



PARISH OF ST HELIER

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ROADS COMMITTEE MEETING

Wednesday 17 August 2022 at 9.30am

Meeting held in the **Assembly Room**

A G E N D A

'A' AGENDA – OPEN TO THE PUBLIC

- A1. Apologies.
- A2. Declarations of interest.
- A3. To approve minutes of meeting held on 13 July 2022 ('A' Agenda items).
- A4. Matters arising.
- A5. For decision: Les Sablons update and Commercial Street proposals (presentation).
- A6. For decision: Ingouville House, Phillips Street public sculpture proposal (presentation).
- A7. For decision: Public Realm Movement Strategy update incorporating Hilary Street junction with La Motte Street changes (presentation).
- A8. For decision: To consider recent planning applications.
- A9. For information: Reports:
 - Live matters report.
 - Minor road works report.
 - Streets Inspector report.
- A10. Agreed decisions

'B' AGENDA ITEMS

- B1. To approve minutes of meeting held on 13 July 2022 ('B' Agenda items).
- B2. Matters arising.

Dates of 2022 meetings:

Friday 9 Sept 2022 Visite du Branchage et Chemin
Wednesday 19 October 2022 (Roads Committee)
Wednesday 7 December 2022 (Roads Committee)

Wednesday 21 September 2022 (Roads Committee)
Wednesday 16 November 2022 (Roads Committee)



PARISH OF ST HELIER



Minutes	
<u>MINUTES OF THE ROADS COMMITTEE MEETING – A- AGENDA</u> <u>HELD IN THE ASSEMBLY ROOM ON</u> <u>WEDNESDAY, 13 JULY 2022 AT 9.30AM</u>	
PRESENT	Constable S Crowcroft (SC) Mr T Vibert (TV) Mr K Proctor (KP) Mr B Manning (BM) Mr J Baker (JB)
IN ATTENDANCE	Mr P Pearce (Procureur du Bien Public) (PP) Mr G Jennings (Procureur du Bien Public) (GJ) Mr J Turner (Chief Executive Officer) (JT) Mr S Alves (Head of Infrastructure) (SA) Mr A Sty (Infrastructure Manager) (AS) Miss E Sheehan (Minutes) (ES)
APOLOGIES	The Very Rev'd M Keirle (MK) Mr B Le Feuvre (BLF) Mrs A Roberts (Parish Secretary) (AR)
DECLARATION OF INTEREST	None.
OPEN MEETING	Having been previously circulated, the 'A' Agenda Minutes of the meetings held on 25 May 2022 were agreed.
MATTERS ARISING	
75/2022 UPDATES ON SCAFFOLDING IN CASTLE STREET AND ON BYRON ROAD	<p>Previous minute 65/2022 refers</p> <p>GJ Requested an update on Byron Road. AS advised that the property owner has arranged for a detailed survey of his drains but unfortunately we still do not have a date when the work will be completed.</p>
76/2022 VERBAL UPDATE ON THE NEW HOSPITAL PROJECT	<p>Previous minute 68/2022 refers</p> <p>SC provided an update to the Committee regarding the compulsory notices served to the Parish. SC will not be holding a PA as Chief Minister reviewing the hospital. The Infrastructure Minister is reviewing the need for the changes to the roads.</p>
77/2022 TO REVIEW CYCLE SIGNAGE ON LA GRANDE ROUTE DU MONT A L'ABBE	<p>SA said on the 26 January 2022 following an incident that was reported by Ted Vibert that the Committee approved new signage on La Grande Route du Mont a L'Abbe.</p> <p>This decision resulted in concerns being raised by residents that the sign creates a safety issue for pedestrians who will need to share a footpath with cyclists. Therefore, following a further report from our Procurer Geraint Jennings we have been asked to revisit this.</p> <p>The Committee may recall that officer advise in January was to ensure that the virtual footpath was designated just for pedestrians.</p> <p>The request is for the Committee to change the signage to make it clear that the virtual footpath is accessible to pedestrians only, although there needs to be an understanding that there will be times that vehicles will need to pull onto the virtual footpath to cross each other as this road is two ways.</p> <p>However, SA advised that the Parish Chef de Police has raised concerns</p>

as he advises that cyclists have been using the virtual footpath for a long time, especially students from the secondary school at the top, The Chef de Police expresses concern that the Committee would be forcing cyclists onto the busy road.

He added we also must consider that there are other virtual footpath in the Parish such as West Hill, are we seeking to introduce this rule to all virtual footpaths or is this just for La Grande Route du Mont a L'Abbe, in which case this could create some confusion for cyclist with no joined up approach. He asked if the Committee wishes for the signage to be changed and to refer to "Proposals" for examples.

The cost of this work we estimate in the region of £ 1,000 to cover link marking signage and road signage, the funding will have to come out of the existing road marking budget.

Enforcement:

Within the Road Traffic (Jersey) 1956 and Policing of Roads (Jersey) regulations 1959 Laws does not identify virtual footpaths.

Advice from our Chef de Police:

The Parish of St Helier Chef de Police will contact the Law Officers Department to give advice on the legal definition of Virtual footpath.

Policing would be very difficult and will likely cause immense frustration to the residents as Honorary Police due to resources are not able to enforce the area at all times.

GJ Did not support the proposal to stop cyclists.

Member of public, Mr Le Plongeon said it is an accident waiting to happen, cyclists speeding, lack of visibility as people pull out their driveway.

Member of Public, David said the red path was on the other side originally and he thought cycling both ways create issues.

TV thought prior legal opinion should be sought.

BM felt the school should inform students about cycling on virtual footpath and consider one way traffic for La Grande route du Mont a L'Abbe.

JB said island wide policy should be considered.

KP agreed with JB there should be an island wide decision to change should be held back.

PP said the signs should be removed now and suggested kerb edge/rumble strips along edge of Virtual Path.

SC advised that speaking to the IHE Minister that PoSH to take lead on cycling strategy.

Action points:

Circulate previous policy and update it.

Request Honorary Police to enforce speed limit.

	<p>Arrange for IHE Minister to attend Roads Committee meeting.</p> <p>It was agreed that the signage is to be removed and the painted walking man be applied to the virtual pathway.</p>
<p>78/2022 ROADS PROGRAMME (1 MAY 2022 – 30 APRIL 2023)</p>	<p>SA said work is in place and planned for the road-resurfacing programme, we are currently working on Undercliffe Road.</p> <p>In terms of road Improvements:</p> <p>Janvrin Road: we have scheduled the new crossing to be installed over the school summer Holidays,</p> <p>Neighbourhood Improvements: we have made an initial start to the area with the posters drafted, although we are at very early stage, we will be liaising with our Town Centre Manager to look at a consultation strategy of this project.</p> <p>Regent Road safety measures: are in hand we are currently out for pricing.</p> <p>Vallee des Vaux: details are progressing with the traffic engineer appointed and a scheme will be available for consultation as soon as possible.</p> <p>Barbizon: this is the last property on La Pouquelaye to be altered to accommodate a new footpath, we will be briefing the new deputies in the area in due course as we will need to acquire the necessary land to construct the footpath.</p> <p>My department's aim is to deliver the approved programme, which is our main focus, any additional work that is requested that is not on the approved programme will be investigated as soon as there is available resources.</p> <p>AS Janvrin Road; crossing being installed early August.</p> <p>SC Neighbourhood improvement areas; SC committed to commence the study ASAP, he nominated KP which originally raised this at the Branchage and GJ for his knowledge in cycling and legislation and member of Infrastructure (either SA or AS)</p> <p>GJ raised Halkett street, SA advised that the funding is for addressing any emergency work, such as pot holes, it will not necessarily improve the aesthetics.</p> <p>SC advised that he is aiming to get the Chief Minister to approve Urban Task Force, focusing on Halkett Street and New Cut. PoSH will contribute to the cost.</p> <p>SC request that Tower Road corner (Broomhill) be added to the list and to revisited. SA will report back.</p> <p>SC raised La Pouquelaye footpath improvements and questioned its position on the list, SA advised SC that it is for the Committee to decide if they wish to push this further up which will result in something dropping off.</p> <p>JB La Rue de L'Etau, requested update on crossings, as SoJDC should be providing these, he understands that the crossing will be at grade not on raised island. SC agreed that the crossing should be on raised humps as it will also help reduce speeding.</p>

	<p>BM Questioned speed on traffic in La Rue de L'Etaue and asked if it was 20mph. SA advised that this formed part of Phase 2 speed limit review and PoSH waiting for legislation changes to implement the new speed limit.</p> <p><u>Action points:</u></p> <p>SA to email Lee Henry to of SoJDC for an update on the crossing ASAP, as SC requested an update, the requirement is for crossing to be on raised tables, not at grade.</p> <p>SA to advise property owner at Barbizon that the Parish will be continuing with the project, and briefing to be put together for the deputies.</p> <p>SA requested to revisit Tower Road Broomhall and report back to Committee</p>
<p>79/2022 TO CONSIDER DRAFT POLICY ON ROAD RESURFACING</p>	<p>The committee requested that Infrastructure review the use of red asphalt on Parish by-roads within the ring road, and as part of the review we have extended this to produce a draft Resurfacing and Road works policy.</p> <p>SA sais historically, it seems that this arrangement was passed down from one engineer to another (for the last 15 to 20 years) that footpath areas within the ring road would be surfaced using a red asphalt.</p> <p>Whilst it has been what the Parish and Government of Jersey (IHE) have worked to, it seems that there was no formal policy written.</p> <p>The Government of Jersey IHE department are currently developing a "Style guide" as part of the Public Realm work.</p> <p>We need to reconsider the use of red asphalt as Ronez who supplies the asphalt does not recommend the use of red asphalt on any areas that are to be heavily trafficked, where constant turning, and parking take place.</p> <p>The pigment was a red iron oxide, however this is no longer available for the type of batching plant that Ronez has, therefore they have moved to wax pellets, but this changes the chemistry of the material.</p> <p>Therefore no specific time frame can be suggested for product integrity/warranty</p> <p>We are also informed that the new product is a considerable cost increase to the old red oxide powder.</p> <p>We also need to take into account that red asphalt is 56% more expensive than black asphalt and there is a minimum order of 1 ton of red, this results in service companies patching up in black and once they have sufficient red, they return to remove the black patch to apply the red asphalt, this is not only a waste of time and resources but also increase carbon footprint.</p> <p>Due to the uncertainty of red asphalt, this results in vehicle access points being installed with black asphalt, resulting in a patch quilt of red and black, which in our view creates confusion for pedestrians as this gives the wrong message as it indicates that vehicles have priority over a footpath.</p> <p>You can imagine this on road that has multiple vehicles entrances, which would result in a patch quilt of red and black along the footpath which in his personal view would look awful.</p>

	<p>Our recommendation is that the use of red asphalt is phased out and that we move to installing granite paving wherever possible as we currently have sufficient stock in our yard to undertake many footpaths without the need to purchase new granite.</p> <p>We need to be mindful that we only have one stonemason who is able to construct granite paving, granite does take longer to install however it is a far superior product both aesthetically and durability when compared to asphalt.</p> <p>The Committee is asked to approve the proposed policy which the primary scope is that we omit red asphalt and use granite wherever possible or black asphalt.</p> <p>We will continue to review the policy as IHE are producing their new style guide, and specification/technical details for utility companies which the Parish will review and adopt if suitable.</p> <p>If approved this policy will be uploaded to the Parish website. We will continue to develop the policy further with more technical details, but the principle will remain as approved by the Committee.</p> <p>The Committee also requested that we provide you with a list of our roads future planning we have provided a full list of the roads, this list is reviewed regularly by my team and will be updated.</p> <p>PP: Raised questions on Seale Street and why it needs to be resurfaced as it was last resurfaced in 2010. SA advised that the road has substantial traffic through it, over the years there has been a need for the road to be dug up, the condition of the road has deteriorated and can be seen by members walking along the road.</p> <p><u>Action point:</u> Policy approved</p>
PLANNING APPLICATIONS	
80/2022 24, WINDSOR ROAD, ST.HELIER, JE2 3YF	<p>Convert existing six bed dwelling to create 1 two-bedroom residential unit and 1 three-bedroom residential unit.</p> <p>The Roads Committee approved the draft comments detailed in the planning report dated 13 July (refer to documentation attached)</p>
81/2022 THE LIMES DEVELOPMENT SITE, GREEN STREET, ST HELIER, JE2 4ZE	<p>Revised plans to previously approved RM/2021/1135 (RESERVED MATTERS to PP/2020/1453 (OUTLINE APPLICATION: Demolish existing nursing home, health centre and residential accommodation. Construct 39 one-bed, 81 two-bed and 7 three-bedroom residential units with associated partial underground parking and landscaping. Alterations to existing vehicular and pedestrian access onto Green Street. Extinguish 2 existing accesses on Green Street. Fixed Matters: Scale and mass, siting, means of access and landscape): Reserved Matters: External appearance and materials. 3D Model available.) : Create external stair up to podium. Change previously approved apartments at lower ground level to create a day care centre. Extend parts of the lower ground floor car park. Relocate JEC Substation and bin store enclosure.</p> <p>The Roads Committee approved the draft comments detailed in the planning report dated 13 July (refer to documentation attached)</p>
82/2022 INDIAN COTTAGE, 78, NEW STREET, ST. HELIER, JE2	<p>Demolish existing building consisting of a vacant ground floor restaurant with single dwelling unit above. Construct 2 one-bed and 2 two-bed residential units. Provide communal electric bike storage and bin store. 3D Model available.</p>

3TE	The Roads Committee approved the draft comments detailed in the planning report dated 13 July (refer to documentation attached)
83/2022 INFORMATION REPORTS	PP: noted that item 8 on the Live Matters Report should state Halkett Place not Halkett Street.
84/2022 AGREED DECISIONS	<p>The following decisions were agreed:</p> <p>The Committee agreed to remove the current signage at La Grande Route du Mont A L'Abbe.</p> <p>The Committee agreed the policy on road resurfacing.</p> <p>The Committee agreed the roads programme 1 May 2022 – 30 April 2022.</p> <p>SA to email Lee Henry of SoJDC for an update on the crossing ASAP, the requirement is for crossing to be on raised tables, not at grade.</p>
NEXT MEETING	
	The next meeting will take place on Wednesday 17 August 2022 at 9.30am Assembly Room Town Hall.

1. 24, Windsor Road, St. Helier, JE2 3YF

P/2022/0622

Convert existing 6no. bed dwelling to create 1no. two-bedroom residential unit and 1no. three-bedroom residential unit.

The Roads Committee has examined plans for the above submission and comments as follows:-

1. Committee notes that the proposal is for the conversion of the 6 no. bed dwelling to create 1 no. two bed and 1 no. three bed unit with 4 no. cycle parking spaces created split 2 per dedicated store cupboard. The applicant states there will be electric cycle charging facility provided. There is no car parking provision with the property.
2. Committee requests that cycle parking is increased so that there is one cycle space per bedroom with electric charging facility.
3. The refuse store/collection arrangements, refuse separation and recycling strategy is to be agreed in detail with the Parish Refuse Manager.

