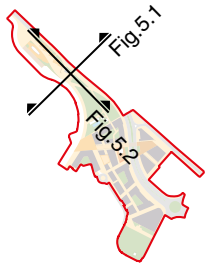


Figure 5.1 Section O - O looking North-West cutting through the new seawall and casemate

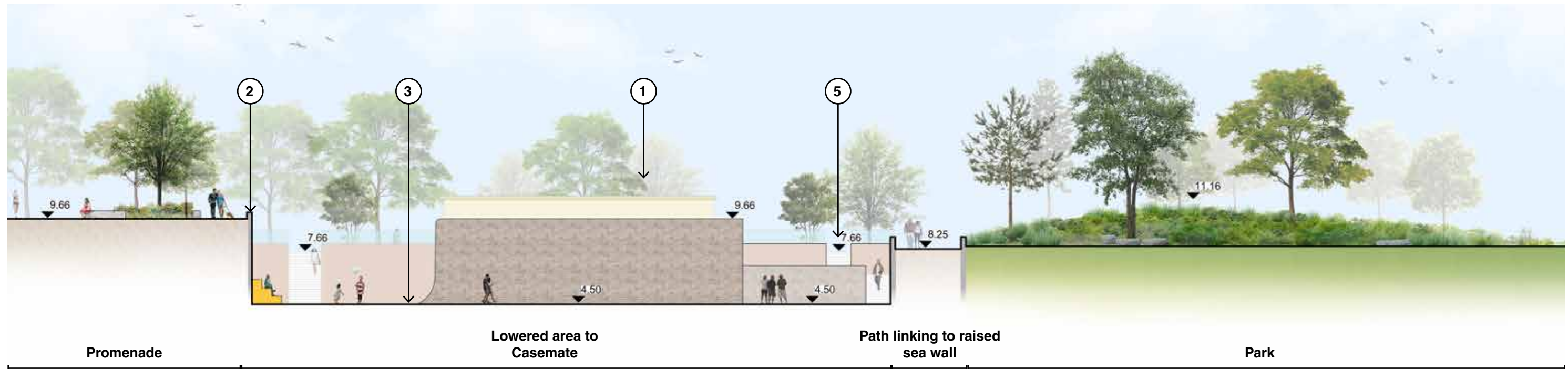


Figure 5.2 Section P - P looking North-East cutting through promenade, casemate and park





# 6. Framework Strategies

## 6.5 Entrances

The hierarchy of entries and access points across the Framework should reinforce circulation, civic spaces and prominent building elevations.

Residential lobby access should be well articulated and consider secondary lobby access points to animate the lane. Primary duplex entries should be situated along streets, including Rue de L'etau, La Route de la Libération, Secondary Streets and the lane and should not be provided through communal courtyards.

Several managed public lifts are found throughout the Framework providing access to the public parking within the basement, including the Cycle Hub. Dedicated cycle lifts are included at key locations linking from ground floor lobbies to basement car parking to provide direct access for cyclists.



Figure 6.16 Entrances

### Legend

- Site boundary
- Plots
- Cores
- Residential duplex
- ▴ Main residential entrances
- ▴ Secondary residential entrances
- ▴ Entrances to residential duplexes
- ▴ Main commercial entrances
- ▴ Commercial entrances
- ▴ Secondary commercial entrances
- L Lift to the underground parking/ cycle hub
- Dedicated cycle lifts between ground floor and basement

# 6. Framework Strategies

## 6.6 Floor Heights and Technical Floors

The maximum vertical parameter AOD's have been developed throughout the pre-application process. Each plot's maximum AOD has been determined by the site levels and the number and height of storeys proposed within that plot.

### TOP OF BUILDINGS

The existing architecture of St Helier uses stepped roof profiles and mansard roofs, which the proposed development seeks to reference.

Plants at the top of buildings have a maximum height of 3m (Figure 6.16) and other top of building conditions have a maximum height of 3m (Figure 6.17).

Plant and 3m wind screening is not permitted on 8 storey buildings to avoid breaching the height limit set by policy.

### TYPICAL FLOORS

Above ground, a residential floor to floor height of 3.15m (Figure 6.18) and commercial floor to floor height of 4m (Figure 6.19) has been established, to allow for reasonable clear heights within buildings given current MEP service strategy recommendations.

### BASE OF BUILDINGS

The base of the building is an important part of the streetscape and should be designed as an integral part of the architecture of the building. They accommodate a variety of uses including residential, social, leisure, art, community and commercial use.

The bases of buildings are designed with a maximum of 5m floor to floor for commercial uses (Figure 6.20) and 6.3m floor to floor to allow for duplex residential use (Figure 6.21).

