



PARISH OF ST HELIER

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ROADS COMMITTEE MEETING

Wednesday 22 February 2023 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 meetings held on 7 December 2022 and 11 January 2023 ('A' Agenda items).
- A4. Matters arising.
- A5. For decision: Transfer of land to the Parish at Claremont House, Tower Road development for the purposes of widening the pavement on Tower Road.
- A6. For decision: To review La Rue de L'Etai proposed zebra crossings.
- A7. For decision: Proposed Old Trinity Hill results of consultation for RPZ zone.
- A8. For information: Seale Street Town Hall parking spaces.
- A9. For decision: To review the proposed revised 'Embargo Policy'.
- A10. For decision: To consider recent planning applications.
- A11. For information: Reports:
 - Live matters report.
 - Minor Roads report
 - Streets Inspector report.
- A12. Agreed decisions

'B' AGENDA ITEMS

- B1. To approve minutes of meetings held on 7 December 2022 and 11 January 2023 ('B' Agenda items).
- B2. Matters arising.

Dates of 2023 meetings:

Wednesday 15 March 2023 (Roads Committee)
Wednesday 10 May 2023 (Roads Committee)
Wednesday 12 July 2023 (Roads Committee)
Wednesday 9 August 2023 (Roads Committee)
Friday 8 September 2023 (Visite du Branchage et Chemin)
Wednesday 15 November 2023 (Roads Committee)

Wednesday 12 April 2023 (Roads Committee)
Wednesday 7 June 2023 (Roads Committee)
Friday 14 July 2023 (Visite du Branchage)
Wednesday 6 September 2023 (Roads Committee)
Wednesday 11 October 2023 (Roads Committee)
Wednesday 6 December 2023 (Roads Committee)



PARISH OF ST HELIER



Minutes	
<u>MINUTES OF THE ROADS COMMITTEE MEETING – A- AGENDA</u> <u>HELD IN THE MAGISTRATES COURT ON</u> <u>WEDNESDAY, 07 DECEMBER 2022 AT 9.30AM</u>	
PRESENT	Constable S Crowcroft (SC) Mr K Proctor (KP) Mr J Lagadu (JL) Mr B Manning (BM) Mr J Baker (JB)
IN ATTENDANCE	Mr J Turner (Chief Executive Officer) (JT) Mr G Jennings (Procureur du Bien Public) (GJ) Mr A Sty (Infrastructure Manager) (AS) Mr S Alves (Head of Infrastructure) (SA) Miss E Sheehan (Minutes) (ES) Ports of Jersey (POJ)
APOLOGIES	Mr P Pearce (Procureur du Bien Public) (PP) The Very Rev'd M Keirle (MK) Mrs A Roberts (Parish Secretary) (AR) Mr T Vibert (TV)
DECLARATION OF INTEREST	(JB) owns a property at Castle Quay and (BM) is a boat owner.
OPEN MEETING	Having been previously circulated, the 'A' Agenda Minutes of the meetings held on 19 October 2022 and 16 November 2022 were agreed.
MATTERS ARISING	None
121/2022 UPDATE ON PARKING STRATEGY	Previous minute 93/2022 refers JB asked for an update on the parking strategy SA replied no news at present.
122/2022 TOWN MANAGER REPORT	Previous minute 103/2022 refers (JB) noted the extra-large vehicles at Charing Cross were still infringing on the two-way cycle path, and the area had yet to be marked up. (SC) replied it is a States administered precinct, and the Town Centre Manager may be waiting for their permission. (GJ) added it is not just the infringement; the two-way cycling has no signage and is not solid. (SC) recommended the Committee write to the Minister Deputy Binet and ask the issues to be resolved.
123/2022 TED LINDSEY	(SC) noted his gratitude to Ted Lyndsey for his decades of service to the Parish as an Honorary Police Officer and a Roads Inspector.
124/2022 REDEVELOPMENT ELIZABETH HARBOUR AND LA RUE DE L'ETAU	Ports of Jersey, gave a presentation in relation to the redevelopment of Elizabeth Harbour, to include the relocation of the cargo facilities from New North Quay to Elizabeth Harbour. There will be a new berth, suspended deck, and distribution centre, plus new passenger terminal with associated alterations to the road network, and various landscape works. Ports of Jersey is embarking on a once-in-a-generation programme to transform the harbours in St Helier. The harbour infrastructure is ageing and no longer meets the

	requirements of today's passengers or vessels. The Harbour Master Plan aims to modernise the facilities which have developed piecemeal over many centuries. The regeneration will safeguard the long-term viability of the harbour, serving both passengers and freight, improving the customer experience, and realising the area's potential as a leisure, cultural and tourism destination. The Plan will cover Elizabeth Harbour, New North Quay, Albert Pier, Victoria Pier, and the Old Harbours to create a vibrant harbour community, which is better connected to town with more inclusive and accessible spaces for use by Islanders and visitors. The Harbour Master Plan will start with the most immediate requirement – the redevelopment of Elizabeth Harbour. The commercial port currently deals with 550,000 tonnes per year and is nearing capacity. Elizabeth Harbour's Roll on Roll Off (RoRo) operation is the Island's lifeline for vital supplies such as food, medicines, parcels and clothing, and has now exceeded capacity. The Harbour Master Plan proposals will see the existing Lift On Lift Off (LoLo) operation moved from New North Quay to Elizabeth Harbour to co-locate with the (RoRo) operations. The new combined area will safeguard the Island's supply chain by creating capacity to handle future freight requirements. The plan also proposes to replace the Elizabeth Terminal building, which opened in 1989. A new terminal will improve the passenger experience and enhance visitors' lasting impressions of the Island. Questions and Answers Q (BM) asked if the pink area on the diagram was for car parking and roughly how many spaces. A (POJ) replied there is a need for operational parking for the freight companies, but there are also public spaces. It is envisaged that we would provide a better arrival experience for the user, and we are keen to draw a sense of landscaping and quality public realm to the area. There will be approximately 80 car parking spaces. Q (JB) Do you have any traffic modelling figures/surveys you can show the Committee? A (POJ) Yes, we can provide the Committee with the travel monitoring data. Q (JB) what amount of green planting will you provide to the areas, and what is the time scale for this operation. A (POJ) replied it is conceptual at this stage; we have a landscape team who are working on this, we will be planting trees, and the landscape will need to be robust enough to service a marine environment. The time scale will be 15 years. Q (KP) Do you envisage the air quality of the area improving? A (POJ) Yes, the air quality equipment is in place in various locations. We will ensure that the infrastructure will be fit for the next 30 years as we genuinely do not know what the next fuel evolution will be, whether it will be hydrogen, ammonia or plug-in hybrids! Q (GJ) regarding public transport, how would a potential shuttle bus or regular bus route fit in with these movements and would this stop bus/coach stop collections for incoming and outgoing passengers. Secondly, looking at the plans, I am confused by the pedestrian and cycling access around Port Elizabeth. A (POJ) This is a live piece of work and we will be happy to share this with you in the future.
PLANNING	