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2022/0622>

2. The Limes Development Site, Green Street, St. Helier, JE2 4ZE

P/2022/0619

Revised plans to previously approved RM/2021/1135 (RESERVED MATTERS to PP/2020/1453 (OUTLINE APPLICATION: Demolish existing nursing home, health centre and residential accommodation. Construct 39 No. one bed, 81 No. two bed and 7 No. three bedroom residential units with associated partial underground parking and landscaping. Alterations to existing vehicular and pedestrian access onto Green Street. Extinguish 2 existing accesses on Green Street. Fixed Matters: Scale and mass, siting, means of access and landscape): Reserved Matters: External appearance and materials. 3D Model available.) : Create external stair up to podium. Change previously approved apartments at lower ground level to create a day care centre. Extend parts of the lower ground floor car park. Relocate JEC Substation and bin store enclosure.

The Roads Committee has examined plans for the above submission and comments as follows:-

1. Committee notes that the proposal is specifically for the reserved matters as identified, being external appearance, external stair to the podium level, removal of the ground floor apartments to create a day care centre, extending the basement area and relocation of the JEC substation and bins storage.
2. The refuse store/collection arrangements, refuse separation and recycling strategy is to be agreed in detail with the Parish Refuse Manager.
3. That notwithstanding the above comments, this submission should be referred to Infrastructure, Housing and Environment since the road in front of the property is a Government Main Road.

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=RP/2022/0619>

3. Indian Cottage, 78, New Street, St. Helier, JE2 3TE

P/2022/0651

Demolish existing building consisting of a vacant ground floor restaurant with single dwelling unit above. Construct 2 no. 1 bed and 2 no. 2 bed residential units. Provide communal electric bike storage and bin store. 3D Model available



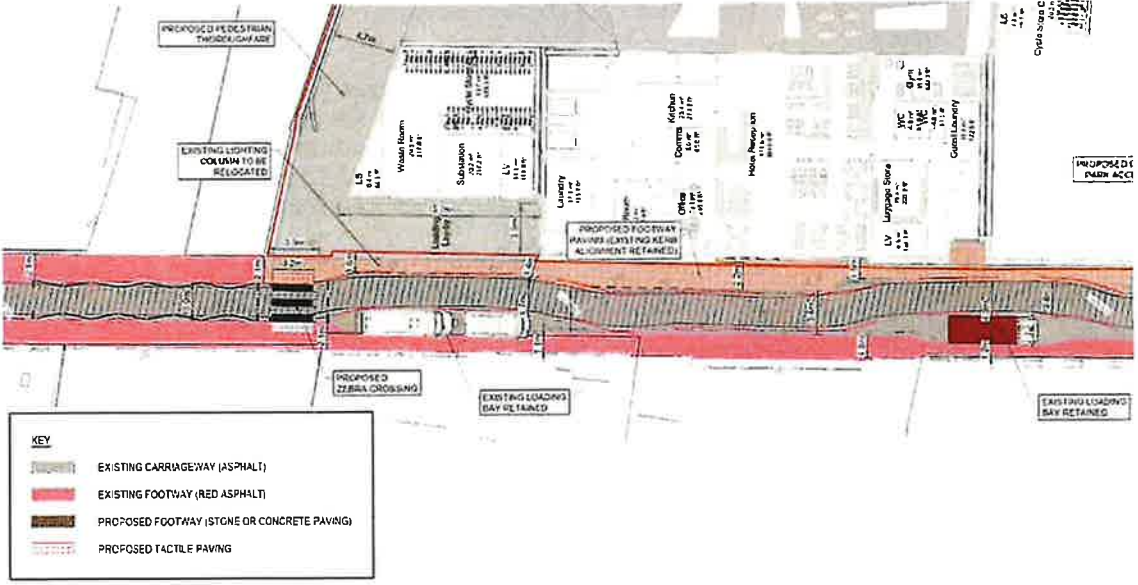
The Roads Committee has examined plans for the above submission and comments as follows:-

1. Committee notes that the proposal is to demolish the existing vacant restaurant and single dwelling above the restaurant to create a new building comprising of 6 no. units of accommodation (2 no. one bed units and 2 no. two bed units) with the provision of 6 no. cycle parking spaces within the bin store area with electric charging. The applicant proposed to widen the footpath to Garden Lane which currently is 722mm wide, it is proposed to be widened to 1.5m.
 2. Committee notes that the site being restrictive does not lend itself to the provision of car parking. the Committee welcomes the provision of 6 no. cycle parking spaces with electric charging. The parking spaces are accessed via Garden Lane.
 3. It is noted that there will be the provision of 2 no cycle hoops on New Street (providing cycle parking for 4 no. cycles) as part of the public realm improvements which the applicant will need to discuss and agree with IHE.
 4. Committee welcomes the proposed extension to the footpath and note that the First Floor will overhang over part of the widen footpath where the bicycle/bin store area is located, it is noted that there will be a clear headroom of 2,580 mm. The applicant is to transfer to the Parish the widened footpath allowing for the property to overhang part of the extended footpath up to the applicants existing site boundary. The costs associated with the transfer and construction of the new widened footpath is to be at the full cost of the applicant. The specification for the footpath is to be agreed by the Parish, the work to the footpath is to be undertake by Parish approved contractors.
 5. The applicant must remove obsolete service boxes that are no longer used to provide a service to the applicant's site or alternatively realign/renew service boxes liaising with the appropriate utility company. Obsolete ditched kerb and footpath entrances are to be removed with the kerbs and footpath lifted, which will result in making good to the asphalt for the full width and length of the ditched area as a minimum. Applicant is to be aware that depending on the location of the property that red and/or black asphalt may be required for making good to the footpath. Although in some instances, the applicant may need to reset granite footpath paving.
- The specification and extent of the remedial works must be agreed in advance with the Parish of St Helier Infrastructure department. Only Parish approved contractors are permitted to work on the public road/footpath. All remedial works are to be at the cost of the applicant.
6. Applicant is to note that the cost for removal and relocation of any street furniture or utilities for example: lamppost, bollards, bike racks, etc. and subsequent making good to road and pavement surfaces due to this application is to be at the applicants cost. Relocation of street furniture must be agreed with the Parish in advance prior to any work commencing on site.
 7. That any windows and/or doors bordering the Public Road or Footpath shall be of a type whose opening lights do not open beyond the face of the building. The applicant should note that contravening this condition will mean that the Parish will take action against the applicant/owner under the Highways Encroachments (Jersey) Regulations 1957.

8. That no part of the foundations of the building may project under the public highway. The applicant should note that contravening this condition will mean that the Parish will take action against the applicant/owner under the Highways Encroachments (Jersey) Regulations 1957.
9. The refuse store/collection arrangements, refuse separation and recycling strategy is to be agreed in detail with the Parish Refuse Manager.
10. That notwithstanding the above comments, this submission should be referred to Infrastructure, Housing and Environment since the road in front of the property is a Government Main Road.

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2022/0651>



<p>Date of request: 17 August 2022</p>	<p>Road reference & title of report: Ref: 050 Commercial Street Les Sablons briefing presentation paper</p>
<p>Address: Les Sablons Situating between Commercial Street and Broad Street</p>	<p>Requested by: Le Masurier</p>
<p>Location map:</p> 	<p>Photograph/street view:</p> 
<p>Brief introduction/summary:</p> <p>Le Masurier team and their traffic Engineer will present to the Parish Roads Committee proposals for their development of Les Sablons, specifically considering changes to Commercial Street. Which includes introduction of a new zebra crossing.</p>  <p>The presentation will last approximately 20 minutes and then there will be an opportunity for members to ask questions. The presentation will also address the Committee Planning Consultation comments:</p> <ol style="list-style-type: none"> 1. Electric charging to be provided within all cycle stores. Bike maintenance also to be provided. 2. Bike washing facility to be provided. 	



Road Committee Report

3. Long stay cycle parking now provided for commercial and hotel uses (16 spaces).
4. Access for cyclists on Broad Street would be retained.
5. Access to the car park will be for car park spaces only. Cycle store to be accessed from public realm.
6. Servicing will be split between Commercial Street and Broad Street. Hotel will be serviced from Commercial Street only.
7. Electric charging to be provided for motorcycle spaces.
8. Parking spaces will be for residents only and will not be sub-let.
9. Headroom clearance of 4m allowing access for refuse vehicle.
10. The façade cleaning strategy is under review.

The Green Travel Plan will include the following proposed measures:

1. Subsidised bus travel to be offered to residents
2. The offer of car club membership for 12 months (as offered at Bath Street)
3. The offer of Evie bike share membership for 12 months

For information: Previous Roads Committee planning consultation comments:

Ref: P/2022/0388

For the attention of: Planning & Building Services

Premises: 31-41 Broad Street and 19-21 Commercial Street, St Helier JE2 3RU

Subject: Demolish existing buildings at 31-41 Broad Street and 19-29 Commercial Street. Construct 137no. 1 bed, 96no. 2 bed and 5no. 3 bed residential units. Construct 103 room Aparthotel with ground floor restaurant, cafes and shops with associated car parking, landscaped public courtyard and pedestrian access link. Restore facades to 35-37 Broad Street. 3D Model available.

REQUIREMENTS:

The Roads Committee has examined plans for the above submission and comments as follows:-

1. Committee notes that the proposal is to redevelop the site to provide 238 no. new residential units (comprising of 137 no. one-bed, 96 no. two-bed and 5 no. three-bed), a new 103 no. room hotel, ground floor shop units (Class A) and café / restaurant units (Class B), with 96 no. car parking, 3 no motorcycle spaces, 1 no. unloading bay and 284 no. cycle parking (260 long stay and 24 short stay), landscaped public courtyard with pedestrian access link (between Commercial Street and Broad Street).
2. Committee requests that the applicant considers providing facilities for children on the site, such as play areas or green spaces.
3. 260 no. covered and secure cycle parking spaces are being provided (long stay) 13 no. of these spaces are designed for oversized bicycles. A further 24 no. spaces are provided in the form of 12 cycle stands for visitor spaces (short stay). Committee requests that the applicant provides electric charging for electric cycles. Committee recommends that bicycle washing facility and workbench is provided within the cycle hubs to enable residents to clean and service/repair their bicycles within the hub area



Road Committee Report

Committee requests that the number of cycles parking spaces is increased as there should be at least 1 cycle space per bedroom. Based on the breakdown of the units the Committee calculates 344 no. cycle spaces should be provided indicating a shortfall of 84 no. cycles spaces. If increasing cycle spaces is not possible then as an alternative the applicant should consider include facilities for cycle hire for residents using "EVie Cycles" or similar cycle hire company and providing occupiers with 12 months free membership. If EVie or similar cycles are to be introduced, these hire cycles should have their own dedicated cycle spaces as to ensure that there is no reduction in available visitor cycle spaces.

4. It is noted that there are six commercial units proposed, however there does not seem to be any cycle parking facility provided for staff employed within the commercial units. The applicant should provide some cycle parking for the units.
5. Committee notes the proposed 103 no. room hotel being proposed on site, it is noted that there is no cycle parking facility provided for staff working at the Hotel or for visitors staying at the Hotel. Cycle parking should be provided for staff and visitors staying at the hotel.
6. It is noted that access to at least three of the five the cycle stores (hubs) totalling approximately 198 no. cycles and the 24 no. visitor cycle spaces will predominately be via Commercial Street. Therefore, the Committee requests that the applicant contributes to improvements to the cycle network/connectivity on commercial Street. Committee request that the applicant contributes towards the Government of Jersey Cycling strategy with a view to improve cycling connectivity along Commercial Street. Improvements to Commercial Street may be required to accommodate the significant increase in cyclist using this route.
7. As a design observation it is noted that Cycle Store C is centrally located within the site, access to the store will require cyclists to cycle though the open public thoroughfare however reviewing the plan there may be an alternative option to create cycle access to this store via the car park although it may be that floor levels do not lend itself to this option.
8. Broad Street was closed to all traffic in May 2020 to allow for social distancing during the COVID 19 pandemic. Broad Street has retained access for delivery and servicing vehicles between the hours of 0700 and 1100 daily. States Assembly overwhelmingly backed proposals for a trial 'pedestrian priority area' in Broad Street with access allowed for buses and cyclists therefore if Broad Street remains closed there will be a requirement for Broad Street to be used to access the two cycle stores (hubs). Therefore, the applicant should contribute to the regeneration of Broad Street working with IHE and the Parish to improve cycle connectivity, ideally making Broad Street the preferred access route for cyclists as Commercial Street with the number of commercial properties and accesses along this road is not the ideal route for cyclists.
9. The site is approximately 250m from Liberation Bus Station which provides regular services that link to the Island's main locations and attractions. All services depart from Liberation Station. It is suggested that the applicant provides occupiers of the units of accommodation with free annual bus pass to encourage sustainable transport.
10. It is assumed that the servicing of the six commercial units and the Hotel will be via the car park and/or the proposed pull in bay in commercial Street. Applicant to clarify.
11. The applicant is providing 3 no motorcycle parking spaces within the car park, Committee requests that electric charging facility is provided.
12. The applicant proposes to create 96 no. car parking spaces for residential use only (providing a low ratio of 0.4 spaces per dwelling). The applicant proposes that 20% of the parking spaces will have EV charging facility whilst to remaining spaces will have infrastructure in place to extend the facility. Two of the parking spaces provided will be disabled parking spaces.
13. The applicant advises that discussions have been ongoing with Evie (provider of Car Club and Electric Bicycles) who have indicated a strong interest in providing an e-Bike Share facility within the public realm. This will further help to encourage residents, staff and visitors of the site to travel by bicycle. It should be made conditional that a car and cycle club/share facility for residents and hotel staff/visitors to use should be provided prior to completion of the development and should include 1 year's free membership for occupiers of the units of accommodation.