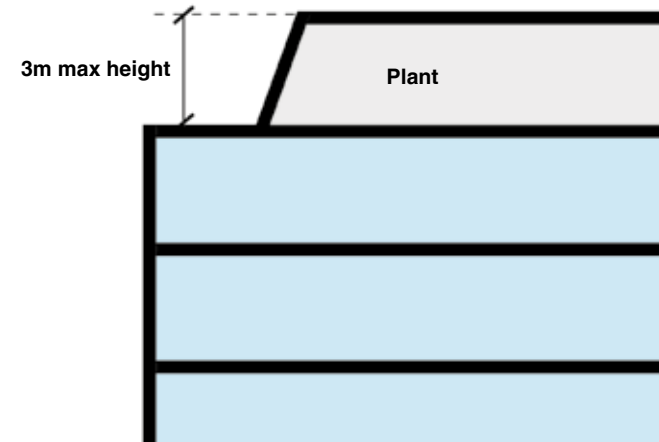


Figure 6.17 Top of building - maximum plant height of 3m

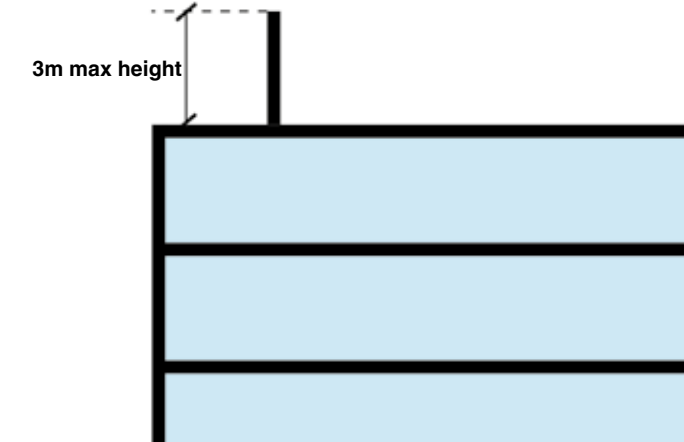


Figure 6.18 Top of building conditions

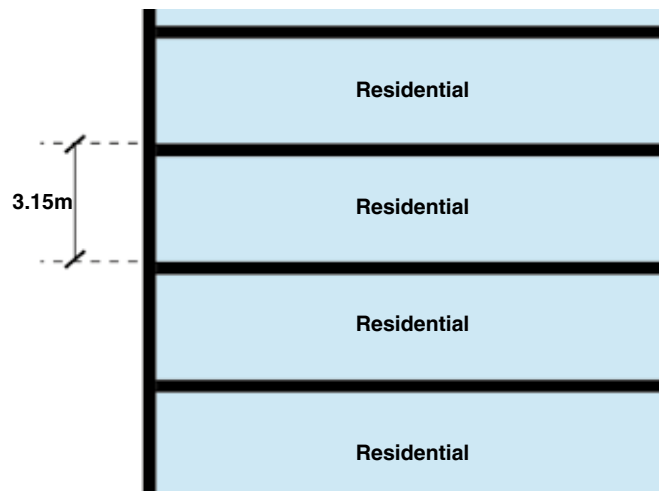


Figure 6.19 Typical residential floor with floor to floor height of 3.15m

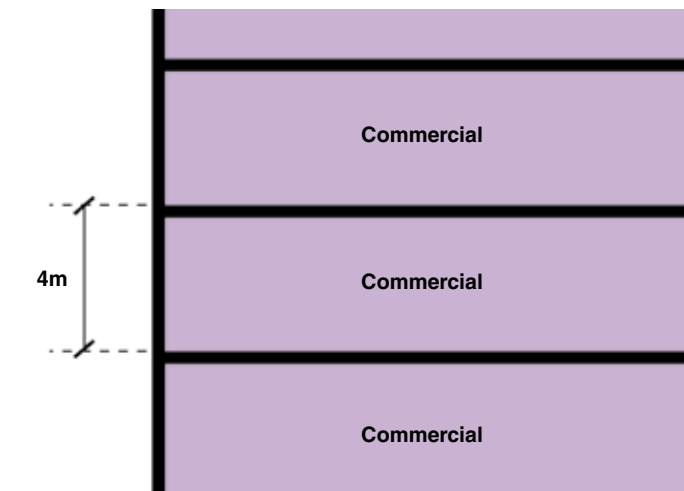


Figure 6.20 Typical commercial floor with floor to floor height of 4m



Figure 6.21 Base of building, commercial at ground floor - section

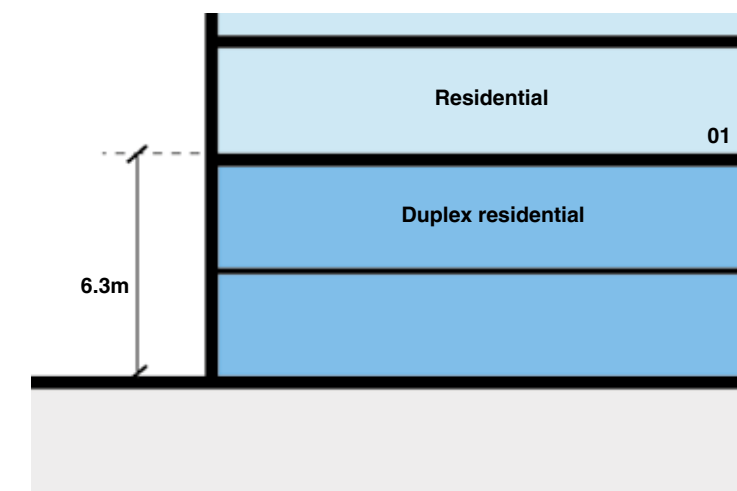


Figure 6.22 Base of building, duplex residential at ground floor - section



# 6. Framework Strategies

## 6.6 Floor Heights and Technical Floors

Typical residential buildings, with retail, social and other uses at ground floor are proposed to have a floor to floor height of 5m. The typical residential floor to floor height is 3.15m and the plant reaches a maximum height of 3m, refer to figure 6.22.