APPLICATIONS	
124/2022 DURBERRY, MIDVALE CLOSE, ST HELIER, JE2 3ZJ	Demolish existing 1 3-bedroom house, outbuilding and car garages. Construct 3 3-bedroom and 1 4-bedroom dwellings with associated amenity space, parking and external storage. Works to support the historic northern boundary wall. 3D Model available. The Roads Committee approved the draft comments detailed in the planning report dated 07 December (refer documentation attached)
125/2022 105 TARA APARTMENTS, HALKETT PLACE, ST HELIER, JE2 4WH	Internal alterations to create 3 one-bed apartments. The Roads Committee approved the draft comments detailed in the planning report dated 07 December (refer documentation attached)
126/2022 INFORMATION REPORTS	SC asked if an additional column marked "Reports received during the month" could be added to the Streets & Roads Inspector report. (JB) asked what progress had been made on the pavement widening at La pouquelaye. (SA) replied, the study for the zebra crossing had been completed but the pavement was not a priority at the moment.
127/2022 AGREED DECISIONS	It was agreed the Committee would write to the Minister of IHE about two way cycling in Broad Street with pedestrian priority and vehicles using it outside limited hours to include: • Volume of vehicular traffic illegally accessing Broad St • Excessive vehicle speed • Inadequate signage regarding two-way cycling and pedestrian priority.
NEXT MEETING	
	The next meeting will take place on Wednesday 11 th January 2023 at 9.30am Assembly Room Town Hall.

1. Durberry, Midvale Close, St. Helier, JE2 3ZJ

P /2022/1369

Demolish existing 1no. 3-bedroom house, outbuilding and car garages. Construct 3no. 3-bedroom and 1no. 4-bedroom dwellings with associated amenity space, parking and external storage. Works to support the historic northern boundary wall. 3D Model available

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

1. Committee notes that proposal is for the replacement of the existing four-bedroom dwelling (Durberry) with associated garage, external parking, garden, outbuildings, 4 no. single garages fronting Upper Midvale Road with new development comprising of 3 no. three-bed houses and 1 no. 4 bed house with associated amenity spaces and shared access. 4 no. car parking spaces (1 no. per unit of accommodation) is being provided and 1 no. visitors car parking spaces. It is noted that there is cycle storage being provided however the applicant has not identified how many cycle spaces are being provided.
 2. It is not clear from the application the number of cycle parking spaces that are being proposed as there needs to be at least 1 no. cycle space per bedroom provided, therefore making a total of 13no. cycle parking spaces, with electric charging facilities, the Committee also recommends bike washing facility and workbench for residents to service their bicycles within the cycle store area.
 3. The bicycle spaces being provided must accommodate larger cycles such as cargo cycles.
 4. Committee notes and is pleased to see the provision of 1 car parking space per unit of accommodation and the inclusion of a visitor car parking space. All parking spaces should be fitted with electric charging facility.
 5. It is noted that the applicant will be contributing to the Government of Jersey a sum of £ 1,350 per unit towards improvements to the Eastern Cycle Route Network via a Planning Obligation agreements.
 6. The Parish requests as part of the development that the applicant renews the footpath for the length of the site and the applicant will be required to resurface the roadway for the full width where excavation is made on the carriageway for connection to mains as a public realm contribution. The details of the reinstatement are to be agreed with the Parish Infrastructure Department.
 7. That the applicant must comply with the visibility requirements as set out in '**Access onto the Highway – Standards and Guidance**' as produced by Infrastructure, Housing and Environment which is available online at: <https://www.gov.je/travel/roads/pages/roadhousingdevelopment.aspx>
Everything in the visibility areas so formed including gates, pillars, walls, and plants growth to be permanently restricted in height to 900 mm above road level in perpetuity.
 8. That any new or altered access must be surfaced in a hard bound material, such as concrete or asphalt, (not loose stone or gravel) within 2m of the public highway and all surface water generated on the area is to be disposed of within the site by soakaway or other appropriate means. This is a Parish of St Helier set condition which must be undertaken by the applicant prior to the parking space being used.
 9. That a line of 50mm wide split blocks shall be laid flush at the junction between the private land and the rear of the public footpath for the width of the site. This is a Parish of St Helier set condition which must be undertaken by the applicant/owner prior to the parking space being used.
- The applicant must contact the Parish of St Helier Infrastructure department prior to undertaking any work to the public highway to agree the extent of work and specific detail and specification. The applicant is to be aware that only Parish approved contractors are permitted to work on the public road/footpath. **All necessary works are to be at the cost of the applicant.**

10. 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.

11. 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.

12. That the refuse store/collection arrangements, refuse separation and recycling strategy is agreed in detail with the Parish Refuse Manager. As it is noted that the proposed car parking space will affect the refuse facility

<https://www.gov.je/citizen/planning/pages/PlanningApplicationDetail.aspx?s=1&r=P/2022/1369>

2. 105 Tara Apartments, Halkett Place, St. Helier, JE2 4WH

P/2022/1395

Internal alterations to create 3 no one bed apartments.

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

1. Committee notes that the proposal is for internal modification to change the existing property comprises of 1 no. one bed unit (ground), 6 no. bedsits (2 no. per floor on first, second and third) and 2 no. studio apartments (1 no. on first and second floors).

The alterations are to the existing bedsits which are to be converted into 3 no 1-bed units (1 units per floor). It is noted that the existing ground floor comprising of the existing 1 bed unit and the existing 2 no. studios units are to remain unaltered. There is no car parking or cycle parking provided with the property,

2. Committee express concern that there is no cycle parking facility provided and request that the applicant reviews this to incorporate cycle parking within the building, which may require alterations to the existing ground floor 1 bed unit to enable residents to have access to cycle parking, storage and amenity space which is currently only accessible by the ground floor 1 bed unit.

3. There should be a minimum of 1 cycle parking space per bedroom with electric charging for electric cycles.

4. That the refuse store/collection arrangements, refuse separation and recycling strategy are agreed in detail with the Parish Refuse Manager.