Road Committee Report

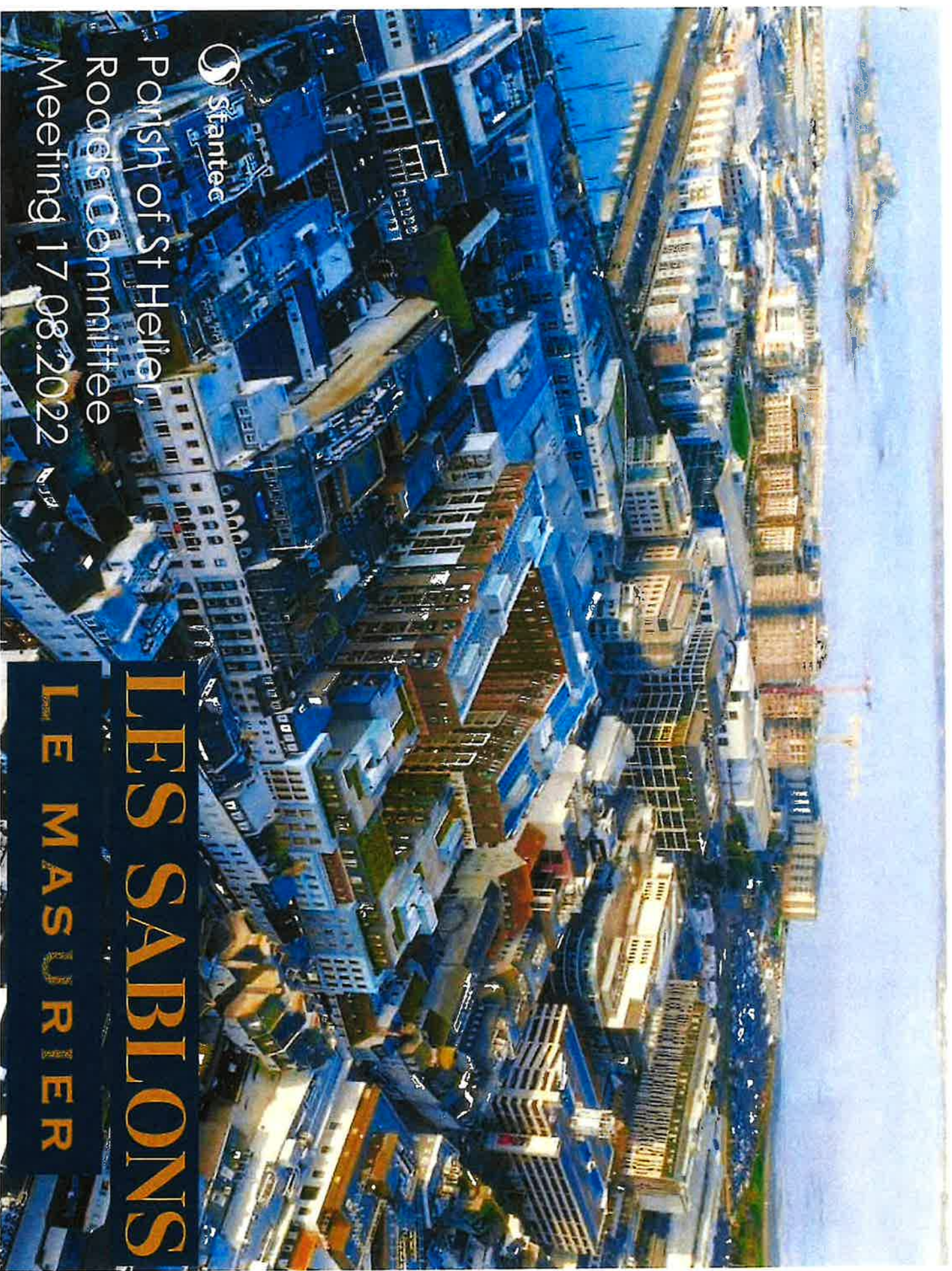
24. The applicant must remove obsolete service boxes that are no longer used to provide a service to the applicant's site or alternatively realign/renew service boxes liaising with the appropriate utility company. Obsolete ditched kerb and footpath entrances are to be removed with the kerbs and footpath lifted, which will result in making good to the asphalt for the full width and length of the ditched area as a minimum. Applicant is to be aware that depending on the location of the property that red and/or black asphalt may be required for making good to the footpath. Although in some



Road Committee Report
Page 5 of 5

25. Applicant is to note that the cost for removal and relocation of any street furniture or utilities for example: lamppost, bollards, bike racks, etc. and subsequent making good to road and pavement surfaces due to this application is to be at the applicants cost. Relocation of street furniture must be agreed with the Parish in advance prior to any work commencing on site.
26. That the requirements of the Highway Encroachments (Jersey) Regulations 1957 are strictly complied with. Planning approval does not give permission for a structure to encroach on the highway or footway.
27. That the refuse store/collection arrangements, refuse separation and recycling strategy is agreed in detail with the Parish Refuse Manager. The main concern is the clear headroom at the unloading bay off Commercial Streets. The clear headroom needs to be sufficient to accommodate a refuse vehicle and the emptying/tipping of the bins into the back of the refuse vehicle.
28. That notwithstanding the above comments, this submission should be referred to Infrastructure, Housing and Environment since the road in front of the property is a Government Main Road.

- Officer recommends that approval is granted in principle with final technical details agreed at officer level, the crossing will require a Technical Paper and Road Safety Audits (RSAs) levels 1, 2 and 3 to be undertaken.
- The off street loading bay must be sufficient as to ensure that vehicles will not overhang across the public footpath.
- The applicant is to provide RSA to show that there is no road safety risk introduced with the off-street unloading bay crossing the public footpath and that visibility splays from the vehicles using the off street bay are not compromised.
- The crossing will require the approval of the Infrastructure Minister, the applicant will need to submit the Technical Paper, and RSAs to the Parish Officers who will then apply to the Minister on behalf of the Roads Committee as the highway authority for Commercial Street.
- Committee to agree the finish to the paving to the front of the development, currently black asphalt.



stantec

Parish of St Helier,
Roads Committee
Meeting 17.08.2022

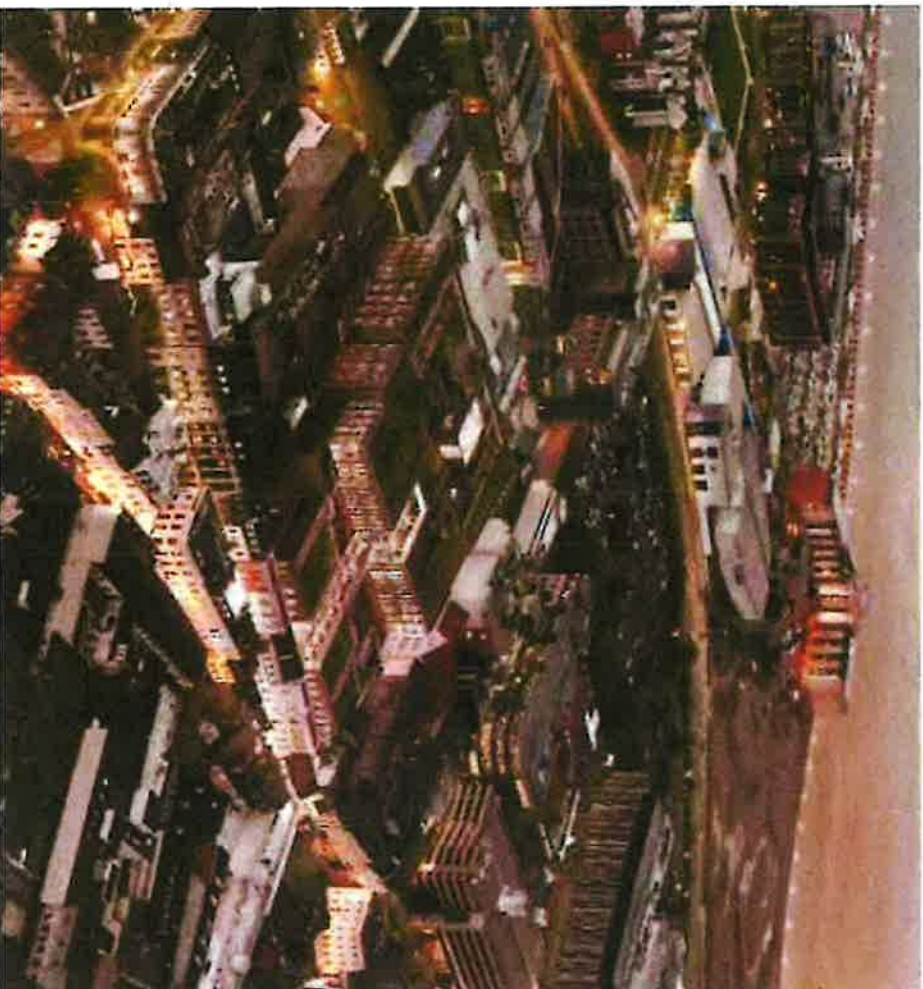
LES SABLONS
LE MASURIER

Site Location

- Central location situated between Commercial Street and Broad Street
- Close proximity to Liberation Bus Station
- Well connected to areas of employment
- Excellent pedestrian and cycle connectivity



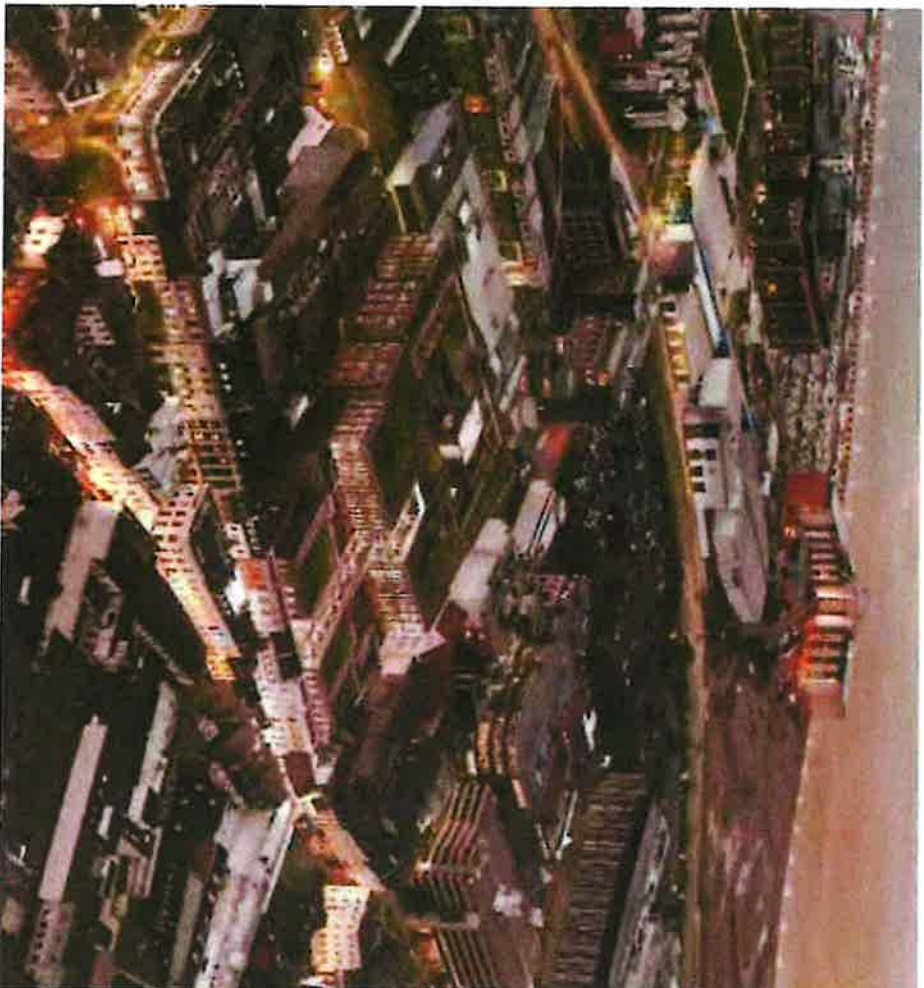
Planning History



Planning Application submitted in June 2011 for:

- 300,000sqft Grade A office space
- 400sqft of retail at ground floor
- Covered link between Broad Street and Commercial Street
- Basement car park to provide 123 spaces
- 100 cycle spaces
- Consent was granted in December 2011
- Permit renewed in 2016
- Development is deemed commenced and permit is in perpetuity

Planning History

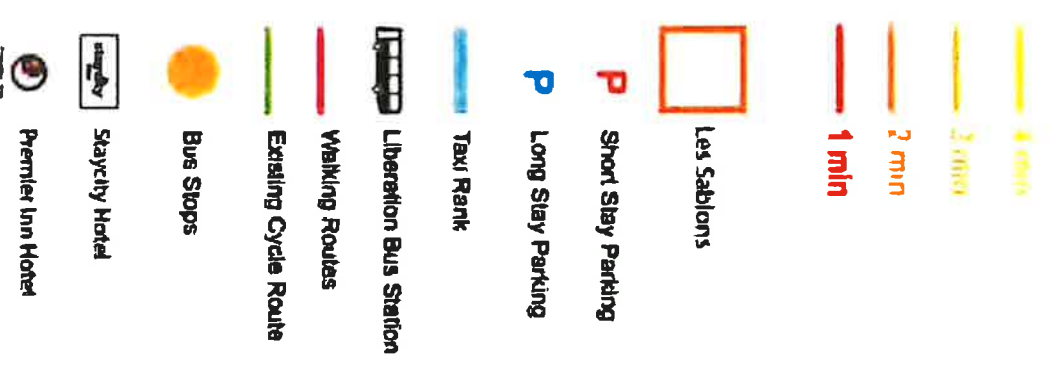
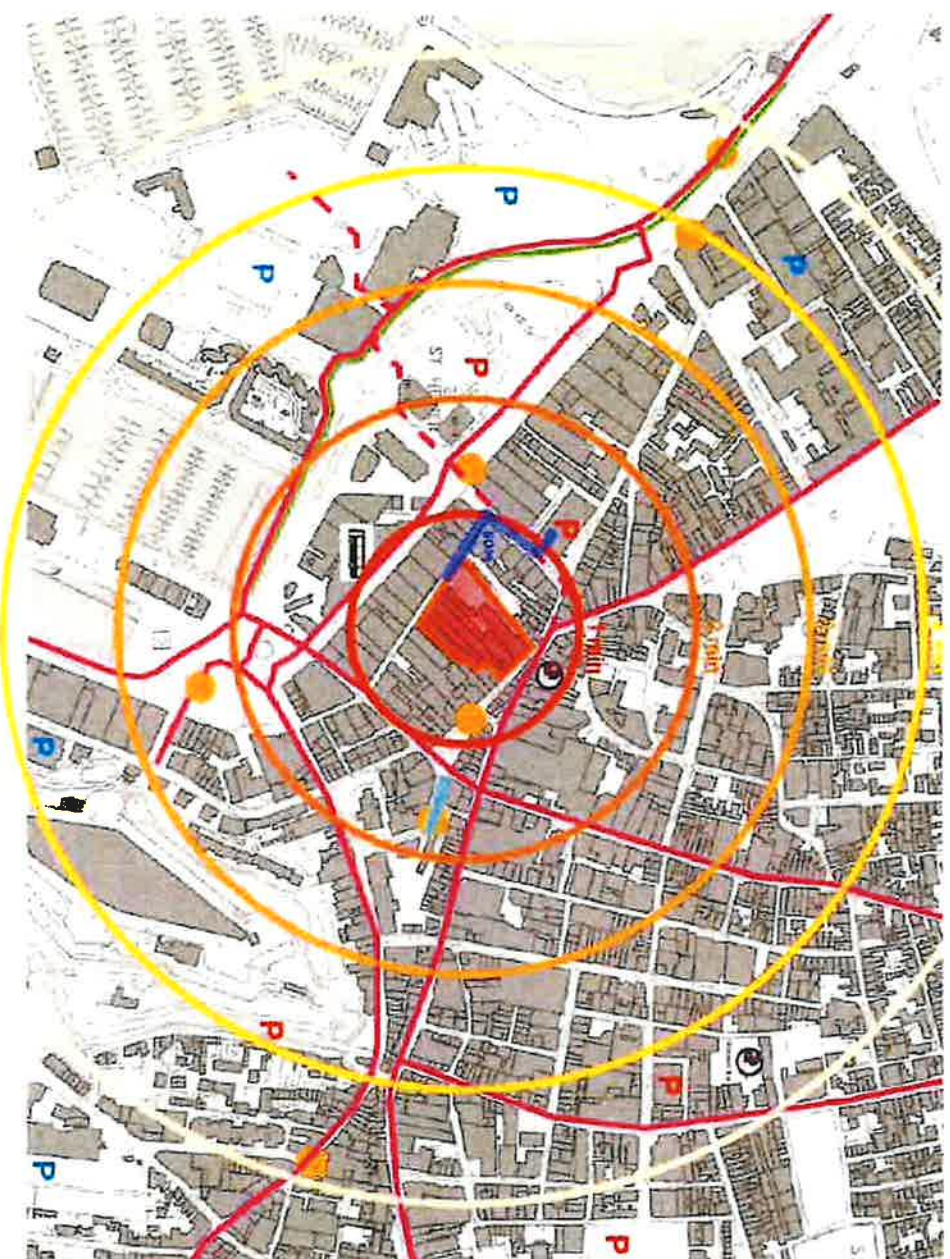