Residential buildings, with duplex residential at ground floor are proposed to have a floor to floor height of 6.3m. Refer to figure 6.23.

Commercial buildings include a typical floor to floor height of 4m. At ground floor there is retail, leisure or amenity use with a floor to floor height of 5m, refer to figure 6.24.

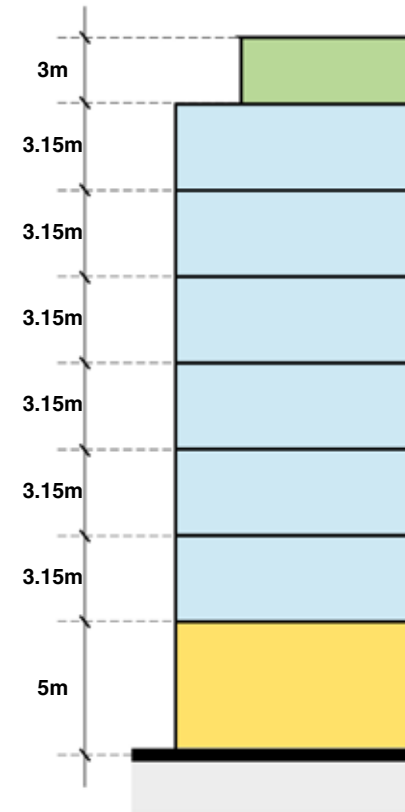


Figure 6.23 Residential building with retail at ground floor

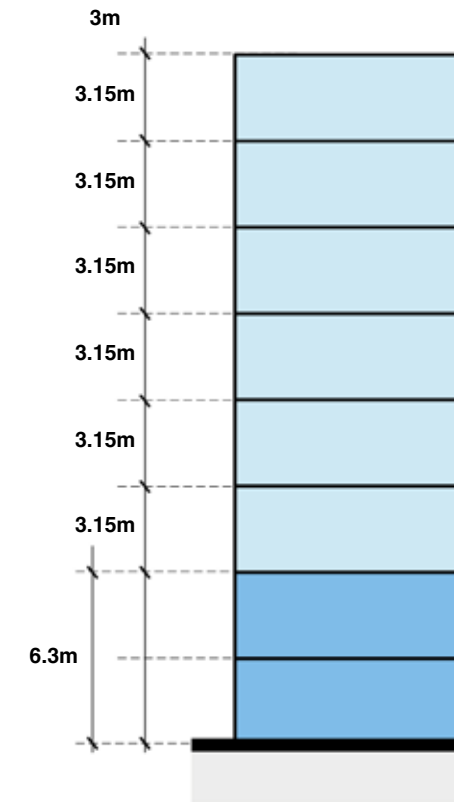


Figure 6.24 Residential building with duplex residential at ground floor

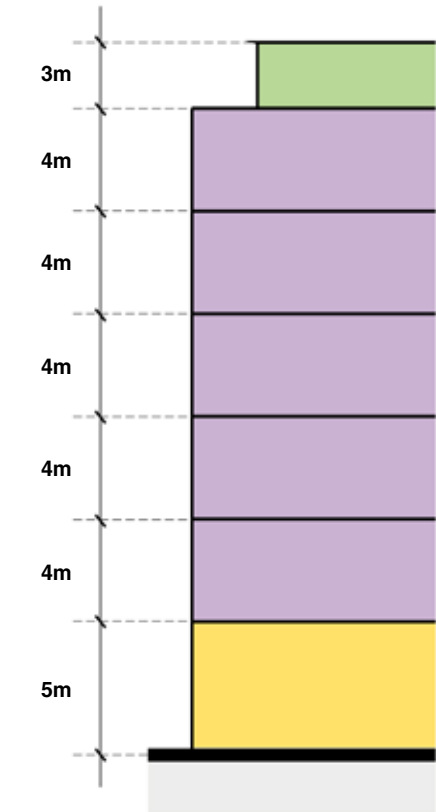


Figure 6.25 Commercial building with retail at ground floor

### Legend

- Commercial
- Residential
- Residential (duplex)
- Retail
- Plant

## 6. Framework Strategies

### 6.7 Inclusive Design & Access

#### PHILOSOPHY AND STATEMENT OF INTENT

The application proposals aim to meet the highest standards of accessibility and inclusion so that all potential users, regardless of disability, age or gender can use them safely and easily.

The proposal aims to promote inclusive access by eliminating barriers: physical, attitudinal and procedural, which may otherwise inhibit the involvement of the whole community, not just disabled people. The ultimate aim of inclusive access is that the design and layout of the development should enable everyone to enter, use the facilities and leave safely, independently and with ease.