<https://www.gov.je/citizen/planning/pages/PlanningApplicationDetail.aspx?s=1&r=P/2022/1395>



Minutes	
<u>MINUTES OF THE ROADS COMMITTEE MEETING – A- AGENDA</u> <u>HELD IN THE MAGISTRATES COURT ON</u> <u>WEDNESDAY, 11 JANUARY 2023 AT 9.30AM</u>	
PRESENT	Constable S Crowcroft (SC) Mr K Proctor (KP) Mr J Lagadu (JL) Mr B Manning (BM) Mr J Baker (JB) The Very Rev'd M Keirle (MK)
IN ATTENDANCE	Mr Andrew Sugden (Chief Executive Officer) (AS) Mr P Pearce (Procureur du Bien Public) (PP) Mr G Jennings (Procureur du Bien Public) (GJ) Mr A Sty (Infrastructure Manager) (AS) Mr S Alves (Head of Infrastructure) (SA) Mrs A Roberts (Parish Secretary) (AR) Miss E Sheehan (Minutes) (ES) Mr Bob Kearsey (BK) Mrs Tracey Russell (TR) Mr Connor Burgher (CB)
APOLOGIES	None
DECLARATION OF INTEREST	(JB) owns a property at La Rue de L'etau and a business in Halkett Place. (PP) Is a member of the Channel Island Occupation Society.
OPEN MEETING	The minutes of the meeting held on 7 th December 2022 were not available for approval.
MATTERS ARISING	
01/2023 DISCUSSION LED BY THE CONSTABLE IN RELATION TO RECENT CORRESPONDENCE IN RELATION TO GRAFFITI	(SC) introduced Andrew Sugden, as the new Chief Executive Officer and welcomed him to the Roads Committee meeting. (SC) introduced Bob Kearsey, Municipal Services Director and asked what his department's procedures were when dealing with complaints in relation to graffiti. (BK) replied, complaints are reported by members of the public, property holders, parish employees and through the Love Jersey App. Not all graffiti reported is on parish property. The department has a response time of 72 hours from when it is reported to the time it is removed, this is a quicker repose time than the Government. The Jersey Electricity Company are no longer cleaning graffiti from their electricity boxes. (SC) asked for clarification as to what other local authorities do to combat graffiti. (BK) was unsure of this. (KP) thanked (BK) and his team for their proactiveness on several occasions when he has reported graffiti. (TV) asked if graffiti is a criminal offence. (BK) replied, you can be prosecuted, but the Parish is only aware of one prosecution in the past five years, as you must catch the person red-handed. (TV) asked what product the Parish uses to remove graffiti? (BK)

	explained that a specialist spray for graffiti removal is used, this comes at a cost, as does the Parish labour. (TV) suggested graffiti removal could be undertaken by those completing Community Service through the Probation Service. (BK) suggested graffiti artists could utilise their skills by covering large hoardings around building sites; it would not only brighten up the town but may deter these artists from acting illegally. (BK) was tasked with: • Ensuring the Parish team keeps reporting graffiti. • Asking the Government to be as efficient as the Parish in graffiti removal • Contacting the Electricity Company to change their non graffiti removal policy, or asking if they would pay the costs incurred for someone else to remove it • Contact the Probation Service for assistance. • Conduct research in relation to other local authorities graffiti policy and enquire as to the graffiti kits being used. • Contacting the owner of the property with the picture of Elizabeth Castle to see if they want the picture removed, as well as the artist's tag.
02/2023 VERBAL UPDATE BY THE TOWN CENTRE MANAGER AND DRAFT 2023 EVENT PLAN	(CB), Town Centre and Events Manager gave a verbal update on the draft event plan for 2023, explaining the Parish is concentrating its budget on 4 key events: St. Patricks Day Festival, Fete de St Helier, Havre des Pas Seaside Festival and Christmas light switch on as part of La Fête de Noué. (SC) is looking forward to the 50th Anniversary of Westmount Day Nursery, which will be held on People's Park and will include many activities for children. A plaque will be unveiled by the Lions Club of Jersey and the Parish to mark 50 years since they handed Westmount Nursery over to the Parish. (JB) asked what the budget is for these events and how this compares to previous years. He enquired if any money had been obtained by way of corporate sponsorship. (CB) stated the large events cost approximately £40,000 each. The events team had been fortunate in securing additional money at last year's Parish Rates Assembly, taking the budget up £100,000. The Parish were working towards securing upwards of £30,000 by way of corporate sponsorships, whether this be from donations of money, services or equipment etc. (SC) suggested that on this year's pilgrimage, there should a banner created to lead the procession and leaflets handed out explaining the history behind the event. (SC) asked what other initiatives were planned for the year. (CB) replied there is a programme of pop-ups, running throughout the year and the Parish is working closely with the Arts Centre to encourage additional busking. (SC) requested a plan B, should this year's Christmas light switch on encounter severe weather. (CB) stated a plan B, possibly a virtual switch on is being devised as a backup. (SC) The Genuine Jersey Market was a tremendous success, and it gets better every year. It was suggested the Roads Committee should write to thank them.

	(KP) asked if there were any plans to introduce well-being events on days like Blue Monday. (CB) agreed this was a good suggestion and would explore the suggestion with (KP) at a later date.
PLANNING APPLICATIONS	
03/2023 P/2022/1457 THE FLAT, CHANCEUX, LA VALLEE DES VAUX, ST HELIER, JE2 3GA	Convert existing lower ground floor studio flat into a 1 one-bed apartment with amenity space and storage. Install 3 roof lights to North elevation. The Roads Committee approved the draft comments detailed in the planning report dated 11 January (refer to documentation attached)
04/2023 P/2022/1493 11 SURVILLE PLACE, AQUILA ROAD, ST HELIER, JE2 3XD	Formalise the conversion of existing 1 3-bed residential unit into two residential units. Replace dormers to East elevation. Construct second floor extension and replace existing windows to West elevation. Various internal alterations. The Roads Committee approved the draft comments detailed in the planning report dated 11 January (refer to documentation attached)
05/2023 P/2022/1495 CALISTA HOUSE, LEWIS STREET, ST HELIER, JE2 3PB	Change of use from Class C (Office) to Class J (Residential). Create 2 2-bedroom units. Various internal alterations. The Roads Committee approved the draft comments detailed in the planning report dated 11 January (refer to documentation attached)
06/2023 P/2022/1504 PARK GARAGE, HASTINGS ROAD, ST HELIER, JE2 4PH	Demolish existing garage and Construct 6 1-bedroom residential units with associated ground floor parking. Install 6 Solar Panels (1 per dwelling) and install 1 roof light. 3D model available. The Roads Committee approved the draft comments detailed in the planning report dated 11 January (refer to documentation attached)
07/2023 INFORMATION REPORTS	(JB) requested refurbish and rename Halkett Street as soon as possible. (SC) replied we do not have the funding now, but we do have resources from outside to assist us. We can proceed with the refurbishment as soon as we secure the funding. (JB) asked are we going to get some funding from the Government. (SC) said he would convey to the Minister next week that we would like to get Halkett Street completed and ask if they are willing to go half with us on the cost if we were willing to assist with refurbishing New Street. (JB) suggested starting on La Rue De L'Etai now one of the buildings was complete. JDC has secured a third of the income from the development, and so he suggested we contact them and ask for some of the money for road improvements. (SA) advised he had seen the plans which show the JDC will create three to four zebra crossings. (JB) asked the format of the crossings. (SA) advised residents have agreed upon a plan, and the crossings will be at grade. (JB) was disappointed that no speed humps would be installed, to which (SC) was in agreement. It was agreed ask JDC to attend the next Roads Committee meeting to discuss the type of crossing to be installed at Rue De L'Etai.
08/2023 AGREED DECISIONS	• Contact IHE and request they be as efficient as the parish in removing graffiti. • Contact JEC about their reluctance to remove graffiti from their electricity boxes as this is a concern. • Contact probation service. • Contact Isle of Man/Guernsey and Belfast asking their policies on the removal of graffiti • Add to next Roads Committee Agenda, decision to be made on type of crossing to be installed at Rue De L'Etai.
NEXT MEETING	
	The next meeting will take place on Wednesday 22 nd February 2023.