A Revised Plans Submission was submitted to include the following amendments:

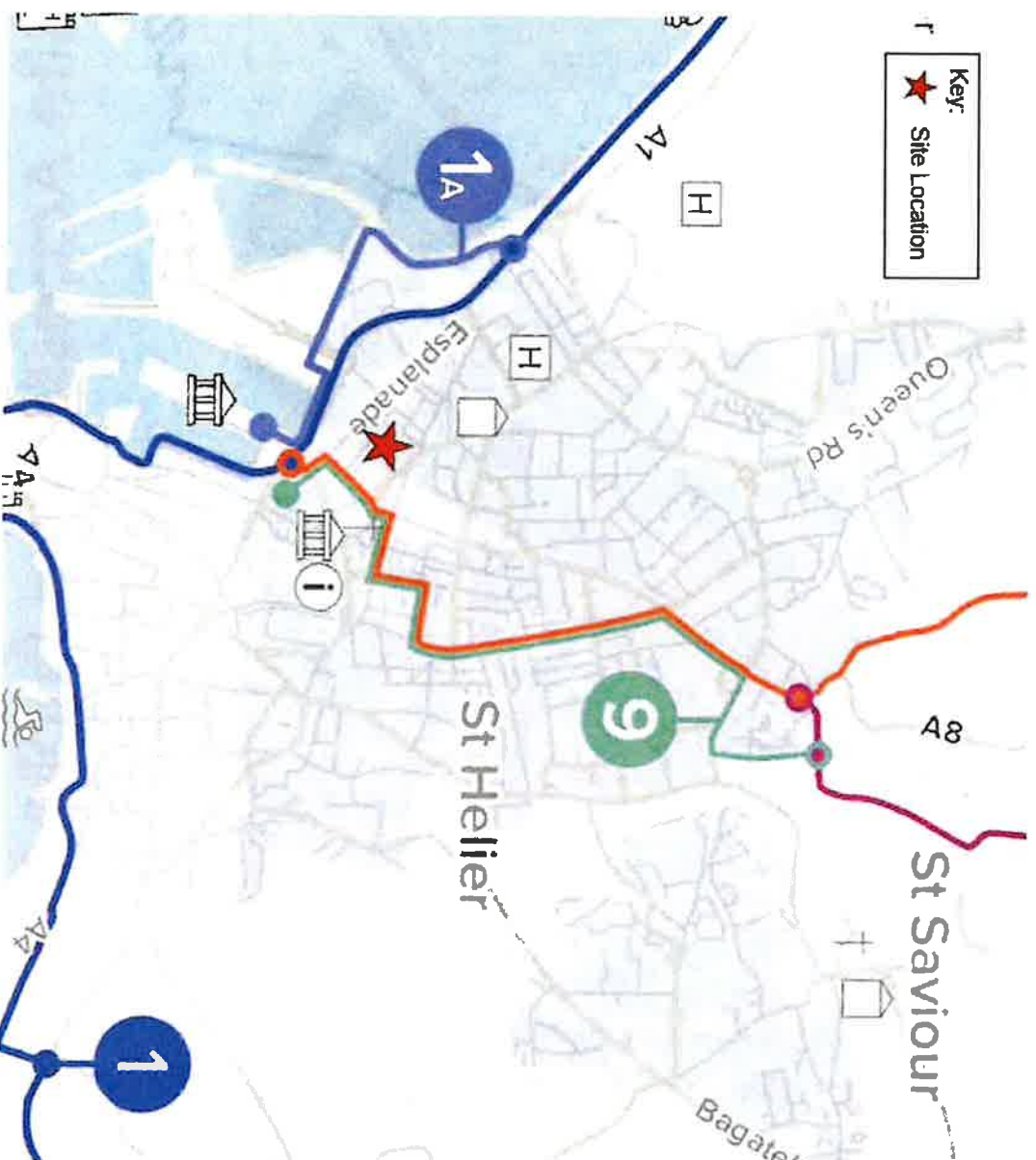
- Removal of basement parking
- Revised Ground Floor parking
- Omission of atrium roof over public walkway
- Revised area schedule

The Revised application was approved in January 2021

Site Accessibility – Public Transport



Site Accessibility – Cycle Network



- 1** Route 1 - 40 miles / 64 km
All Island Coastal Route
..... Alternate route
- 1A** Route 1A - 0.5 miles / 0.8 km
Albert Pier to La Fregate Cafe
via Les Jardin de la Mer
- 5** Route 5 - 2.8 miles / 4.5 km
Vallee Des Vaux. Route 3 to
St Helier
- 9** Route 9 - 1.24 miles / 2 km
Liberation square to Route 7
(Northbound one way)

Development Proposals

- 238 Residential Units (one, two and three bedroom)
- A new Wilde Aparthotel by Staycity – 103 serviced apartments and suites
- Ground floor commercial/retail units
- Landscaped public courtyard with pedestrian access link
- Private Residential Car Park – 96 spaces
- Cycle Parking – 290 spaces (266 long stay and 24 short stay)
- Provision of Evie Bike Share within public realm
- Restored facades to 35-37 Broad Street

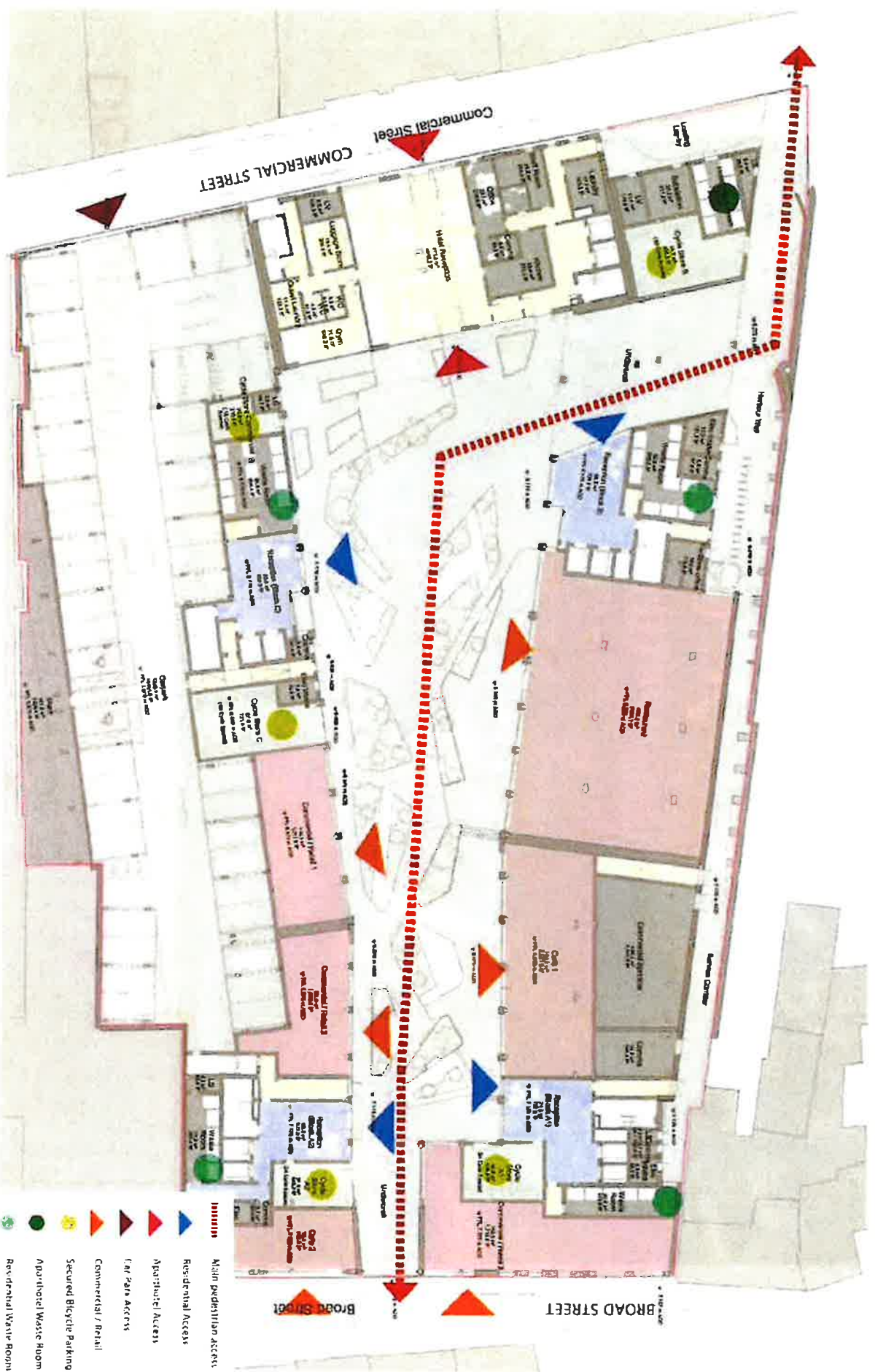
Development Proposals

EMBEDDED FLY-THROUGH VIDEO

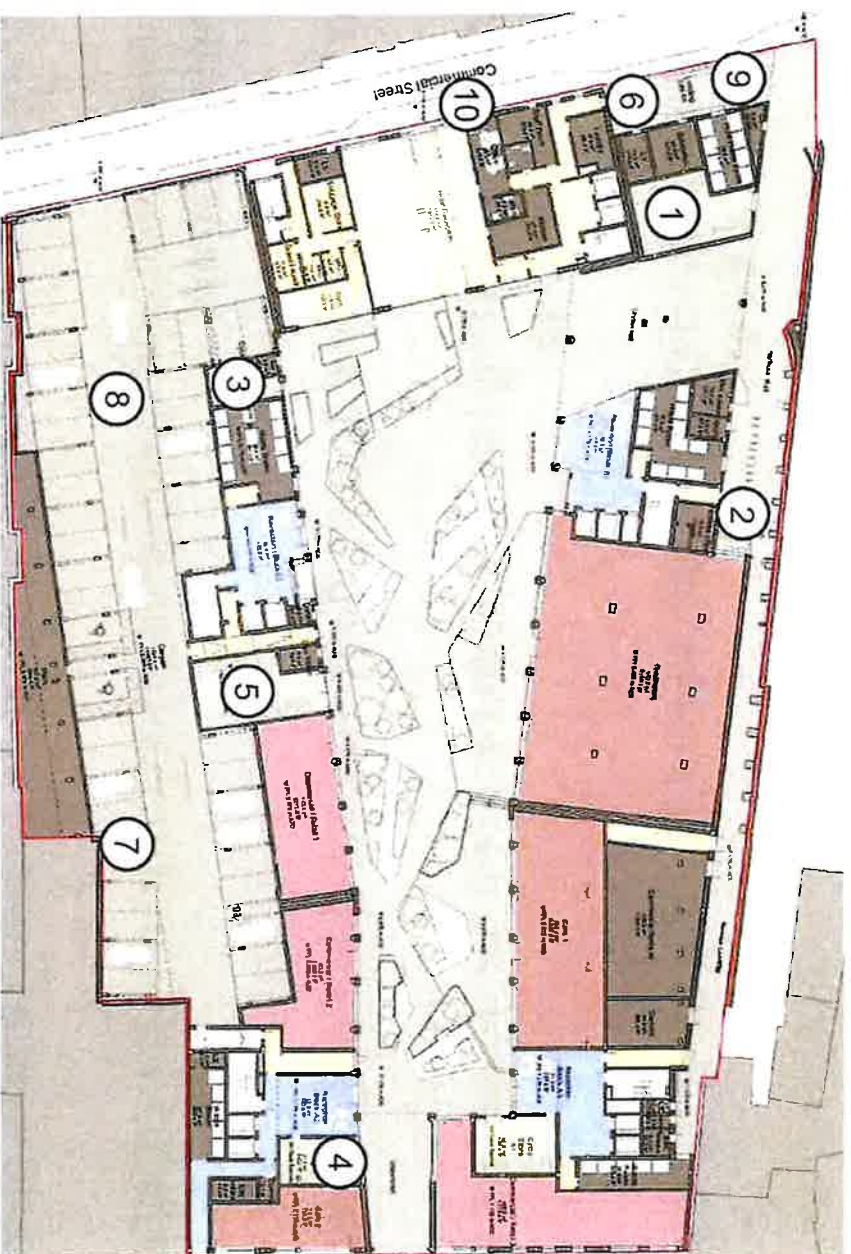
Development Proposals



Proposed Ground Floor Layout and Access



POSH Consultation Response



1. Electric charging to be provided within all cycle stores. Bike maintenance also to be provided.
2. Bike washing facility to be provided.
3. Long stay cycle parking now provided for commercial and hotel uses (16 spaces).
4. Access for cyclists on Broad Street would be retained.
5. Access to the car park will be for car park spaces only. Cycle store to be accessed from public realm.
6. Servicing will be split between Commercial Street and Broad Street. Hotel will be serviced from Commercial Street only.
7. Electric charging to be provided for motorcycle spaces.
8. Parking spaces will be for residents only and will not be sub-let.
9. Headroom clearance of 4m allowing access for refuse vehicle.
10. The façade cleaning strategy is under review.