#### LEGISLATION AND GUIDANCE

In developing the proposals, the design team have had regard to the following statutory requirements, guidance and best practice documents:

- The Building By Laws (Jersey), including but not limited to:
  - Part 7 Stairs, ramps and barriers
  - Part 8 - Access to and use of buildings
- Planning and Access for Disabled People – A good practice guide (ODPM)
- Mayor of London: Accessible London SPG (2004)
- The London Plan (2021)
- The PiPA Checklist for Inclusive Play

While the London Plan is not a statutory document applicable to Jersey, it is widely recognised globally for its 'best practise' guidance and has been referenced by the design team. The London Plan seeks to ensure that all new developments in London achieves the highest standards of accessible and inclusive design. In achieving this objective Policy 7.2 (An inclusive environment) sets out the principles of inclusive design to seek to ensure that developments:

1. can be used safely, easily and with dignity by all regardless of disability, age, gender, ethnicity or economic circumstance
2. are convenient and welcoming with no disabling barriers, so everyone can use them independently without undue effort, separation or special treatment a re flexible and responsive taking account of what different people say they need and want, so people can use them in different ways
3. are realistic, offering more than one solution to help balance everyone's needs, recognising that one solution many not work for all

#### DISABILITY

Our access strategy is based on an inclusive model of disability. The term 'disability' has been viewed in its broadest sense and includes impaired mobility, sight, comprehension and hearing. This approach addresses the short-term compliance with the intent of the Equality Act, together with the relevant planning policies and also the long term implications of sustainability. The aim is therefore to provide an inclusive environment for all.

#### THE EQUALITY ACT AND DISABILITY (2010)

The Equality Act has been in force since October 2010, and replaces, amongst other legislation, the Disability Discrimination Act (DDA). However, the same underlying philosophy regarding discrimination on the grounds of disability applies and the duties placed on the physical design of the built environment remain unchanged.

In summary, the Equality Act 2010 aims to protect the nine identified 'protected characteristics' of which one includes 'disability'. With regards to disability, the Equality Act provides legal rights for disabled people in the areas of:

- Employment
- Education
- Access to goods, services and facilities
- Buying and renting land or property
- Functions of public bodies

The Equality Act, although not prescriptive, includes an intent to offer disabled people an accessible environment which does not discriminate against them because of their impairment. Statutory regulations and recommendations for the built environment provide parameters for how an accessible environment can be achieved. Compliance with these regulations and recommendations is not proof that Equality Act issues have been addressed. They do however, go a long way to ensuring such issues are considered.

In the Act, the term 'disability' includes not only disabled people, but also people who have an association with a disabled person (eg. carers). Consideration should be given to the ageing population, people with temporary injuries, pregnant women and people with young children.

#### CONSULTATION

Throughout the design process, the design team have consulted with various stakeholders about accessibility including the Elizabeth Castle Ferry operator and BeachAbility who were consulted with on a one-to-one basis.

Feedback included a provision for mobility parking on Victoria Avenue close to the beach and wheelchair access storage integrated within the new ferry kiosk. A request to include accessible changing facilities and storage with a code and a pre booking system was made. They noted the storage should be located close to the slipway and that access to the beach should be provided via the new slipway similar to the existing use.



Figure 6.26 Illustrative view from Play Hub looking back to the Park Quarter



# 6. Framework Strategies

## 6.7 Inclusive Design & Access

### PUBLIC REALM CONSIDERATIONS

#### LEVELS AND CIRCULATION

The existing topography has challenging gradients and there is limited permeability through the site for people with mobility impairments due to the lack of crossings or easy access gradients on pedestrian routes.

The key areas of compromised accessibility are as follows;

1. The pedestrian ramp within Marina Gardens connecting to Saint Helier Marina which is 1 in 13.5 and non compliant both in grade and handrail allocation
2. The Gloucester Street Junction entry to Les Jardins de la Mer which has a 12m long, 1 in 12 ramp without frequent landing or handrail provision. A stairs in the same location is also not compliant with standards for accessibility
3. Kerbs without drop ramps limiting access to public seating
4. Indirect access from street to lawn facility caused due to level change
5. Staggered crossings and guard rails at the existing Castle Street roundabout can be difficult for partially sighted pedestrians to navigate

#### PROPOSED PUBLIC REALM

The strategy for the proposed public realm includes increasing north/south permeability between the waterfront and the Esplanade, to provide easier-to-negotiate pavements, increase the number of level crossings along roads and places to sit and rest.

Key features for improving access within the public realm will include;

- New and improved at grade pedestrian crossings along La Route de la Libération
- Increased pedestrian crossings to Rue de L'etau
- Improved streets will be well proportioned and easy to navigate, drawing people into the Framework, to access the range of amenities on offer
- Cycle stands and street furniture will be incorporated carefully, so that streets are uncluttered, safer and more easily usable particularly for pedestrians and cyclists.
- Furniture with back and arm rests will be spaced at a maximum of 50m centres to ensure adequate resting points across the Framework
- Provision of seating throughout the public realm to support people with limited mobility and encourage people to stop and sit and thus providing active surveillance



Figure 6.27 Site location



Figure 6.28 Ramp at Gloucester Street Junction to park



Figure 6.29 Kerbs along promenade



Figure 6.30 Stair access from Gloucester Street junction to the park



Figure 6.31 Stair access with Les Jardins de la Mer



Figure 6.32 Ramp access from St Helier Marina towards Elizabeth Marina



## 6. Framework Strategies

### 6.7 Inclusive Design & Access

- New step-free routes from the Gloucester street junction to Les Jardins de la Mer
- A new slipway with dedicated pedestrian zone of minimum 1.8m wide with further opportunities to incorporate wheelchair access

Where level changes have been increased in the West Park Town Gateway character area to address flood defence, stairs are suggested to be kept at a minimum and graded access (1 in 21 or greater) has been provided at all primary and secondary path junctions.