1. The Flat, Chaux, La Vallée des Vaux, St. Helier, JE2 3GA**P/2022/1457**

Convert existing lower ground floor studio flat into 1no. one bed apartment with amenity space and storage. Install 3no. rooflights to North elevation.

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

1. Committee notes that proposal is for the conversions of the lower ground floor bedsit to create a one-bedroom unit which will require the loss of the existing garage parking. If approved, the property will comprise of 3 no units of accommodation comprising of the Proposed 1 no. one bedroom unit on lower ground floor, 1 no. three bed unit on the upper ground floor and 1 no. two bed unit in the attic.
 - The applicant advises that there will be a total of 5 no. car parking spaces, 2 no parking spaces are allocated for the upper ground floor unit, 2no. space for the attic unit and one parking space for the lower ground floor, however and a further a no. space for the proposed converted lower ground floor unit. No cycle parking is provided.
 2. Committee notes request that the applicant provides cycle parking with electric charging for the unit of accommodation. All units of accommodation should have access to cycle parking. The bicycle spaces being provided must accommodate larger cycles such as cargo cycles.
 3. The applicant is to provide dimensions to the parking space to the front of the property (the standard parking spaces should be 2.4m wd x 4.8m long) as it is questionable if there is sufficient space for 5 no. car parking spaces, as it is noted on the photograph cars parked paralleled to the front wall not as what the applicant has shown on the drawings. Therefore, it is questionable if the car parking perpendicular to the front wall will fit in the parking spaces as the car parked in this manner must not under no circumstance overhang the public footpath which would result in obstruction for pedestrians especially those with a wheelchair.
 4. The users of the car parking spaces will be expected to reverse into the parking space as parking front face will cause a serious risk to pedestrians walking on the footpath. The Committee requests that if the application is approved that there is a condition imposed on the applicant that cars parking in these spaces must reverse into the parking space, if this cannot be conditioned then the Committee has serious safety concerns.
 5. The car parking spaces provided are to include electric charging.
 6. The Parish requests as part of the development that the applicant renews the footpath for the length of the site and the applicant will be required to resurface the roadway for the full width where excavation is made on the carriageway for connection to mains as a public realm contribution. The details of the reinstatement are to be agreed with the Parish Infrastructure Department.
 7. The kerb and footpath must be lowered by the Parish of St Helier or approved Parish contractor at the expense of the applicant. This is a Parish of St Helier set condition which must be undertaken by the applicant prior to the parking space being used. The Parish will not allow access across the footpath by the applicant/owner without this work being undertaken first, this is to avoid damage to the kerbstones from vehicle movement.
- The applicant must contact the Parish of St Helier Infrastructure department prior to undertaking any work to the public highway to agree the extent of work and specific detail and specification. The applicant is to be aware that only Parish approved contractors are permitted to work on the public road/footpath. All necessary works are to be at the cost of the applicant.

8. That any new or altered access must be surfaced in a hard bound material, such as concrete or asphalt, (not loose stone or gravel) within 2m of the public highway and all surface water generated on the area is to be disposed of within the site by soakaway or other appropriate means. This is a Parish of St Helier set condition which must be undertaken by the applicant prior to the parking space being used.
9. That a line of 50mm wide split blocks shall be laid flush at the junction between the private land and the rear of the public footpath for the width of the site. This is a Parish of St Helier set condition which must be undertaken by the applicant/owner prior to the parking space being used.
- The applicant must contact the Parish of St Helier Infrastructure department prior to undertaking any work to the public highway to agree the extent of work and specific detail and specification. The applicant is to be aware that only Parish approved contractors are permitted to work on the public road/footpath. All necessary works are to be at the cost of the applicant.
10. 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.
11. 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.
12. That the refuse store/collection arrangements, refuse separation and recycling strategy is agreed in detail with the Parish Refuse Manager. As it is noted that the proposed car parking space will affect the refuse facility

<https://www.gov.je/citizen/planning/pages/PlanningApplicationDetail.aspx?s=1&r=P/2022/1457>

2. 11 Surville Place, Aquila Road, St. Helier, JE2 3XD

P/2022/1493

Formalise the conversion of existing 1no. 3 bed residential unit into two residential units. Replace dormers to East elevation. Construct second floor extension and replace existing windows to West elevation. Various internal alterations.

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

1. Committee notes that the proposal is to formalise the two separate units of accommodation a second floor 2-bedroom apartment (2 bed, 3 person) and a first-floor apartment (2 bed, 4 person). Due to site constraints the ability to provide onsite vehicle parking is not possible.
2. Committee requests that cycles parking is provided with electric charging, it may be that the front yard may be able to accommodate some bicycle parking.
3. There should be a minimum of 1 no. cycle parking space per bedroom with electric charging for electric cycles. All units of accommodation should have access to cycle parking. The bicycle spaces being provided must accommodate larger cycles such as cargo cycles.

4. That the refuse store/collection arrangements, refuse separation and recycling strategy are agreed in detail with the Parish Refuse Manager.

<https://www.gov.je/citizen/planning/pages/PlanningApplicationDetail.aspx?s=1&r=P/2022/1493>

3. Calista House, Lewis Street, St. Helier, JE2 3PB

P/2022/1495

Change of use from Class C (Office) to Class J (Residential). Create 2no. 2 bed units. Various internal alterations.