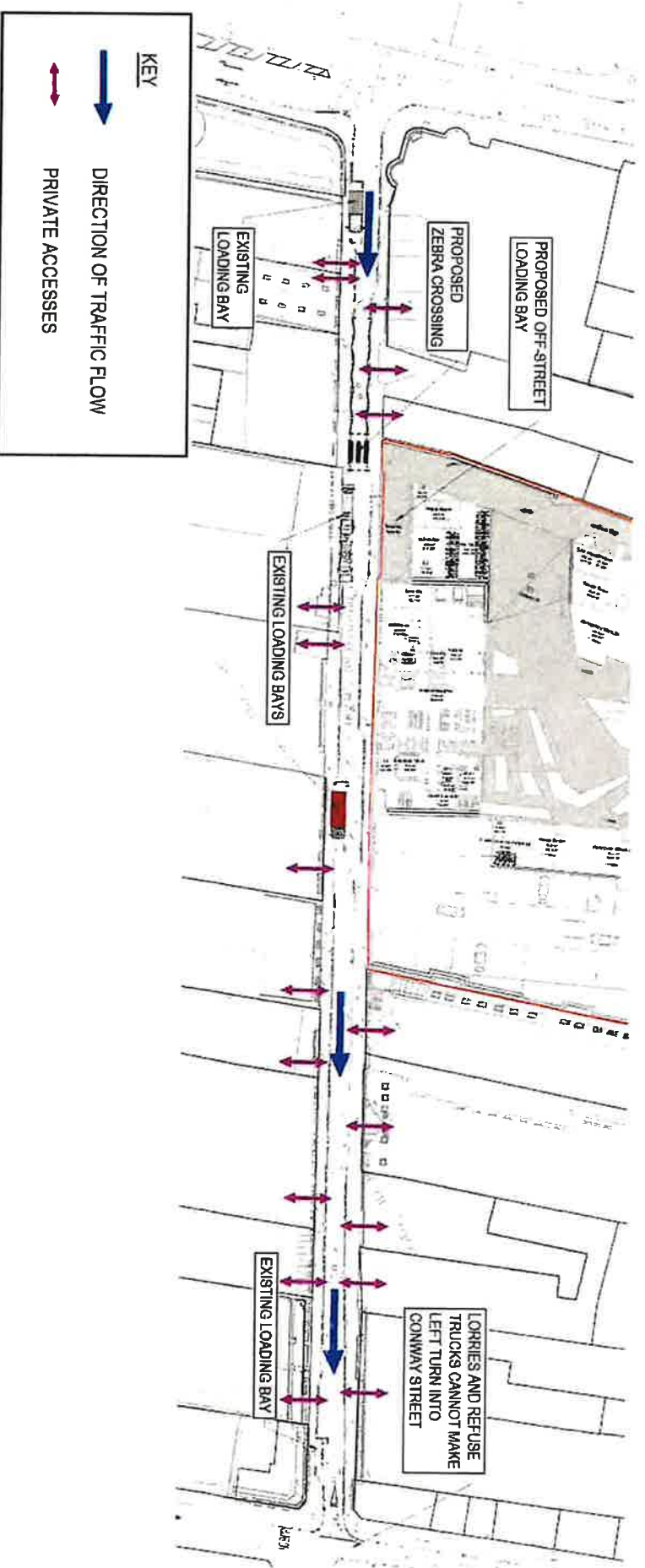
Proposed Delivery and Servicing

- Dedicated loading bay provided on Commercial Street with a headroom clearance of 4m allowing for refuse vehicle access
- Hotel, residential and commercial/retail waste to be collected from Commercial Street
- Bins to be transferred to a holding area on days of collection
- The proposed loading bay will also be used for deliveries to the hotel and residential units
- The proposed development will also utilise the existing loading bays on Commercial Street
- Element of delivery and servicing from Broad Street

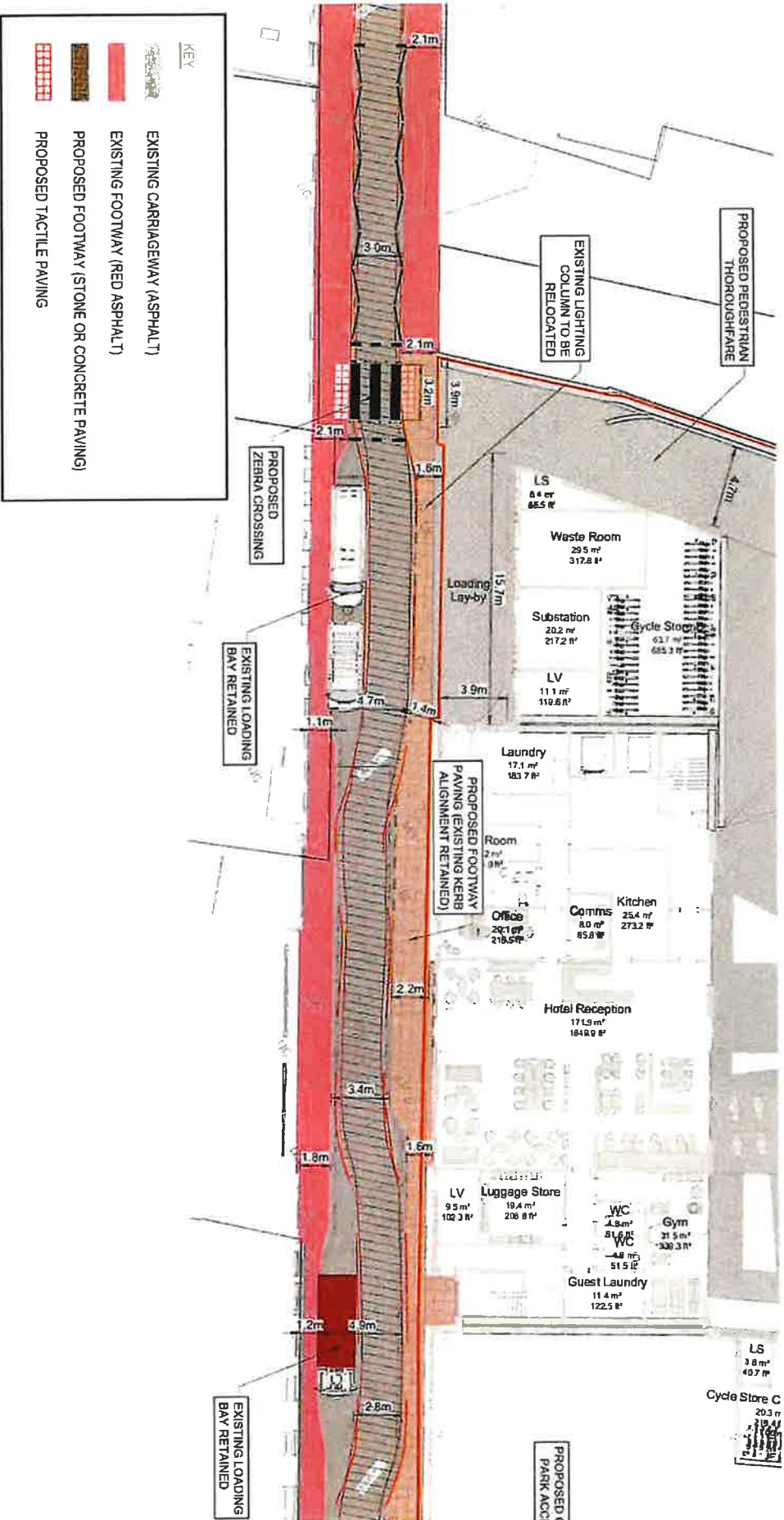
Proposed Delivery and Servicing



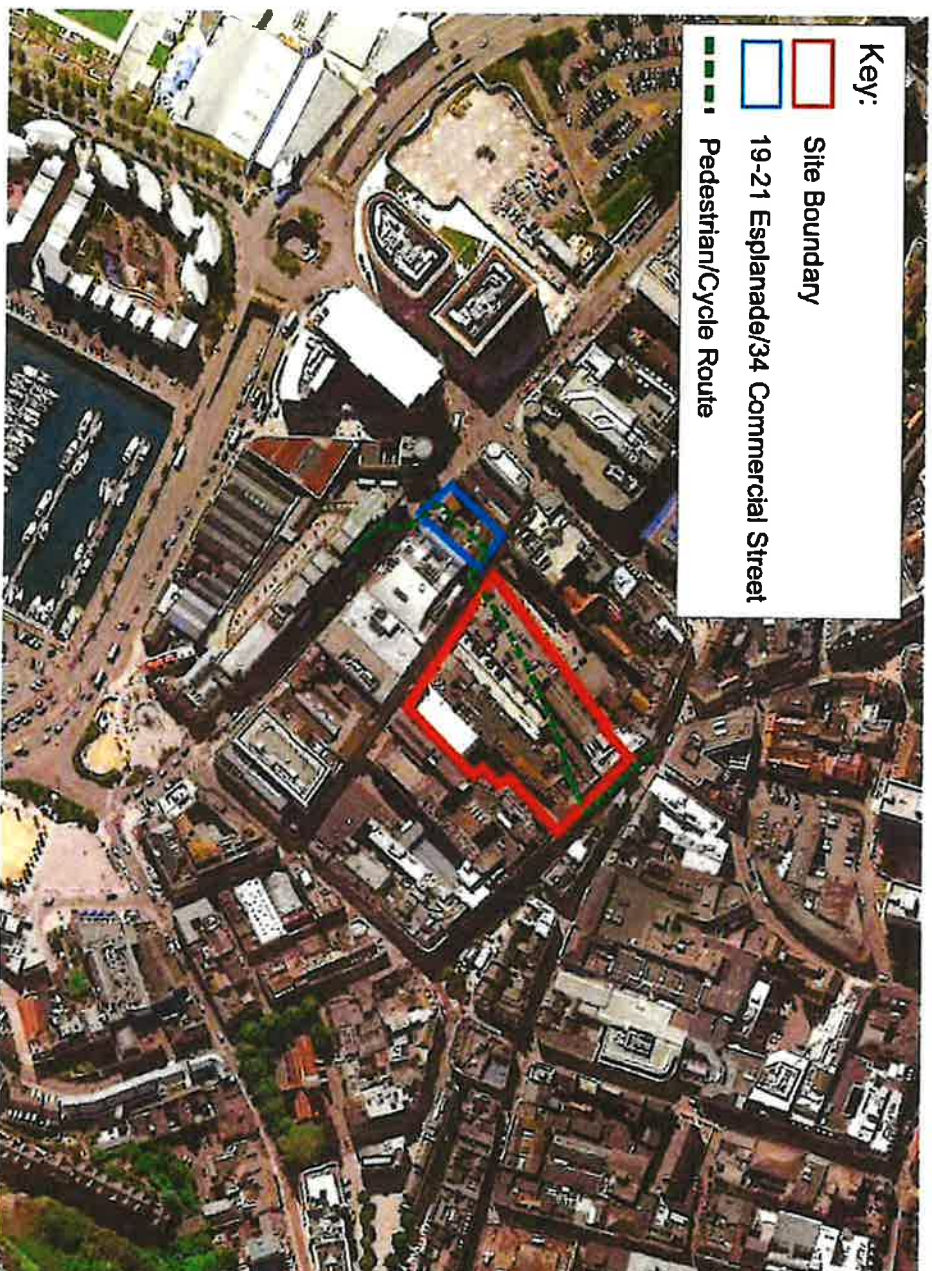
Existing Commercial Street Access Points



Commercial Street Proposals



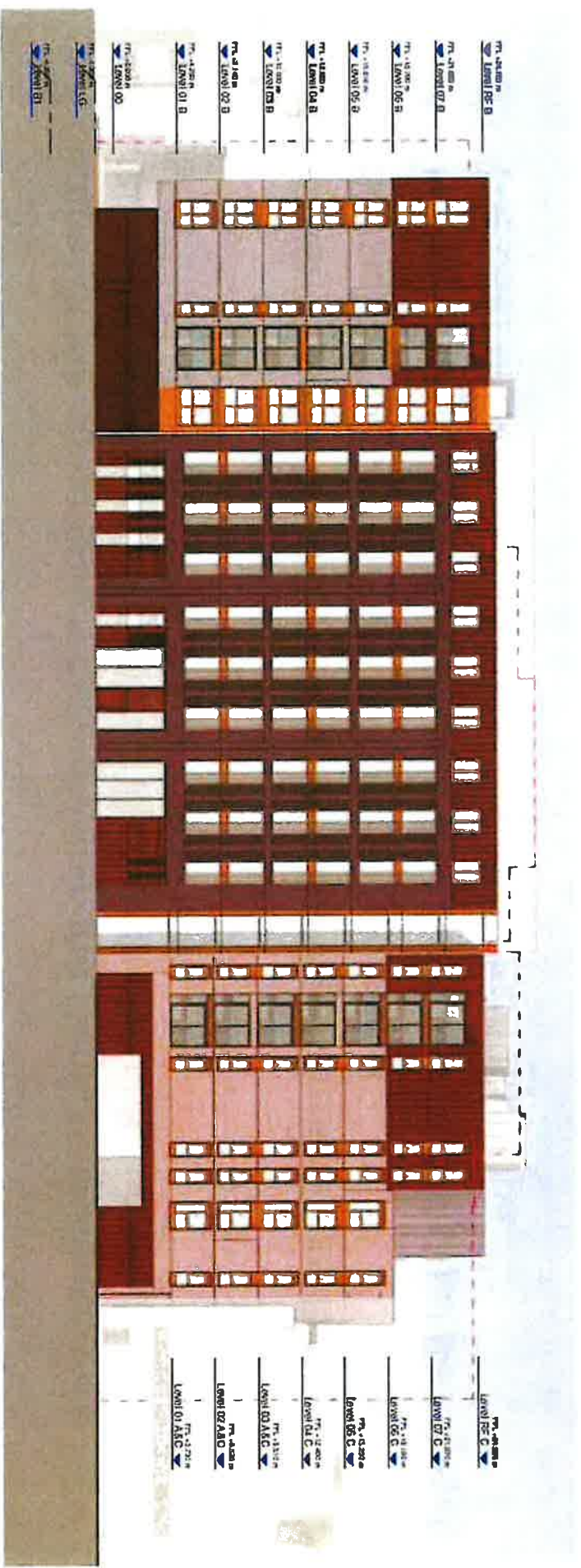
Commercial Street Proposals – Wider Area



- Le Masurier have recently purchased 19-21 Esplanade/34 Commercial Street.
- Aspirations are to provide a new pedestrian/cycle route from Liberation Station to King Street.
- The proposed crossing on Commercial Street would facilitate this route.

Commercial Street Facade

1 External East Elevation - 1
1 : 200



POSH Consultation Response

A number of the comments received within the Consultation response related to the sustainable travel modes and in particular some items that will be addressed within the Green Travel Plan.

The Green Travel Plan will include the following proposed measures:

1. Subsidised bus travel to be offered to residents
2. The offer of car club membership for 12 months (as offered at Bath Street)
3. The offer of Evie bike share membership for 12 months





2022

Public Art Statement for Ingouville House



Chris Clifford BA (Hons) MA
www.privateandpublic.com
8/8/2022



Public Art Statement for Ingouville House on behalf of JMCC Ltd

About Private & Public

Private & Public Ltd are a design collective that works at the intersection of architecture, urbanism, cultural analysis, communication and community engagement to produce new and unexpected spatial outcomes. Whether the outcome is a building, installation, urban strategy, public artwork, environmental scheme or cultural event our approach insists on intelligent forms while fostering a positive socially engaged agenda.

Private & Public produces design from within a participatory and research based studio environment, merging our concepts with the large-scale capabilities of architectural, design and development agencies. We also adapt to scale and offer the individual focus of a smaller practice.

The company was formed in 2012 in response to an increased demand by Jersey based developers and architects for a professional body capable of providing well researched, high impact, community focused, reasonably priced and culturally relevant spatial outcomes in the public domain. Wherever possible we also work exclusively with local artists and craftsman applying traditional skills and materials to ensure expenditure is kept within the local economy. In every scheme we propose mentoring and training programs for emerging artists currently participating in undergraduate Art and Design degree courses at Highlands College and always seek to engage the wider community in our proposals. Our work is primarily designed to give cultural projects a practical purpose as well as an aesthetic enhancement to developments and as a local company we are committed to creating projects that greatly enhance the built environment whilst also leaving a cultural legacy for future generations.

Chris Clifford, the Director of Private & Public Ltd, is an approved Public Art Advisor to the States of Jersey Planning Department.

Developers Statement

Now that outline planning consent has been secured for Ingouville House JMEC would like to make a positive contribution to the regeneration of the Phillips Street / Providence Street area by commissioning a large scale public artwork within the new pedestrianised community space that will be created as a result of the redevelopment of Anne Court by Andium Homes. JMEC's 'Percent for Art' contribution will go towards the creation of a visually sophisticated contemporary public art project which, if approved, will be sited within this new civic space and will act as a totemic signifier for the community as a whole as well as for the total regeneration of the area.