Access to public transport is predominantly via the bus along Victoria Avenue or Le Petit Train. The Framework continues to provide access to buses, with improved access to bus-stops, the inclusion of bus stops and a new bus link from town to Rue de L'etau.

#### PUBLIC REALM SEATING

A simple furniture 'family' will deliver coherence across the site and create an uncluttered streetscape. Timber benches and individual seats will be provided within the streetscape, courtyards and public squares. These have been located strategically throughout the Framework area to support people to dwell and rest along journeys. The seating detailed within the section 5 shows a range of seating with armrests and back rests. Seating will be positioned on a hard surface on a base of resin bound paving off from the paths.

#### PLAY

Play and playability is a fundamental part of successful placemaking and community shaping. The landscape strategy provides a generous and diverse combination of public and private playable space throughout the Framework. A key part of the landscape strategy is to remodel and redesign these spaces to significantly improve the offer to the new and existing residents of the waterfront.

The principles for play across the Framework are:

- Developing an environment which encourages outdoor play and social interaction
- Exploring opportunities to introduce natural elements and elements of risk and challenge within play provision while balancing safety and maintenance needs
- Integration of playability within the public realm strategy, recognising that play can take place in a variety of settings and may or may not involve equipment.
- In developing the play strategy and the equipment to be provided reference

has been made to the "Plan Inclusive Play" assessment tool (PiPA) developed by Inclusive Play ([www.inclusiveplay.com/](http://www.inclusiveplay.com/)) and KIDS, the children's charity. The purpose of PiPA is to help Local Authorities, Landscape Architects, Planners as well as families with disabled children to create inclusive outdoor play areas as well as assessing installed play areas.

- The hierarchy of play space has been defined by the age groups of children who will come to use it. Ages of 0-5, 0-11 & 12+ are each provided zones in which to play, ensuring there is not a clash between age group activities.
- Elements of sensory, balancing, climbing, sliding and spinning will be integrated in Les Jardins de la Mer Play hub. The play space includes various play elements to test gross and fine motor skills, spatial, balance and climbing practice, social play, changes in level with undulating planted topography and areas to dig and build.
- Aspects of inclusive play have been considered with wheelchair user accessible zones. A range of sensory play activities (including includes touch, smell, sound and visual) will be included that enable all children to play together – no matter what their ability.

#### INCLUSIVE PARAMETERS FOR EXTERNAL AREAS

The following high-level parameters outline a recommended approach when delivering an inclusive environment, improving upon minimum standards of building regulations are to be considered in design development and detailed design for the outline external elements.

##### External circulation

- Changes of level within the public realm should incorporate gradients as shallow as possible and in compliance with Part 7 of the Building By Laws
- A maximum gradient of 1:21, with level landings for every 500mm change in elevation
- A gradient of 1:30 or less steep level may have resting points provided off circulation routes
- Careful consideration of building entrances and the provision of level landings into them (1:60 or less steep)
- Shorter stepped routes are acceptable as long as the step-free route is not segregated, ensuring an inclusive environment
- Ramps (1:20 or steeper) are to be avoided where feasible and practicable. If ramps are required, they should be no steeper than 1:12. All circulation routes will be clear and logical
- Paths should have firm, slip-resistant and reasonably smooth surface treatments. Materials along the access routes should have level and even surfaces.
- Potential obstacles, such as street furniture and cycle parking, are to be located off the primary circulation routes through the public realm.

#### CYCLE PARKING

Cycle parking is to be provided for each residential block and within the public realm. At least 5% of the total number of parking provided will be for non-standard cycle parking, in line with TFL's London Cycling Design Standards which has informed a best practice provision. This also allows for larger bikes such as cargo bikes, purpose built bikes for disabled people and tricycles. The parking within the public realm is proposed as Sheffield Stands and these will be spaced so they can accommodate non-standard cycles within the rows of stands. The appropriately positioned cycle stands will help to discourage informal cycle parking and help prevent obstructions along pedestrian routes. Cycle parking locations are identified within Chapter 5.