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

1. Committee notes that the proposal is for a change of use the existing First and Second Floor office space into residential. The property is proposed to comprise of commercial store with office space at ground floor (remaining as existing). The First and Second floor to be converted to form units of accommodation; there will be 1 no. two-bed unit on the first floor and 1 no. two-bed unit on second floor. Due to site constraints the ability to provide onsite vehicle parking is not possible.
2. Committee requests that cycles parking is provided with electric charging as there should be a minimum of 1 no. cycle parking space per bedroom with electric charging for electric cycles. All units of accommodation should have access to cycle parking. The bicycle spaces being provided must accommodate larger cycles such as cargo cycles.
3. It is noted that residents will be given access to access the ground floor business to access the bin store therefore the applicant is to explore provision of cycle parking on ground floor in the same area.
4. It is noted that the occupiers of the residential units of accommodation will need to access the ground floor business to access the bin store, however, there does not seem to be any proposal for collection, therefore the refuse store/collection arrangements, refuse separation and recycling strategy are agreed in detail with the Parish Refuse Manager.

<https://www.gov.je/citizen/planning/pages/PlanningApplicationDetail.aspx?s=1&r=P/2022/1495>

4. Park Garage, Hastings Road, St. Helier, JE2 4PH

P/2022/1504

Demolish existing garage and Construct 6 No. 1 bedroom residential units with associated ground floor parking. Install 6no. Solar Panels (1 per dwelling) and install 1no. rooftop. 3D model available.

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

1. Committee notes that the proposal is for demolition existing vacant 'former park garage site', which is commercial and located within the residential street of Hastings Road, St. Helier. The development is proposed to be three storey, Ground floor for parking, first floor to comprise of 3 no. one-bed units and second floor comprising of a further 3 no. one-bed units.

The development will comprise of a total of 6 no. one-bed residential units and each unit of accommodation will be allocated 1 no. car parking space with electric charging and 1 no. bicycle parking space with electric charging.
2. That the refuse store/collection arrangements, refuse separation and recycling strategy is agreed in detail with the Parish Refuse Manager. As it is noted that the proposed car parking space will affect the refuse facility.

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=P/2022/1504>



PARISH OF ST HELIER INFRASTRUCTURE

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

Roads Committee Report

Ceding land to Parish for pavement widening at
Claremont House, Tower Road

Page 1 of 3

Date of request: 22 February 2023	Road reference & title of report: 242 - Claremont House, Tower Road
Address: Claremont House, Tower Road (P/2018/1785)	Requested by: Developer/landowner
Location map: 	Photograph/street view: 
Brief introduction/summary: The Parish has been approached by the developer of Claremont House on Tower Road as the development is due to be completed in the summer this year. There is a "Planning Obligation Agreement" in place, in which it is incumbent on the developer to cede some land to the Parish (highlighted yellow on the plan on the right-hand side). The land ceded is to widen the existing footpath that is in Parish ownership (indicated in red on the plan). The Roads Committee is asked to agree in principle to the ceding of the land to the Parish for the purpose of widening the footpath. Officer recommendation is for Committee to accept this offer. The transfer of the land will be subject to Parish Assembly approval. The cost to construct the footpath and all associated legal costs are to be borne by the vendor - there will be no cost to the Parish. The footpath will be constructed in accordance with Parish requirements. Parish Officers will be liaising with the developer at no cost to the Parish.  Parish owned 'Public Footpath' upon which the 'Footpath Works' to be undertaken High Gorse Limited ('the Second Owner') as referred to in the POA agreement, to gift the land as highlighted, between the Parish owned public footpath and proposed new development boundary upon which the 'Footpath Works' are to be undertaken Claremont Developments Limited ('the First Owner') as referred to in the POA agreement, to gift the land as highlighted, between the existing Parish owned public footpath and the proposed new development boundary upon which the 'Footpath Works' are to be undertaken	



PARISH OF ST HELIER INFRASTRUCTURE

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Roads Committee Report

Ceding land to Parish for pavement widening at
Claremont House, Tower Road

Page 2 of 3

Further information:

1. Drawings: Please refer to **Appendix 1** for plan of land that is offered to the Parish the areas being offered are:
 - Area 1: 1.9 sq. m. (20.4 sq. ft.)
 - Area 2: 15.2 sq. m. (163.6 sq. ft.)
 - **Total: 17.1 sq. m. (184 sq.ft.)**
2. Services: Services to the site under the pavement are the responsibility of the developer and/or associated service providers.
3. Specification: The construction details for the footpath will be agreed in detail with the Parish, meeting Parish requirements at no cost to the Parish.
4. Legal costs: All reasonable legal costs that the Parish incurs are to be paid by the vendor, therefore no legal costs will be payable by the Parish for the transfer.



Approved site plan

Speed limit of road:

15	20	30	40	N/A
----	----	----	----	-----

Officer dealing with request:

SA

Anticipated programme:

- **Stage 1 (this stage):** St Helier Roads Committee to approve in principle to the transfer to the Parish. **Wednesday 22 February 2023.**
- **Stage 2:** If approved by the Roads Committee (in principle) it will be presented at Parish Assembly for formal approval for the Constable and Procureurs du Bien Public to pass contract at Royal Court. **Wednesday 29 March 2023 at 7pm.**
- **Stage 3:** Constable and Procureurs du Bien Public to pass contract at Royal Court following Parish Assembly approval, subject to legal due diligences being undertaken. We anticipate the transfer to happen once the footpath has been constructed to PoSH specification (at no cost to PoSH).

The timeframe for this will be dependent on the time it will take to draft legal contract and also the works on site: if vendor's project is on schedule we anticipate transfer to be in **July/August 2023.**

Funding proposal:

No cost to the Parish.