Expenditure will be allocated for a local ceramic artist and specialist metal fabricator to create a ten meter high tower into which will be set 80 ceramic panels representing the 80 different nationalities that now call Jersey their home. The ceramic panels will not only serve to compliment the elegant façade treatments of Ingouville House but will celebrate the diversity of community that Jersey now enjoys.

The redevelopment of Ingouville House represents a unique opportunity to make a very positive contribution to the understanding and appreciation of public art in Jersey especially within the urban context. With capital construction costs estimated to be in the region of £2.5m a 'Percentage for Art' contribution of approximately £25,000 will be generated in order to provide a new and sophisticated addition to the St. Helier streetscape.



Site Context and Themes for Public Art Commissioning

Philippe D'Auvergne Ingouville, who was born in Jersey in 1757 and died in 1818, was the son of Philippe Ingouville and Marie Le Bouillier before emigrating to Canada and farming 1,000 acres of land on Cape Breton Island in Nova Scotia. Historical records credit him and his brother George with the development of substantial areas of St. Heller for housing until 1789.

The Ingouville family inherited a large area of land in the centre of St Heller which he developed as housing in the late 18th century, naming the new streets after family members. Phillips Street, Providence Street, Charles Street, Peter Street and Hilary Street were all named after his children from marriage to Ann Ingouville (after whom Ann Street is named). The family lived at La Fregoniere, a fine house on the outskirts of St Heller, which became the Imperial Hotel, then a Jesuit seminary, and ultimately the Hotel de France.

Philippe crossed the Atlantic from Jersey to Cape Breton Island and back several times in the late 1780s. George Balleine's 'History of Jersey' records a letter written in August 1788 from the London firm of Paul Le Masurier and Co to Mrs Ann Ingouville, advising her not to be anxious if her husband appears to be overdue because no vessels had arrived from Cape Breton or Quebec. The firm promised to honour a cash withdrawal she had made on her husband's account to be debited to him later.

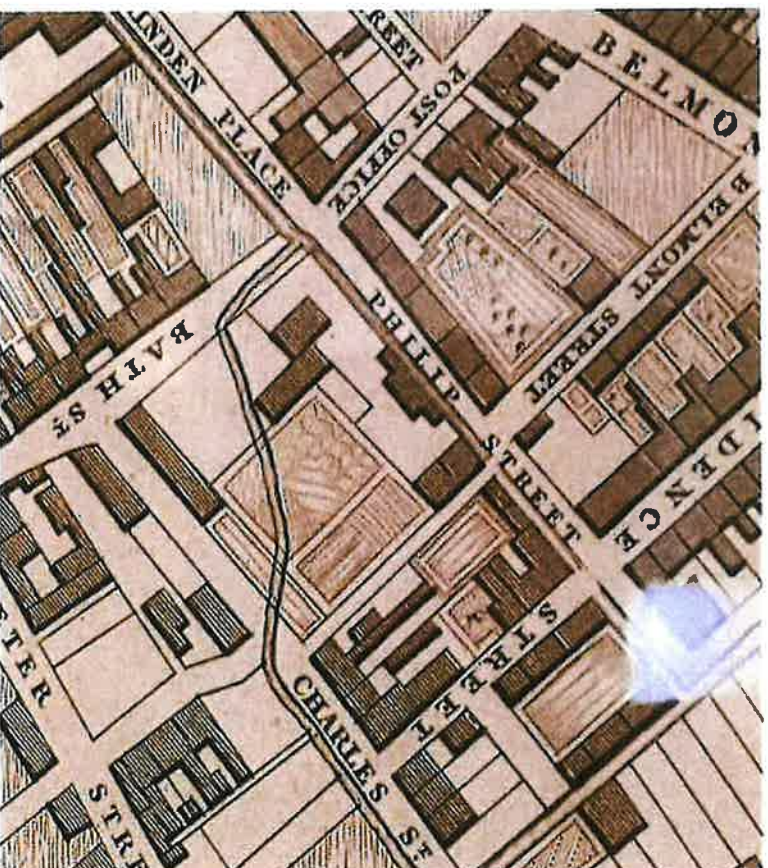
In 1789 Philippe clearly decided to emigrate with his family to seek a better life in Canada because in April that year he announced in *La Gazette* that he and his family would shortly be leaving for Cape Breton, and he intended to employ Jersey labour there. It appears that his mother Marie, his wife Anne, and their children, were the first to leave, because letters written to them in July 1789 survive, and are held in the Ingouville Family Fonds, at the Beaton Institute, Cape Breton University. The Ingouville family settled at Sydney Forks, on the island. It is interesting that the correspondence shows that English was the language of the Ingouville family at this time when the majority of islanders in Jersey spoke French.

Balleine records that in June 1789 Ingouville put his furniture up for sale, together with his stock of building materials and lime, and sailed to Sydney, Cape Breton Island, on his ship *Kenton*. When he reached there he began to farm 1,000 acres of land with 40 workers. He built the first seagoing vessel in Sydney Harbour, where a street is still named after him, as are those in St Heller.

It is noted that Philippe D'Auvergne Ingouville made a hugely positive contribution to the developments of communities in Jersey and Canada and helped to cement trade and friendships between French and English speakers.

St Heller Developments

To the east of Bath Street between the junctions with Beresford Street and Belmont Road is a largely residential area. This was first developed privately, according to the former librarian of Jersey's Public Library, A S H Dickinson, by Philippe D'Auvergne Ingouville late in the 18th century.



He named Ingouville Place and Ingouville Lane after himself, and Ann Street, which was the eastern boundary of his development, after his wife Ann. Phillips Street at the south was named after his first son who was baptised Philippe. His second son William died in his infancy. Charles Street, which runs from Ann Street to Bath Street was named after his third son Charles. Peter Street and Hilary Street, at the southern end are also believed to have been named after family members.

Some of the original properties stood for nearly 200 years and became notorious slums. They were eventually demolished in the 1960s and 1970s to make way for modern blocks of housing.

Ingouville House was developed in the 1980's as commercial office space before being converted into a mixed use development with offices and a yoga studio on the 2nd floor just a minute's walk from the retail core of St. Helier.

Strategic Objectives of the Commissioned Artwork

- To provide a high quality public art installation which will greatly enhance the visual look and feel of the overall development and surrounding public realm
- For the commissioned artwork to become a beacon or 'totemic signifier' for a new cultural and community quarter of St. Helier.
- To create a public art intervention that will leave a cultural legacy for future generations and act as a benchmark for success in terms of public art commissioning in Jersey
- To be extremely contemporary in design and uplifting in terms of its aesthetic resonance.
- To integrate with the architectural facades of the new Ingouville House
- To use the services of a local artist / designer and fabricators so as keep expenditure within the local economy and create employment opportunities for talented local people.

Criteria for Successful Public Art Procurement

Private & Public Ltd work to internationally recognised best practice standards in respect of public art procurement and delivery. These standards were reviewed in advance of selecting the most appropriate proposal for this development and were also based upon the Planning Department's own criteria as set out within the Supplementary Planning Guidance for Percent for Art which describe the following characteristics:

- To be unique rather than derivative – by creating an artwork installation that has no direct precedent in Jersey
- To be imaginative and distinctive – by using a combination of contemporary design and new materials that create visual intrigue
- To integrate well – by applying contemporary materials in aesthetic harmony with the proposed repurposed architecture
- To be thought provoking and stimulating – through the use of ultra-contemporary design whilst also having site specific and community references
- To contribute to the quality of the environment and development – by facilitating the totemic introduction of a new community resource
- To contribute to the character of the area – by creating a new history to the area and defining this area of St. Helier as a new cultural quarter with creative industries businesses, studio spaces, art centre and contemporary art gallery.

In addition we also recognise that this public art proposal meets with the wider and published expectations of the Planning Department in respect of urban development in the following ways:

- By greatly enhancing the context of the development and its contribution to the townscape, public realm and amenity open spaces
- By making a positive contribution to the character and quality of the area
- By encouraging and contributing to the vibrancy and vitality of the area

Public Art Proposal

The proposed redevelopment of Ingouville House, into an outstanding example of 21st century architectural design, brings forward an opportunity to radically change and rebrand the immediate and surrounding area into a new 'cultural quarter' for St. Helier.

When viewed within the context of other architectural changes in the area, such as the redevelopment of the Ann Court site and the pedestrianisation of Providence Street and part of Phillips Street up to the corner of the Jersey Arts Centre and Museum Street, this proposed totemic piece of public art will act as a further catalyst for the regeneration of an area that is already starting to develop a cultural profile for St. Helier.

Situated close to Ingouville House but within the site lines of Phillips Street the art work will be tall enough to be clearly visible from the end of Burrard Street and will act as 'way marker' or 'arrival beacon' positioned within a new high quality area of public realm for residents and visitors to enjoy.

With a range of creative industries businesses already located in the Phillips Street area such as the Jersey Arts Centre, Private & Public Gallery as well as range of design led companies working across a range of disciplines such as architecture, landscape design, interior design and structural engineering it is easy to imagine how the pedestrianisation of the surrounding streets and the introduction of a new public squares, seating, planting and public art can coalesce to become a successful example of urban regeneration with a distinctly cultural profile.

At approximately 10 meters in height with an option to raise it a further meter with the addition of base plinth that could be utilised as seating the structure will be constructed in powder coated aluminium struts whose strength and integrity will be guaranteed through the application of internal welded forms.

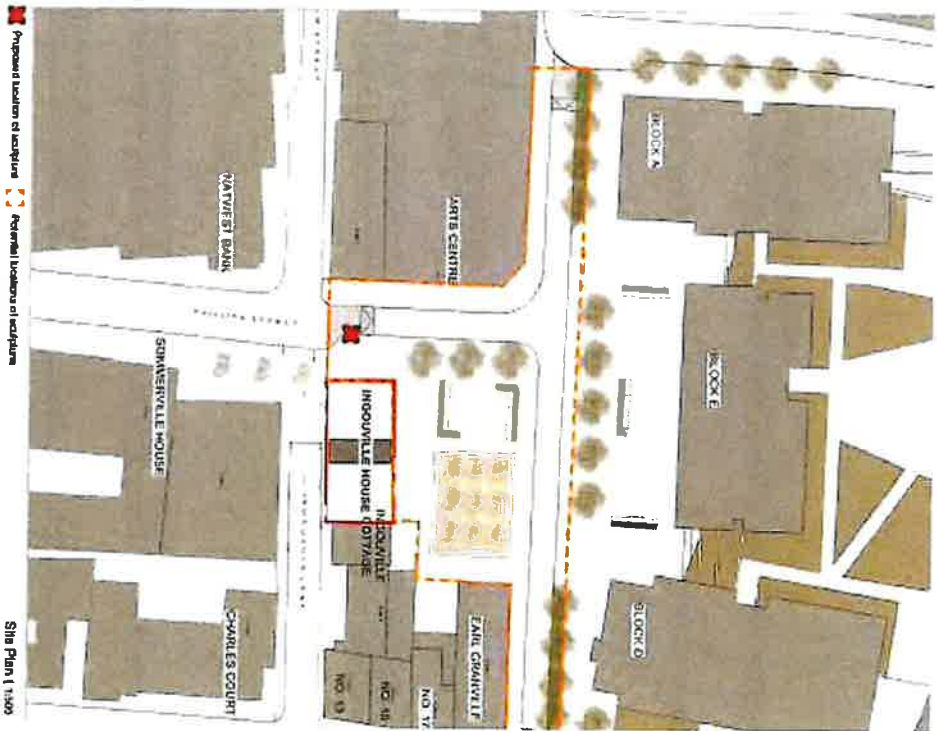
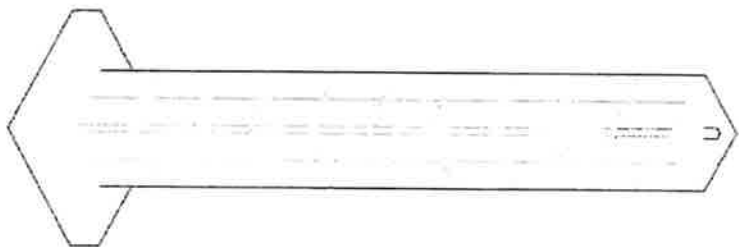
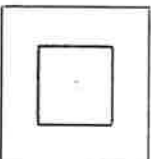
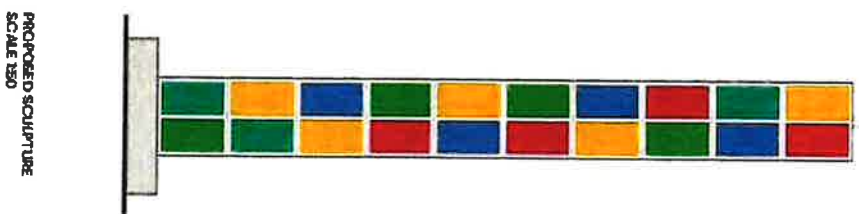
The materials used for this public art work will reflect the highly contemporary ceramic panels proposed for the new architectural facades of Ingouville House so as to provide a clear sense of visual continuity and an evident relationship between art and architecture.

Research has been undertaken by the States of Jersey that tells us that currently 80 different nationalities call Jersey their home.

https://opendata.gov.ie/dataset/2011census/resource/6109d9ce-b368-426a-9c9c-e703712cdcd4f?_gl=1*1x9nq12*_ga*NTcwMWM1NDUUMTY1NDM5MzQ7OA..*_ga_07GM08Q17P*_m1Y1QIUZMIDQ4MY4ZNI4XLE2N1K1MZAOODYuMA..

For this project we propose that 80 individual ceramic panels are set within the steel frame of the sculpture with each depicting an image relating to the 80 nationalities that coexist peacefully in Jersey.

Ultimately the project aims to achieve three principal objectives, to become a visual beacon for this new community space, to celebrate Jersey's diverse community and to add additional layers of visual interest to the proposed ceramic facades of Ingouville House.



Proposed design option 1 and location in the centre of Phillips Street



Selected Artist

After studying Art & Design at Kingston and then a BA at Falmouth Art College in Cornwall, Claire Halithwaite, who was born in Jersey and educated at Jersey College for Girls, moved to London to pursue a highly successful career in design, publishing and retail design.

Eventually Claire moved to Amsterdam where she worked in a Dutch design company and whilst there she and her husband renovated two beautiful canal houses featuring in many highly acclaimed interior magazines in Holland and the UK. This is where her passions for art, design and architecture really started to develop.

After 25 years away she returned to Jersey with her family and began studying ceramics and 3D design. Claire creates ceramics panels and sculptures using different textures in the clay and glazes to make highly decorative, minimal abstract designs that have proved to be highly popular with local and international collectors.

As her practice has evolved she uses a wide variety of geometric shapes to create abstract panels using repeated patterns to create sophisticated optical illusions across a wide variety of materials.



Budget

The total maximum budget for the procurement and placement of public art commissions will be 1% of the total build cost, as described in the current bridging Island Plan, which is estimated to be in the region of £2.5m. This affords a PFA contribution of approximately £25,000 for the proposed outcome.

An estimated breakdown of costs, based upon past experience, could be reasonably thought to consist of the following component parts.

1	Artists Fees	£10,000
2	Material Costs	£10,000
3	Installation	£5,000
	TOTAL	£25,000

Time Scale for Public Art Delivery

At this stage it is anticipated that subject to planning consent the main capital programme will commence in January 2023. With a 12 month construction period it is anticipated that the artwork will be installed by December 2023 at the very latest and certainly prior to first occupancy.