#### ARCHITECTURAL CONSIDERATIONS

##### ENTRANCES

The main entrances have been designed to be accessible to every occupant. In addition the main entrance doors will:

- Be at least 900mm wide between door stops (clear opening)
- Have a level landing outside
- Have a level threshold (max 15mm change in level)
- Have door controls and handles that are easy to see and at a height which can be reached by wheelchair users (no higher than 1000mm from floor level)
- Have at least 300mm alongside the leading edge of all doors to enable wheelchair users to open the door.
- Have a warning strip or logos at eye level for safety.
- Full glass doors and full height, large areas of glazing, can present particular access barriers for some disabled people. We aim to provide logos or safety markings at two heights, eye level (approximately 1,500mm from floor level for adults) and child/ wheelchair user (approximately 1,200mm to make them visible).
- Where any external entrances are locked or unattended it is important to ensure access for all. In these situations an intercom will be provided. We propose that intercoms are: At wheelchair accessible height (between 750mm and 1000mm from floor level)
- Have a solution to provide access for deaf people (links to a CCTV, minicom or video are useful for deaf visitors.)
- The entrance lobbies to the residential cores have been designed to allow:
- A wheelchair user to clear the outer door before opening the inner door.
- The Framework will also highlight the importance of the lighting to the entrance lobbies. The lighting in the lobbies will need to be sufficient to help people adjust.

## 6. Framework Strategies

### 6.7 Inclusive Design & Access

#### CIRCULATION

The circulation areas have been designed to ensure unobstructed access. The design considerations that have been taken into account are:

- All walkways have been designed to accommodate a minimum width of 1200mm with no obstructions such as furniture or fire extinguishers.
- We propose that all doors will: Have a minimum width of 900mm (between door stops) when fully open
- Be fitted with vision panels to enable people to see and be seen
- Will be fitted with lever type handles or ‘D’ pull handles at a height appropriate for a wheelchair user (1000mm from floor level)
- Be light enough to be used by disabled people with limited mobility or strength

#### STAIRS

Stairs will:

- Be slip-resistant
- Have a tactile surface to indicate the beginning and end of the flight
- Be well lit
- Have the nosing strip of each step in a contrasting tone/ colour to the tread (and ideally the risers should be of a different colour to the treads) Handrails for stairs will be at a height of 900mm (1000mm at landings) on both sides running the entire length to enable those with a weakness on one side to use them.

#### TOILETS/SHOWERS

These spaces will be designed to Part 8 of the Building By Laws.

#### SIGNAGE AND NAVIGATION

We have developed the planning of the buildings to be simple and intuitive as the ability to navigate independently around a building is dependent upon the basic building layout. We propose that any signage should be grounded in the following:

- The content of signs and information is written concisely and in plain English
- Rules for clear print are followed (contrast between text and background colours, large enough text and easy-to-read Fonts)
- Simple illustrations or pictograms and symbols should be incorporated whenever possible,
- All directional signs to and within the premises incorporate

#### LIGHTING AND DÉCOR

Lighting and decor is important for navigation. Visually impaired people rely on being able to distinguish between the walls, floors, ceilings and doors, and between backgrounds and furniture.

Specifically :

- We propose the use of glare control measures such as blinds, matt finishes to combat reflection,
- We aim to consider using colour as a means of assisting orientation, for instance, using one colour for the floor surface to denote areas of public circulation
- We aim to consider using changes of floor finish in a similar way as colour
- We aim to provide adequate contrast between doors, walls, floors and ceilings, and between furniture and the background against which it will be viewed
- We aim to develop a strategy to distinguish between trims such as coving, skirting boards, architrave, dado and handrails, door handles, finger and kick plates by use of colour, tonal and textural contrast
- It is important to recognise that wheelchair provision is only one aspect of building accessibility, in fact it is the extreme situation. In addition to providing level access, the site wide access solutions will address other impairments including those associated with vision, audible and mobility.

## 6. Framework Strategies

### 6.8 Secure By Design

The proposed development has been designed in line with 'Secured By Design' principles.

#### STREETSCAPE

Windows are positioned carefully on each façade to allow positive natural surveillance, creating ownership and 'eyes on the street'. The introduction of duplex units along the southern portion of the lane and secondary streets adds activity and adds secure habitable rooms at, or just above, the pavement level.

A designated retail and food and beverage area, located predominantly to the northern parcels, provides safe routes and easy access to shops, community facilities and bus stops. These facilities strengthen the sense of community and add further passive surveillance in the scheme.

Blank gable end walls have been designed out to reduce any 'hidden' streets or squares. The space between the buildings provides opportunity for good landscaping and public realm to maximise the surveillance opportunities over the street.

#### RECESSES/SETBACKS

Each block entrance is recessed to a maximum of 1500mm, they will be high quality entrances and being well lit.

#### LIGHTING

Lighting is an essential component to assist the surveillance of the site, the scheme creates a welcoming and safe environment that enhances the public spaces and streets.

#### WAY-FINDING

A detailed study has evolved to create a series of architectural typologies, this creates a difference of appearance between each building. Each building entrance is unique and will aid way finding within the new development, this is achieved through the different use of materials, colours and art work marking the key entrance point. This proposal not only gives direction and individuality for the residents, but benefits the emergency services if they need to find an address quickly.

#### REFUSE

All at grade bin stores are internal and have access from within the building and the street. These refuse rooms provide secured (fobbed) lobby access for retail and commercial tenants.

#### CAR PARKING

Private residential car parking is all within secure basement parking.

#### CYCLE STORAGE

All cycle stores are within the basement (within parking area) or located off the secure entrance lobby. The specification of the entrance lobbies will ensure secure (e.g. Fob) access to each private bike store and suitably robust materials being specified at detailed design. Along with this, and specifically within the basement, doors will have vision panels, fob access and be LPS 1175 SR2 certified. This be further developed at the technical design stage.