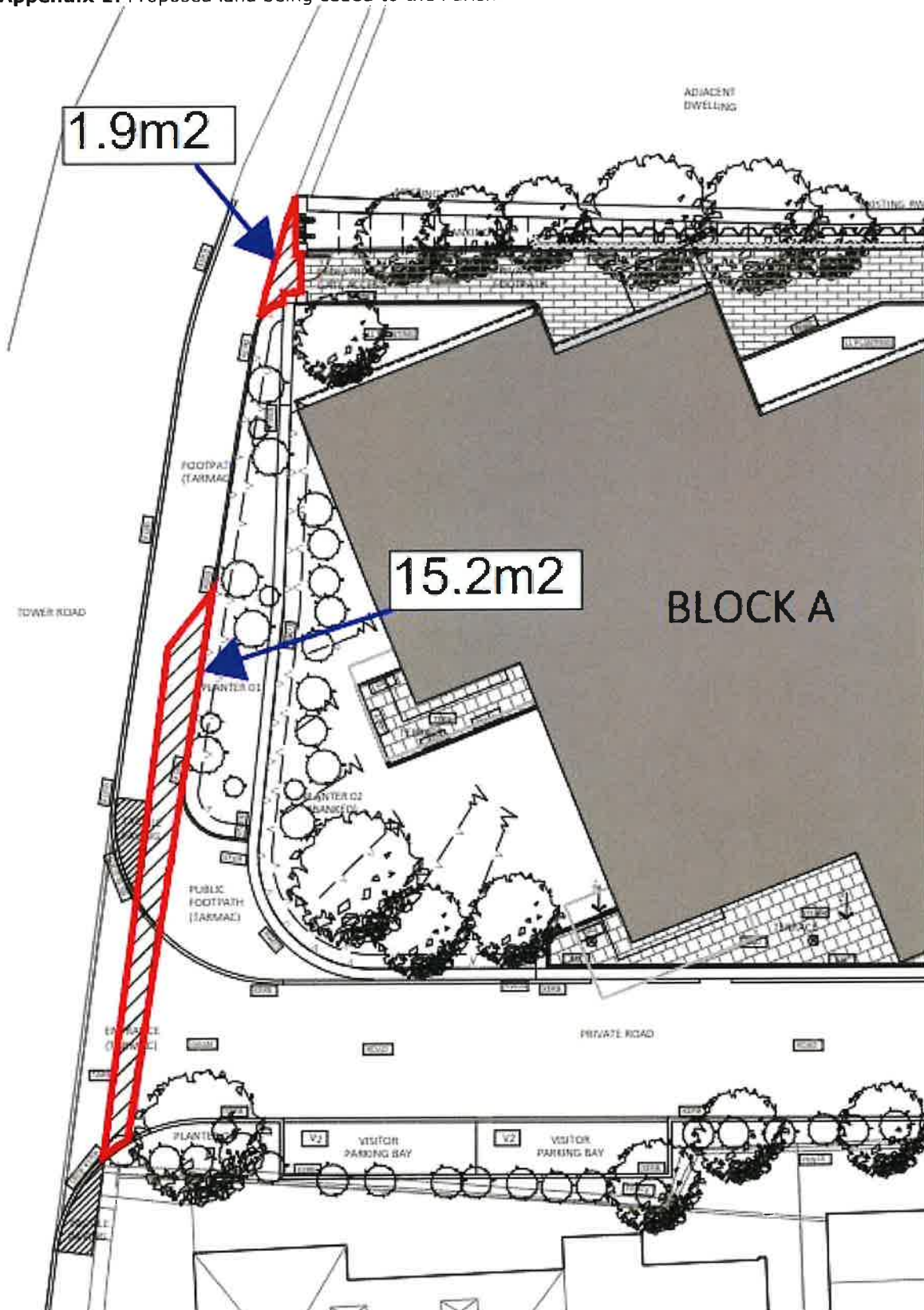
PARISH OF ST HELIER INFRASTRUCTURE

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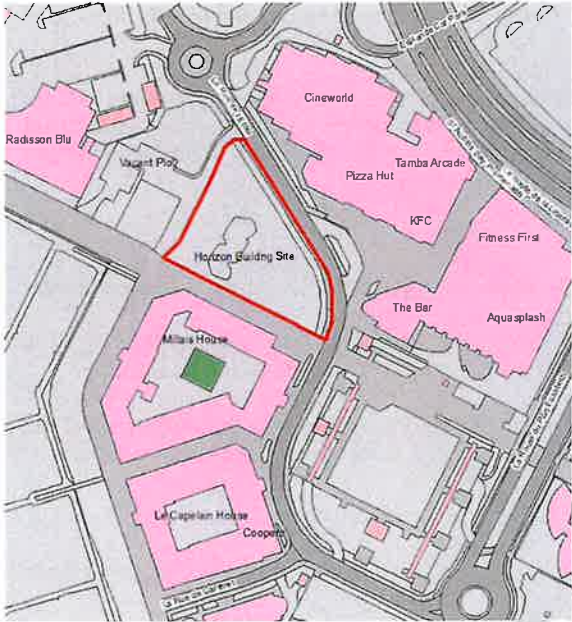
Roads Committee Report

Ceding land to Parish for pavement widening at
Claremont House, Tower Road
Page 3 of 3

Appendix 1: Proposed land being ceded to the Parish





Date of request: 22 February 2023	Road reference & title of report: 126b La Rue de L'Étau – proposed crossings
Address: La Rue de l'Étau	Requested by: Roads Committee
Location map: 	Photograph/street view:  Figure 5 – Parking and Loading Activity Throughout the Day outside Castle Quay
Brief introduction/summary: Committee is asked to consider States of Jersey Development Company's (SoJDC) proposal for crossings to be at road level in accordance with the wishes of residents and members of the "Waterfront Residents Association Group". Committee is to formally agree which option they wish. Please note that SoJDC has designed and provided a Road Safety Audit based on the requirement of keeping the crossings at road level (not raised on a speed hump). If Committee is of the view that the crossings should be raised to be at the same levels of the pavement, there will be a cost implication for the redesign of the crossings to address surface water drainage being impeded by the raised crossing points. The Road Safety Audit, as produced, would also require amendments to suit the revised design. Delivery of the crossings will also then be delayed and significantly more expensive, as thoughts will need to be given to addressing the road surface water drainage. Improvements: Speed limit: As part of the improvements, the speed limit will be dropped from 30mph to 20mph; the Parish is awaiting legislation changes to be implemented by IHE to enable the Parish to deliver the new speed limit designation. Speed enforcement: Once implemented, there will be a period of concentrated enforcement by Parish Honorary Police. Long-term, the intention is that mobile ANPR (Automatic Number Plate Recognition) speed cameras will be used to enforce speed, which will see the requirement for speed humps throughout the Parish drop.	



Options before Committee:

Option 1: Provide the crossings at road level; the pavements to be dished locally to crossing level.

Note: SoJDC has based the current design on this basis, that the crossings will be at road level and the pavements dished to meet the crossing point road level. Please note that the proposed crossing on the granite paving on the raised table will be at pavement level matching the existing (see **Appendix 1** for drawing and Road Safety Audit).

Option 2: Provide the crossing on a raised speed hump as per the original design by IHE (see **Appendix 2**).

Note: This option requires that the scheme be redesigned, and a revised road Safety Audit undertaken. The redesign will require addressing of the surface water issues that will be created with a raised crossing point, and there will be additional costs for redesign and installation that the Parish may have to fund.

Officer recommendation:

As there are plans to introduce legislation to enable ANPR speed enforcement, Option 1 is recommended.

However, if ANPR does not come to fruition or does not work, the Parish could revisit La Rue de l'Étau with a view to introducing speed humps in other locations (i.e. between crossing point positions).