Performance and Maintenance Specifications

Private & Public Ltd are very mindful of key considerations such as exposure to the elements, risk of vandalism and health & safety and will ensure the developer takes full ownership of an agreed maintenance schedule for the lifespan of the commissioned art works. We also agree to liaise directly with the Parish of St. Helier and other relevant statutory bodies with regards the placement of the sculpture to ensure that the emergency services are not prevented from obtaining safe access to the area.

Project Management

Private & Public Ltd legally undertakes full responsibility on behalf of the developer for the delivery of the proposed public art work commissioned in relation to this planning application and in doing so acknowledges that the company are fully responsible for managing unplanned delays and working within agreed budgets. A fully detailed design will be provided to the Planning Department at the earliest available opportunity.

Copyright and Intellectual Property

The artistic concepts, designs and proposals set out within this report remain the intellectual property of Private & Public Ltd and as such cannot be copied or replicated by the developer or other associated third parties for use at a later date in relation to the Ingouville House scheme or any other location within the legal jurisdiction of Jersey without prior consent.

I sincerely hope that the Planning Department and members of the general public will take an interest in these adventurous public art proposals for and recognise the important contribution it will make to helping to define the character of the urban streetscape in a part of St. Helier that is undergoing radical change through contemporary urban regeneration.

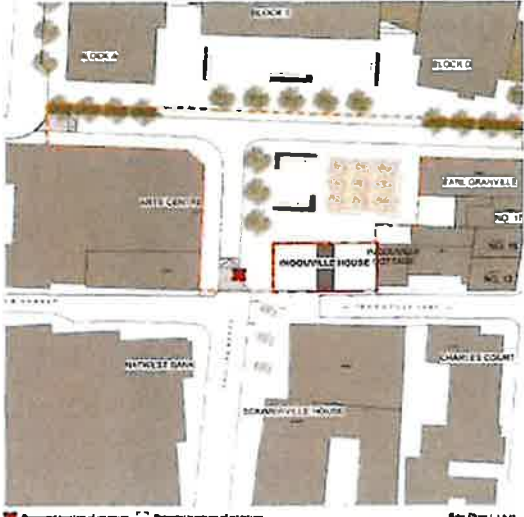

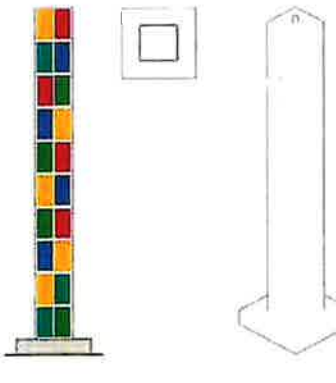
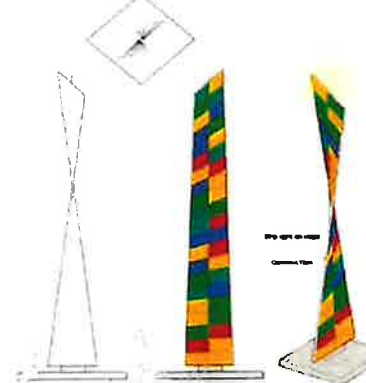
Chris Clifford

Chris Clifford BA (HONS), MA

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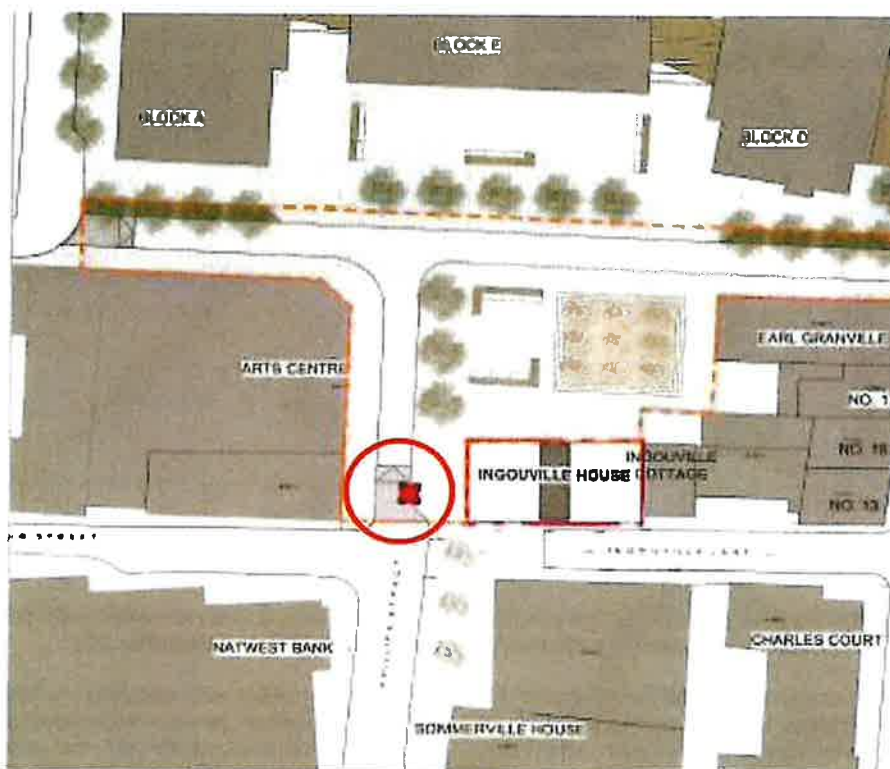
<p>Date of request: 17 August 2022</p>	<p>Road reference & title of report: (183) Phillips Street proposed sculpture outside Ingouville House</p>
<p>Address: Ingouville House, Phillips Street</p>	<p>Requested by: Private & Public Ltd on behalf of the applicant.</p>
<p>Location map:</p>  <p>See Plan 1 of 5</p>	<p>Photograph/street view:</p> 
<p>Brief introduction/summary:</p> <p>"Private & Pubic Ltd" has been is commissioned by the applicant to provide a public art sculpture as part of the Percent for Art commitment .</p> <p>"Private and Public" will be presenting the proposal for public realm sculpture outside of for Ingouville House, Phillips Street as outline planning consent has been secured (See Appendix 1).</p> <p>It is planned that expenditure will be allocated for a local ceramic artist and specialist metal fabricator to create a ten-meter-high tower into which will be set 80 ceramic panels representing the 80 different nationalities that now call Jersey their home. The ceramic panels will not only serve to compliment the elegant façade treatments of Ingouville House but will celebrate the diversity of community that Jersey now enjoys.</p> <p>The options that are being considered are:</p> <div style="display: flex; justify-content: space-around;"> <div data-bbox="225 1464 592 1912"> <p>Option 1:</p>  <p>PROPOSED SCULPTURE</p> </div> <div data-bbox="799 1464 1198 1912"> <p>Option 2:</p>  <p>PROPOSED SCULPTURE</p> </div> </div>	



In both options the proposed location for the sculpture is to be close to Ingouville House but within the site lines of Philips Street.

It is claimed that the art work will be tall enough to be clearly visible from the end of Burrard Street and will act as 'way marker' or 'arrival beacon' positioned within a new high quality area of public realm for residents and visitors to enjoy.

At approximately 10 meters in height, there is an option to raise it a further meter with the addition of base plinth that could be utilised as seating the structure will be constructed in powder coated aluminium struts whose strength and integrity will be guaranteed through the application of internal welded forms.



Officer recommendation/comments:

There are long term plans to link Ann Court Square to Minden Place and all the way through to the Government of Jersey One-office, this sculpture should be looked in context with the overall public realm plan for the area, not in isolation as approving the proposal at this stage may impede or affect future opportunities in the area.

Officer recommends that the applicant consults with IHE and Parish Officers on the long-term strategy for the area as part of the St Helier Public Realm Movement Strategy to assess if the proposed design and location of the sculpture will work in harmony with the proposals for the area as there may be opportunity to locate the sculpture in an area less likely to impede the access onto Philips Street.

The Committee also needs to reassure itself that the sculpture being provided will not create a maintenance upkeep burden and costs to the Parish ratepayer. Replacing vandalised or damaged panels could be very costly and require specialist suppliers as it is not clear from the documentation the future upkeep or warranty in place.

If Committee is minded to approve the sculpture, this should be an in-principle approval which must be subject to a Road Safety Audit being commissioned and undertaken by the applicant to ensure that the position of the sculptor right at the edge of the footpath will not create a risk of it being struck, as there will still be the occasional need for large vehicles to access via Philips street to service the properties in the area be it on a restricted access basis.



Appendix 1: Roads Committee Planning application (P/2021/0601) consultation response:

Premises: Ingouville House, Ingouville Lane, St. Helier, JE2 4SG, St. Helier

Subject *OUTLINE APPLICATION: Demolish existing commercial building. Construct 5 storey residential building, containing 8 No. two bed units with commercial facilities on ground floor. Reserved matters: External appearance and materials and landscape. 3D Model available.*

REQUIREMENTS:

The Roads Committee has examined plans for the above submission and comments as follows:-

- Committee notes that this application is for the demolition of the existing 1980's office block that forms the corner of Ingouville Lane and Phillips Street. Within the same footprint the applicant proposes to construct a new building which will comprise of:
 - 8 No. 2 Bed apartment (2 No. per floor), a roof terrace/garden is proposed.
 - 1 No. commercial unit on Ground Floor
 - 8 No. cycle parking in the store room
 - Bin store with outward opening doors (outward opening doors that encroach across the public pavement is unacceptable)
 - No car parking or unloading provision is being provided.
- Committee expresses concern that the applicant has provided no parking or servicing facilities in the new build, and requests that the applicant reconsiders the design to provide a car share club space and/or servicing parking bay provision within the site. The applicant could consider opening discussions with Andium Homes to see if there is an opportunity to share some of the car parking and servicing facilities in the Ann Court development.
- Only 1 No. cycle space per unit of accommodation has been provided in the store room for each unit of accommodation, this is not adequate for a development with no car parking. The applicant should increase the cycle parking provision, it is welcomed that electric charging for e-cycles is being provided in each store.
- The applicant has indicated the bin store with outward opening doors, this is not acceptable. The applicant must change this to inward opening doors. Door and windows must not encroach out onto the public pavements/roads.
- The Applicant is to fund public realm improvement in Ingouville Lane to blend in with the new proposed public square that is being funded and delivered by Andium Homes. The pavements will require resurfacing, especially due to the anticipated damage that will be caused to the carriageway and pavements to bring services into the new building as well as the traffic movement from construction vehicles. The Parish will require a Planning Obligation Agreement in place for resurfacing Ingouville Lane and renewal of the footpaths from the developer. Details of the pavements and carriageway improvements will need to be agreed in advance with the Parish.
- The applicant must remove obsolete service boxes that are no longer used to provide a service to the applicant's site or alternatively realign/renew service boxes liaising with the appropriate utility company. Obsolete dished kerb and footpath entrances are to be removed with the kerbs and footpath lifted, which will result in making good to the asphalt for the full width and length of the dished area as a minimum. Applicant is to be aware that depending on the location of the property that red and/or black asphalt may be required for making good to the footpath. Although in some instances, the applicant may need to reset granite footpath paving.

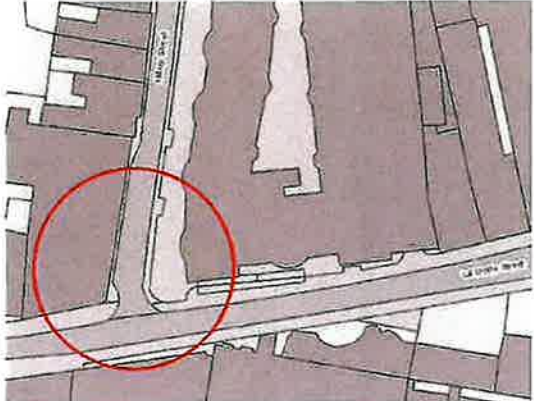

The specification and extent of the remedial works must be agreed in advance with the Parish of St Helier Infrastructure department. Only Parish approved contractors are permitted to work on the public road/footpath. All remedial works are to be at the cost of the applicant.

- Applicant is to note that the cost for removal and relocation of any street furniture or utilities for example: lamppost, bollards, bike racks, etc. and subsequent making good to road and pavement surfaces due to this application is to be at the applicants cost. Relocation of street furniture must be agreed with the Parish in advance prior to any work commencing on site.



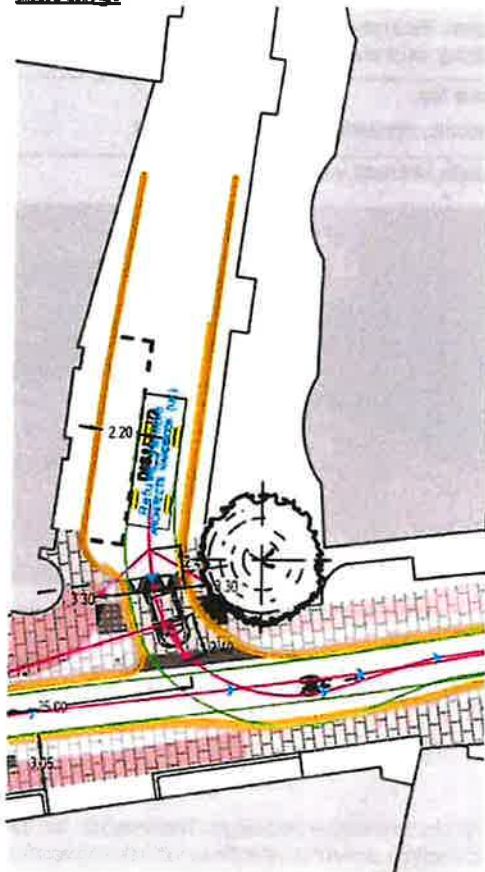
- That the requirements of the Highway Encroachments (Jersey) Regulations 1957 are strictly complied with. Planning approval does not give permission for a structure to encroach on the highway or footway.
- That the refuse store/collection arrangements, refuse separation and recycling strategy is agreed in detail with the Parish Refuse Manager.