#### LOBBIES

The lobby design provides a 'airlocked' communal area with 2 doors between the street and the lift cores. The intermediate space between these 2 doors will be accessible for postal/delivery workers (if applicable), suitable post and parcel boxes will be provided in this zone. Most lobbies are double height with full height glazed doors throughout the entry sequence – providing suitable vision from outside and in.

#### SURVEILLANCE

CCTV will be designed in accordance with States of Jersey Police standards to provide security coverage within public and private areas of the development, including car and bicycles parks. Access points and the principal public spaces in the scheme will be well lit to provide facial recognition.

#### CONSULTATION

The design team met with States of Jersey Police (SoJP) to discuss the scheme and gain insights to any safety issues that should be considered in the emerging design. SoJP were largely supportive of the scheme and provided feedback for detailed applications including;

- Skate deterrents be integrated into paving materials and street furniture to prevent anti-social behaviour
- Consideration of passive deterrents for rough sleeping should be considered including placement of armrests on benches
- Details and placement of arcade and private communal courtyard gates will need to be coordinated and reviewed
- Design of balcony protection and roof access should consider suicide preventative measures
- Due to the nature of the site and scale of development it is likely TETRA coverage will be required and there may need to be provision for roof mounted signal tower
- Bicycle theft is more prevalent than vehicle theft. Consider location of stands, passive surveillance and CCTV in future designs.



## 6. Framework Strategies

### 6.9 Sustainability Strategy

The sustainability of the Framework is paramount to delivering a socially and environmentally conscious exemplar. The design team have worked closely with the sustainability consultants to ensure the sustainability principles are embedded in the design.

During this time, the following themes were created to underpin the strategy. Climate change has not been included as a dedicated theme as it is seen to span and relate to several of the following themes.

These themes were benchmarked against existing statutory policies and emerging policies to derive a series of targeted objectives, requirements and targets as summarised in this section. These policies include;

- Revised 2011 Island Plan
- SPG
- Jersey Energy Plan (Pathway 2050) (March 2014)
- Sustainable Transport Policy (2019)
- Carbon Neutral Strategy (December 2019)
- Carbon Neutral Road Map Preferred Strategy (November 2021)
- Bridging Island Plan
- Carbon Neutral Road Map (anticipated December 2021)

#### ENERGY AND CARBON DIOXIDE

- The Framework will limit carbon emissions, make good use of opportunities for decentralised and renewable or low carbon energy
- The development should incorporate on-site low carbon or renewable energy technologies.
- For major developments low carbon or renewable energy production equipment will be required to off-set predicted carbon emissions by at least 10%.
- Proposals for large developments should outperform the target energy rate by 20%.

#### CIRCULAR ECONOMY AND WASTE

- Make the most efficient and effective use of land, energy and water resources to help deliver more sustainable development and to respond to climate change.
- Reduce water consumption and conserve water resources
- Maximise the use of secondary and recycled materials in place of natural aggregates through practices such as the demolition of major structures
- Encourage the minimisation of waste generated as part of construction

activity and an increase in the recycling, re-use and recovery of resources.

- Prepare and implement Site Waste Management Plans (SWMP) for demolition and construction waste.

#### WELL-BEING

- Ensuring the highest standards of accessible and inclusive design and creating comfortable public and private spaces, active frontages, streets and links for all, that work as social spaces, supporting well-being and healthy living.
- Prioritise and support active travel choices
- All external spaces must improve connections between people and reduce social isolation through design interventions.
- Meet the needs of the community ensuring the delivery of homes of the right type, tenure and size, fostering a sense of community and ensuring resident safety
- Proposals will not unreasonably affect the level of privacy or sunlight and daylight to buildings
- Proposals will not adversely affect the health, safety and environment of users of buildings and land by virtue of emissions to air, land, buildings and water including light, noise, vibration, dust, odour, fumes, electro-magnetic fields, effluent or other emissions
- Design out crime
- Protect and improve existing green infrastructure and contribute towards the delivery of new green infrastructure ensuring the adequate provision, accessibility and quality of open spaces.
- Contribute towards helping children to be safe, active, social and imaginative when designing placemaking

#### FAIR SUPPLY CHAIN AND LOCAL ECONOMY

- Protect and promote the vitality of the Core Retail Area of the Town Centre through measures such as retaining retail space and supporting covered markets
- Ensure the protection against a loss of land for employment use.
- Ensure that new development maintains or enhances the current diverse range of land uses
- Ensure the provision of sufficient land and development opportunities, for new and employment uses

#### HERITAGE AND PLACE

- Protect the Island's historic environment including Jersey's heritage assets
- Provision of public art where it will enhance the public's enjoyment of the space and contribute to local distinctiveness and cultural identity
- Preserve and improve architectural and historic character and integrity of Listed buildings and places, and their settings
- Protect the island's archaeological resources requiring that an archaeological evaluation to be carried out, for works which may impact these
- Protect views, vistas and panoramas which bring a sense of history and context to town

#### NATURAL CAPITAL

- Create opportunities for improving biodiversity and habitat creation, having regard to the local biodiversity and ecosystem targets.
- Ensuring that existing biodiversity located on or adjacent to the site are considered during the planning process and protected from damage during construction works
- Achieve a net gain in biodiversity
- Improve access to nature

#### LOW CARBON TRANSPORT

Jersey's biggest source of greenhouse gas emissions come from transport, with road transport accounting for 28% of on-island emissions. Promoting active transport will therefore play a significant role in Jersey's pathway to reducing greenhouse gas emissions and tackling climate change.