This ensures that the Parish does not incur additional cost for redesign, addressing drainage challenges, and delays in implementation (see **Appendix 3**: we have marked potential alternative locations for speed humps).

Background:

Committee may recall that on 13 January 2020 Committee agreed to several road safety improvements as outlined below:

Extract of Roads Committee minutes – 13.01.20:

The Committee agreed that the following should proceed:-

1. Speed limit reduction to 20mph
2. 4 x raised islands (speed humps)
3. 3 x crossings + lighting (2 on the new speed humps and 1 on the existing granite)
4. Unloading bays (1 x new outside Horizon & change the short stay outside Millais House to an unloading bay)
5. Additional cycle parking outside Coopers

Refer to **Appendix 2** for crossings that were approved.

Waterfront Residents Association:

The Waterfront Residents Association's preference is for the proposed crossings to be at road level except for the granite raised table, where the crossing will be placed on the raised table.

Extracts from the Waterfront Residents Association's meeting minutes:

26.07.22:

- Pedestrian crossing outside Millais house / Castle Quay
- Formalising existing crossing by nursery, with two further crossings being created
- Light levels on road being improved

27.09.22:

John Baker, a member of the St Helier Roads committee was able to update the meeting with some of the things they are doing. The Parish has taken over ownership of Rue de l'Étau.

- More crossing points – suggested these were raised to fulfil a dual purpose of crossing and slowing down traffic



- 20mph restriction in line with many other roads in St Helier

29.11.22:

- Questions around design of road crossing. John Baker who sits on Roads Committee stated that crossings would be the same height as pavements and would be constructed of raised tarmac.
- Ultimately JDC will be footing the bill and as the Horizon apartments have only just been sold no money has been available to get on with the much-needed road crossings on Rue de l'Étau. Promised a Feb 2023 update, by which time St Helier Roads Committee should have given the go-ahead.

SoJDC communication with Parish on crossing design:

From: Silvio Alves
Sent: Tuesday, 19 July 2022 08:31
To: Simon Crowcroft; Lee Henry
Cc: Jason Turner; Jude Lindsey; Neil Sproston
Subject: RE: Pedestrian Crossings on Rue de L'Étau

Morning Lee and Constable

Constable thank you for clarifying as I too thought this was the case but as you will recall RCom requested that they go on raised tables, we will clarify with RCom at the next meeting.

From: Simon Crowcroft
Sent: 19 July 2022 08:23
To: Lee Henry Silvio Alves
Cc: Jason Turner; Jude Lindsey; Neil Sproston
Subject: Re: Pedestrian Crossings on Rue de L'Étau

Thanks Lee

I distinctly recall the terms of your kind offer which I expect the minutes of the WR group meeting will reflect and it was for 'Jersey crossings' ie painted at grade.

From: Lee Henry
Sent: Tuesday, July 19, 2022 8:18:06 AM
To: Silvio Alves
Cc: Simon Crowcroft; Jason Turner; Jude Lindsey ; Neil Sproston
Subject: RE: Pedestrian Crossings on Rue de L'Étau

Hi Silvio, Good thanks and hope you are well.

I will provide an update on the programme / design development later today but I am concerned that the brief has changed. Please find attached your sign-off email to having the new crossings at current road levels (no raised tables) – in line with Waterfront residents requests.

Your new request for these new crossings to be raised tables significantly alters the design and costs. Please can you re-assess the position.

From: Silvio Alves
Sent: 09 March 2022 08:52
To: Lee Henry; Jason Turner
Cc: Jude Lindsey; Neil Sproston
Subject: RE: Pedestrian Crossings on Rue de L'Étau

Good morning Lee

Many thanks for the below, apologies if we have not got back to you on this, yes I am happy with the below proposals as you describe below as it meets the expectations of the residents and the Constable. Can I just have clarification that the proposed works will be fully funded by SoJDC?



From: Lee Henry
Sent: 16 February 2022 11:38
To: Jason Turner ; Silvio Alves
Cc: Jude Lindsey; Neil Sproston
Subject: Pedestrian Crossings on Rue de L'Étau

Hi Jason / Silvio

At a recent Waterfront residents meeting that was organised by the Constable, it was agreed that JDC would review the introduction of two pedestrian crossings on Rue de L'Étau.

1. To formalise the crossing on the current granite tabletop; and
2. To create a new pedestrian crossing near to the pharmacy at Castle Quay

Additional crossing(s) linking to the new Horizon development will need to await completion of that project.

Residents expressed that they did not want a series of raised tabletops and we therefore propose that the new crossing (number 2 above) be painted onto the existing road surface with dropped kerbs and tactile paving being installed either side along with signage and 2 x Belisha beacons.

The formalisation of a crossing on the existing tabletop (number 1 above) will be painted onto the existing structure with the addition of signage and 2 x Belisha beacons.

Please can you confirm that you are happy with the above approach and that you are agreeable for JDC to organise the design and delivery of these new crossings.

Many thanks

Speed limit of road:

15	20	30	40	N/A
----	----	----	----	-----

Note: The proposal is for the speed limit on La Rue de l'Étau to be reduced to 20mph.

Officer dealing with request:

SA

Safety Audit level:

Road Safety Audit has been undertaken based on Option 1.

The RSA will need to be amended if Committee decides on Option 2.

Anticipated budget cost to implement:

Options 1: No cost to Parish. Funded by SoJDC.

If option 2 is approved, then Committee to be aware of added costs for humps and redesign.

Programme:

The crossing points are awaiting final sign-off by IHE Minister which is imminent. However, if Option 2 is chosen then this will require redesign and resubmission to IHE with the amended design and Road Safety Audit.