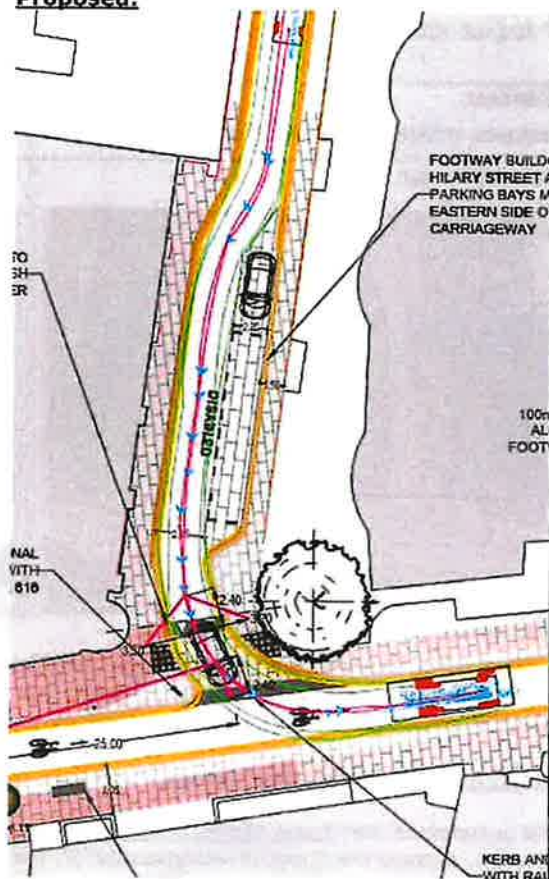
Date of request: 17 August 2022	Road reference & title of report: Public Realm Movement Strategy update incorporating improvements to Hilary Street (094)
Address: Proposed improvements to Hilary Street	Requested by: Infrastructure, Housing and Environment
Location map: 	Photograph/street view: 
Brief introduction/summary: <p>Infrastructure, Housing and Environment (IHE) Officers are here to provide Committee with an update on the progress that they have made with the "Public Realm Movement Strategy" (which can be downloaded by clicking on the blue text link above)</p> <p><u>Extract from the Government website</u></p> <p><i>"The purpose of the Public Realm and Movement Strategy is to provide a strategic framework for the planning, management and development of St Helier's public realm, which is made up of its network of roads and streets.</i></p> <p><i>The development of the strategy is set out in three parts. The final Stage 3 report sets out a clear and coordinated framework to identify issues and opportunities; to outline the nature of potential change; and to establish an action plan to support the implementation of the Public Realm and Movement Strategy (PRMS).</i></p> <p><i>The strategy proposes an ambitious approach to the use and management of the public realm in St Helier and sets out how it might be improved for town residents and islanders as they move in and around it. It outlines four concepts, that have been developed to address the key public realm and movement issues and opportunities for St Helier."</i></p> <p>The first project that Government is investigating is improvement to La Motte Street which will provide opportunity to improve the junction of Hilary Street with La Motte Street by relocating the car parking from the west side to the East side of Hilary Street which will improve walking cycling access.</p> <p>There are currently two disabled parking spaces and one standard parking space on the Western side of Hilary Street, which will be relocated to the eastern side of the road. One of the standard parking spaces would have to be lost to allow safe re-routing of Hilary Street and continues pedestrian movement on the footpaths. IHE are however providing 4 formalised parking spaces further East on La Motte Street.</p> <p>The cost for the alteration to the parking will be fully funded by IHE as part of their project on La Motte Street.</p> <p>By moving the parking to the eastern side this will also result in creating a chicane to slow traffic, although the Road Safety Audit will need to take into consideration that motorists will be opening the driver's door out onto oncoming traffic although it can be argued that safety is improved for passengers as they will exit out onto the eastern footpath.</p> <p>Please refer to the next page for the existing and the proposed layouts.</p>	



Existing:



Proposed:



Officer recommendation/comments:

The proposed changes to Hilary Street parking at the junction of La Motte Street will improve the safety at the junction as this enables the possibility of widening the footpaths on La Motte Street. This fits into the St Helier Public Realm Movement Strategy by providing improved pedestrian facilities and opportunity to improve cycling safety on La Motte Street.

IHE will be going out to public consultation on the wider proposals for La Motte Street, but Hilary Street junction will be a crucial part to enable improvements to be delivered.

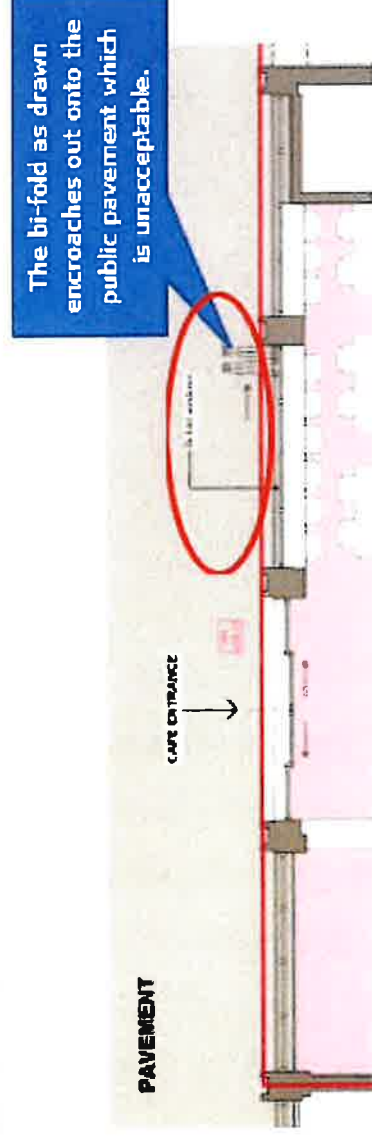
Officer recommends approval in principle with the final design and detail to be agreed at officer level, with Road Safety Audits (levels 1, 2 and 3) provided to ensure that moving the parking will not have a detrimental effect on road safety.

1. Waverley House, 59-61 The Bath House, Bath Street, St. Helier **P/2022/0622**

Create new entrance to café onto Philips Street. Minor alterations to fenestration

The Roads Committee has examined plans for the above submission and gives approval provided: -

1. Committee notes that the proposal is for the creation of a new entrance off Philips Street by replacing e front screens with bi-fold glazed screen.
2. Committee cannot currently support this application as the proposed bi-fold when opened encroaches out onto the pavement. However, if the applicant amends the position of the bifold ensuring that the bi-fold does not encroach out over the pavement then the Parish Roads Committee will support the application.



The applicant must amend the design to ensure that the bifold when opened does not encroach out over the footpath.

3. The Parish assumes that the purpose of introducing bi-fold openings is to allow patrons to stand to outside on the pavement to use the facilities at the Café. If this is the intention, then the applicant must be aware that they will need to apply to the Parish for an al fresco licence to use the pavement for their patrons.

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2022/0758>



PARISH OF ST HELIER INFRASTRUCTURE

Town Hall, PO Box 50, St Helier, JERSEY, JE4 8PA

ROADS COMMITTEE: LIVE MATTERS REPORT

Prepared: Head of Infrastructure

Issue date: 03 August 2022

Version: 07/22

A. The below table identifies actions that Roads Committee have requested from Parish of St Helier Infrastructure department.

#	Request Date	R/Com ref	Detail/description	Status	Officer	Approx. due date	%
1	16.04.21	N/A	ROUSSEL STREET: JEC contacted the department to provide on street electric charging point in Roussel Street.	Awaiting legislations changes – this is with IHE – out of our control.	AS	TBC	95
2	27.01.21	4/21 127/20	SOUTH HILL PARKING NEAR TA: South Hill parking – request for additional parking.	No further progress	AS	TBC	20
3	11.11.20	100/20, 94/20, 91/20	VALLEE DES VAUX GARDENS: Renaming the gardens.	No further progress, this can be looked at with the proposals for Vallée des Vaux	TBC	TBC	0
4	11.11.20	98/20, 84/20	PARKING POLICY: Committee to agree to a parking policy for St Helier	On hold – as this is subject to Planning Parking Policy being available.	SA	TBC	0
5	14.10.20	86/20, 44/20, 265/19, 172/19, 202/18	ST JOHNS ROAD: This is an IHE Road, one PoSH Roads Committee member and Officer sit in the IHE lead project board.	The Project Board are meeting on 16 August to discuss improvement to St John's Road and IHE Road.	AS	TBC	80
6	20.05.20	29/20	LE MASURIER DEVELOPMENT, BATH STREET AND RUE DE FUNCHAL: Proposals for the public realm finishes include a turning point at the exit point of the Nelson Street Car Park.	Work on crossing to Halkett Street commenced in the next month. Work on Rue de Funchal is progressing on programme.	AS	N/A	0
7	20.05.20	28/20	ANN COURT PUBLIC REALM IMPROVEMENTS: Providence Street (Parish ownership) and the new public square. Access to Providence Street, will be closed.	Providence street is closed works are on-going. Proposal will go to RCom to formalise on the restriction on Providence street.	AS	N/A	50
8	12.02.20	29/20, 36/19	PHASE 2: SPEED LIMIT REVIEW: Committee agreed to implementing full speed limit changes to all 59 no. Roads at Sept RCom meeting.	Waiting legislation changes.	SA	TBC	60
9	06.09.21	N/A	LA RUELLE RAUVET: Investigate closing this road to motor vehicles access. Proposal to come to Roads Committee.	Proposal to make this road as no access to motor vehicles is to go to Committee in the Future, as the road is currently very narrow and not sufficient for pedestrians and cars. Priority to be given to pedestrians. Scheme to go to Committee for consideration.	AS	TBC	0
10	15.09.21	N/A	UNION STREET: SC requested the relocation of the Road Name sign Infront of the WW1 memorial	Investigate with IHE alternative location of Union Street road sign.	AS	TBC	0



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ROADS COMMITTEE: LIVE MATTERS REPORT

Prepared: Head of Infrastructure

Issue date: 03 August 2022

Version: 07/22

#	Request Date	R/Com ref	Detail/description	Status	Officer	Approx. due date	%
11	Sept 21	TBC	LA POUQULEAVE: Deputy Inna Gardenier has requested that pavement widening from the Almorah Cemetery to D'Auvergne School be investigated.	This project has been delayed until 2023/24. Request for Zebra Crossing outside of School agreed at July RCom and to be progressed.	AS	2022/23 July 22	0
12	Nov 21	TBC	OLD TRINITY HILL: Small RPZ zone	Approved in principle. This request has been included in the project register for 2022/23. Waiting on Constable to approve appointment of traffic engineers.	SA	2022/23	0
13	2018	TBC	HAVRE DES PAS – RPZ: Request for RPZ Zone in HdeP area	This request has been included in the project register for 2022/23. Waiting on Constable to approve appointment of traffic engineers.	SA	2022/23	0
14	2021	TBC	SOUTH HILL OFFICES Address Roads Committee requirements following the planning application submitted by SoJDC	On-going conversations with SoJDC regarding public realm improvements, land valuations and legal issues. Hartigan appointed to commence initial work.	SA	On-going	25
15	17.01.22	TBC	GROSVENOR STREET Email from the Constable reference unloading bay	Request for unloading bays on Grosvenor Street. We will commission Traffic Engineer report.	AS	TBC	0
16	02.11.21	TBC	ROADS LAW REVIEW GROUP Officer attending regular meeting with IHE and other island parishes reps.	Regular meeting with PoSH officer and other island parishes to discuss proposed law changes to roads laws	AS	TBC	N/A
17	Oct 21	Oct 21	HALKETT PLACE Proposed unloading bay	Article 68 signed off, unloading marking are to be removed and new signs to be installed in July 22.	AS	July 22	90
18	11.11.21	TBC	USC STORE, DON STREET Public realm improvements	Public realm installation to be organised once an update given to the internal fit-out.	AS	TBC	10
19	Jan 22	N/A	GAS PLACE Replace Tarmacadam surface outside hairdressers with granite paving (we have granite paving in stock) to tidy up area.	Existing tarmacadam surface outside hairdressers to be replaced with granite to time in the two areas following the closure of the Gas Place to through traffic.	AS	Autumn 2022	0
20	Mar 22	N/A	LE BRETON LANE The Constable has committed to a parishioner that Le Breton Lane and associated area will form part of a further Neighbourhood area making this the 6 th area.	Any changes to Le Breton Lane should be looked at holistically. The changes requested should form part of the Neighbourhood improvement study to consider. A further zone will need to be created and funding will need to be reviewed for this additional zone.	SA	TBC	0
21	April 22	N/A	DORSET STREET Suspected sink hole	Depression in kerbs near gully – in May	AS	Aug 22	0
22	Jan 22	N/A	BYRON ROAD/BYRON LANE Sink Hole	Further sink hole corner of Byron Road and Byron Lane (@ 6 Byron Road), footpath closure in place, investigation being undertaken.	SA	Aug 22	40



PARISH OF ST HELIER INFRASTRUCTURE

Town Hall, PO Box 50, St Helier, JERSEY, JE4 8PA

MINOR WORKS REPORT

Prepared: Head of Infrastructure

Issue date: 09 August 2022

Version: 07/22

Minor works carried out in the last month:-

Note: The minor works team (Small works) and Road Crews also assist the department by undertaking works that relate to the Parish building portfolio which is not identified in this report)

1. Delivered barriers for honorary police
2. Assessed honorary police with SID's
3. Placed out prewarning signs – Dorset St
4. Placed out prewarning signs – Halket St
5. Attended to sink hole on Byron Ln
6. Placed and barriers out signage for St Helier Fate
7. Replaced signage on Old St John Rd
8. Straighten Signs, St John Rd
9. Delivered and collected barriers for event – Haute Vallee School
10. Changed batteries on SID's
11. Removed balance beam from First tower park
12. Replaced Name sign – Pen-Y-Graig Av
13. Delivered & collected barriers and signage for Havre des Pas festival
14. Replaced pump on water feature Havre des Pas
15. Replaced signage – Gas Place
16. Attended to Signage – Oxford Rd
17. Removed Signage – La Grande route de Mont A L'Abbe
18. Made up support for parasols – St Helier fate
19. West Hill – Removed name sign
20. Put out prewarning sign for works – Janvrin Rd
21. Removed bikes – Various locations
22. Replaced bench slats – Parade Park
23. Replaced dog fouling sign - Mont Cochon
24. Refitted city bollard – Roseville St
25. Delivered road closed sign – Fredee lane
26. Replaced signage – Lewis St
27. Replaced signage – Seaton Pl
28. La Pouquelaye – Replaced signage
29. Removed sign pole and found sink hole – Byron Rd
30. Columbus St – Replaced black plastic bollards for stainless bollards



PARISH OF ST HELIER INFRASTRUCTURE

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Streets Inspector issues for last month:

- Development of new Digi map app to locate faults.
- Inspections carried out and work forwarded to Roads team
- Car park renewals
- A board licenses
- Service meeting with IHE
- Juraf Meeting
- Meetings with utilities regarding proposed work
- Daily trafficworx permits
- Day to day enquiries from the public regarding general issues
- Monthly service meeting with utilises discussing any issues
- Dealing with Embargo requests
- Road resurfacing list out for tender.
- Undercliffe Road has started, TM drawn out and all street lamps changed.
- Branchage final inspections being carried out
- Janvrin Road crossing point has started.
- Halkett Place crossing is in progress
- Embargo changes report

Scaffolding & Trafficworx updates:

- 1 Number of live scaffolds in St Helier as of this month. 24No.
- 2 Number of traffic works requests processed in St Helier for this month. 36No.

STREETS & ROAD INSPECTORS REPORT

Prepared: Head of Infrastructure
Issue date: 08 August 2022
Version: 07

(422) Roads Inspectors report:

Vingtaine	Title	Name	Surname
Vingtaine du Mont à l'Abbé	Mr	Edward	Lindsey
Vingtaine du Mont à l'Abbé	Mr	Mario	Pirozzolo
Vingtaine de la Ville	Ms	Fiona	Mesney
Vingtaine de la Ville	Mr	Jason	Lagadu
Vingtaine de Haut du Mont au Prêtre	Mr	Eberhard	Stegenwalner
Vingtaine de Haut du Mont au Prêtre	Ms.	Sarah	Richardson
Vingtaine du Mont Cochon	Mr	Bob	Morris
Vingtaine du Mont Cochon	Mrs	Eileen	Morris
Vingtaine de Bas du Mont au Prêtre		vacant	
Vingtaine de Bas du Mont au Prêtre	Mr	Daren	O'Toole
Vingtaine de Rouge Bouillon	Mr	Martyn	Gallery
Vingtaine de Rouge Bouillon	Mr	Michael	Channing