- Meet and exceed minimum cycling standards
- Ensure appropriate provision is made for car and cycle parking
- Provide a safe environment for both pedestrians and cyclists
- Improve existing or proposed pedestrian, cycle and public transport networks
- Design safe pedestrian routes contributing to the provision of new or the enhancement of existing footpaths and improved pedestrian crossing facilities
- Develop off-road cycle facilities and on-road treatments that link residential areas with local community facilities

#### WATER RESOURCES

- Incorporate water saving and recycling measures.
- Achieve the BREEAM excellent standard on commercial developments

# 6. Framework Strategies

## 6.10 Health and Well-being

### DAYLIGHT, SUNLIGHT AND OVERSHADOWING ANALYSIS

The Framework massing as been designed to allow good solar exposure to the Framework’s public spaces. A variety of building forms, heights and parcel arrangements have been tested and proposed to ensure residents and visitors can find a sunlit space throughout the year to enjoy.

Detailed daylight, sunlight and overshadowing analysis can be found in Chapter 16 of the Environmental Statement, which is included as part of the outline planning application. The study assessed the proposals against BRE guidance to ensure high sustainability standards.

Key conclusions include:

- Central Square has good solar of up to 6 hours in March. As well as being sheltered from the prevailing winds the space will offer good solar amenity
- The Waterfront Square received over 7 hours of sun in March
- Rue de L’etau and the Lane benefits from good mid day sun all year round
- The Esplanade Square receives good solar between 4-6pm in March towards the end of the business day complementing the adjacent commercial uses
- The Pocket Square receives good lunch time solar

#### Legend

- 21 March
- 21 June



Figure 6.33 9.00 am shadow analysis



Figure 6.34 11.00 am shadow analysis



Figure 6.35 1.00 pm shadow analysis



Figure 6.36 4.00 pm shadow analysis



Figure 6.37 Combined shadow analysis



# 6. Framework Strategies

## 6.11 Phasing Strategy

### PHASE 1

The initial phase of development, to be delivered by 2029, includes the delivery of up to 473 units and the public parking found within basement phase 2A, as well as the art house cinema and associated retail and food and beverage offers.

As shown in Figure 6.37, temporary works will be required to provide public realm meanwhile space which considers pedestrian crossings along La Route de la Libération and the tying into existing levels at the Waterfront Square and Les Jardins de la Mer.

The phasing sequencing is as follows;

- Phase 1A (2025-2027)
- Phase 1B (2026-2028)
- Phase 1C (2027-2029)
- Phase 1D temporary highways and public realm works (2028-2029)

### Legend








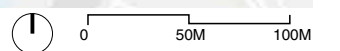
-  Site boundary
-  Phase 1 construction
-  Phase 1 temporary works
-  Existing buildings on site
-  Under construction
-  Phase index
-  Plot index



Figure 6.38 Phase 1





## 6. Framework Strategies

### 6.11 Phasing Strategy

Phase 2 of the development will see the seawall works, associated level changes, minor land reclamation and park amenities delivered, including the public lido and pavilion, ferry kiosk and new slipway.

During this time the existing AquaSplash and Cineworld complex will remain operational to satisfy lease agreements and ensure that public provision of these amenities are maintained until such time as re-provision can be realised.

The phasing sequencing is as follows;

- Phase 2A (2028-2029)
- Phase 2B (2029-2030)

#### Legend









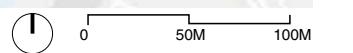
-  Site boundary
-  Phase 2 construction
-  Existing buildings on site
-  Completed phases
-  Completed blocks
-  Under construction
-  Phase index
-  Plot index



Figure 6.39 Phase 2



# 6. Framework Strategies

## 6.11 Phasing Strategy

The third phase of delivery will see the remaining south residential plots delivered as well as the leisure facilities associated with parcel F1. Public realm delivered will include the upgrades to Marina Gardens, Rue de L'etau and the permanent highways works to La Route de la Liberation.

The phasing sequencing is as follows;

- Phase 3A (2029-2031)
- Phase 3B (2030-2032)

### Legend








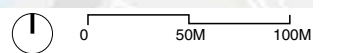
-  Site boundary
-  Phase 3 construction
-  Completed phases
-  Completed blocks
-  Under construction
-  Phase index
-  Plot index



Figure 6.40 Phase 3





# 6. Framework Strategies

## 6.11 Phasing Strategy

The final works delivered and completion of the Framework will include the delivery of the Gateway residential building, commercial buildings and the permanent works to the Esplanade.

The phasing sequencing is as follows;

- Phase 4A (2031-2033)
- Phase 4B (2032-2034)

### Legend








-  Site boundary
-  Phase 4 construction
-  Completed phases
-  Completed blocks
-  Under construction
-  Phase index
-  Plot index



Figure 6.41 Phase 4