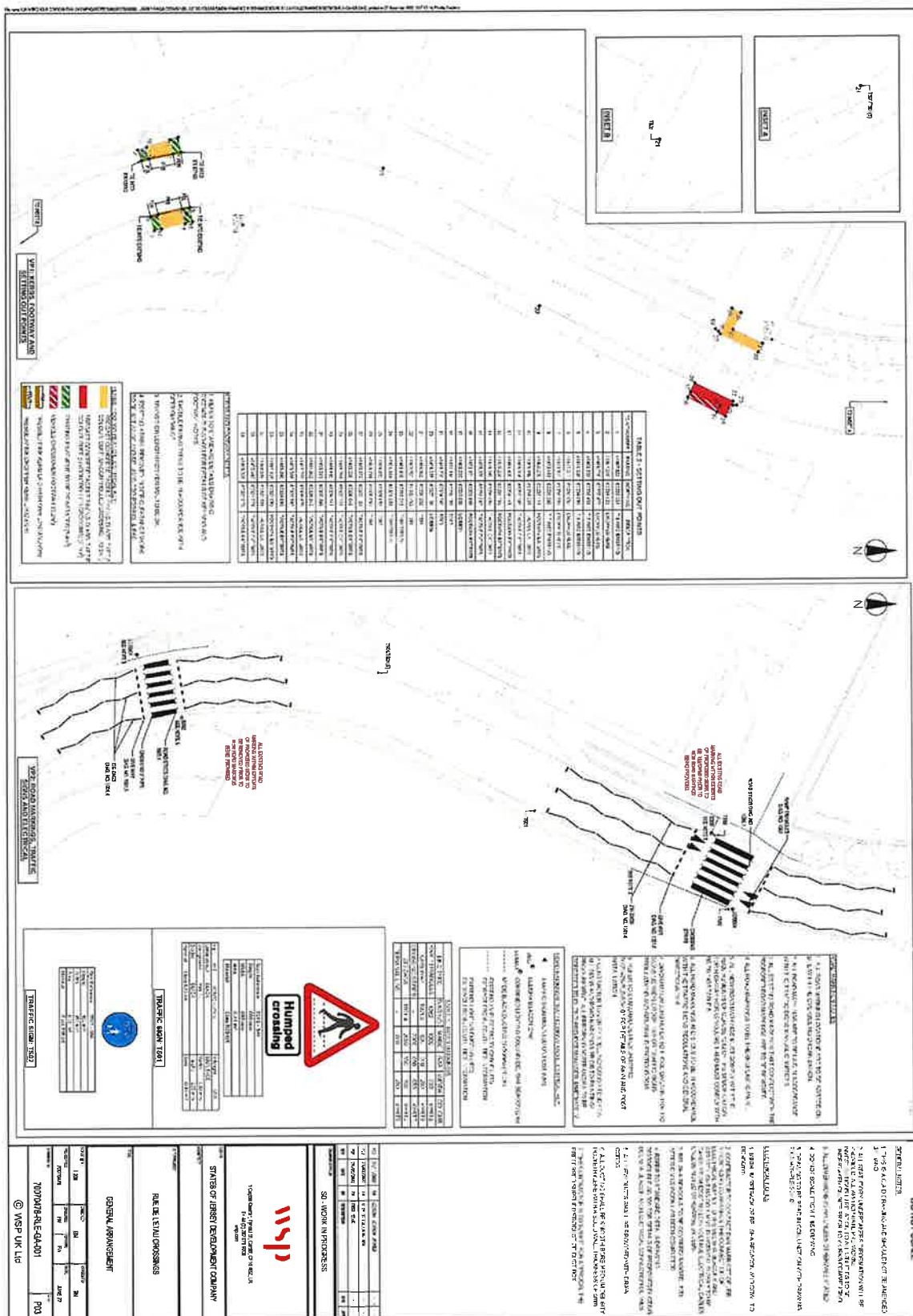
Legislation affected:

Yes, levels 1, 2 & 3 RSAs will be required for the crossing points.

Will an additional report be required?

No.

Appendix 1: Option 1 – SoJDC traffic Engineer design





Government of Jersey

RUE DE L'ETAU CROSSINGS

Stage 1/2 Road Safety Audit – Designers
Response



70070478-B03-RSA1_2_001
JUNE 2022

CONFIDENTIAL



Government of Jersey

RUE DE L'ETAU CROSSINGS

Stage 1/2 Road Safety Audit – Designers Response

TYPE OF DOCUMENT (VERSION) CONFIDENTIAL

PROJECT NO. 70070478-B03

OUR REF. NO. 70070478-B03-RSA1_2_001

DATE: JUNE 2022

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2 London Square

Cross Lanes

Guildford, Surrey

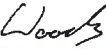
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QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	Draft	Designers Response		
Date	13/07/2022	19.08.22		
Prepared by	Ben Bright	Freddie Woods		
Signature				
Checked by	Rebecca Neves	Barry Nolan		
Signature				
Authorised by	Rebecca Neves	Barry Nolan		
Signature				
Project number	70070478-B03	70070478-B03		
Report number	70070478-B03_RSA1_2_001	70070478-B03_RSA1_2_001		
File reference	As above	As above		



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2.5.	TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING	8
3.	AUDIT TEAM STATEMENT	9

APPENDICES

APPENDIX A
APPENDIX B
APPENDIX C

DOCUMENT LIST
PROBLEM LOCATION PLAN
GENERAL COMMENTS



1. INTRODUCTION

1.1. GENERAL

1.1.1. WSP has been commissioned by Frederick Woods, Government of Jersey to carry out a Stage 1/2 Road Safety Audit on the proposed Rue de L'Étau crossings in the Parish of St Helier.

1.1.2. The road safety audit team membership was the following:

Audit Team Leader Rebecca Neves BEng(Hons) CEng MCIHT MSoRSA

Audit Team Member Benjamin Bright

The Audit Team was approved by Neil Sproston, the Audit Sponsor.

1.1.3. This audit took place on site during June 2022, and the site was examined by Rebecca Neves and Ben Bright together during daylight hours between 1100 and 1300 on Wednesday 22 June 2022. The weather during the site visit was dry, hot and sunny and the carriageway surface was dry. A low flow of vehicles and cyclists were observed and a medium flow of pedestrians on were observed on site. Mobility scooter users were also noted at the site.

1.1.4. The Road Safety Audit also comprised an examination of the documents and drawings supplied to the Road Safety Audit Team, referenced in Appendix A of this report. The location of problems raised can be found in Appendix B.

1.1.5. The terms of reference for the audit are as described in the Government of Jersey Road Safety Audit Policy.

1.1.6. The Road Safety Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. This Road Safety Audit has not considered structural safety or checked for compliance to standards. This Road Safety Audit has been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking Accident Investigation, Road Safety Engineering and Road Safety Audit. No member of the Road Safety Audit Team has had any previous input to the design of the scheme.

1.1.7. No accident data has been provided for this Road Safety Audit.

1.1.8. No previous Road Safety Audits have been carried out for this scheme.

1.2. PURPOSE OF SCHEME

1.2.1. The aim of the scheme is to provide safer routes and improved access for both cyclists and pedestrian to all local amenities, this is due to increased traffic volumes following the new Horizon development.

1.2.2. The scheme includes the provision of two zebra crossing points. One crossing will require proposed road markings to the existing tabletop that is currently in place. The second crossing point will require adjusting of existing kerbs, provision of drop kerbs to accommodate the proposed crossing point. For both crossings, suitable lighting and belisha beacons will be provided.



2. PROBLEMS IDENTIFIED AT THIS STAGE 1/2 ROAD SAFETY AUDIT

2.1. LOCAL ALIGNMENT

2.1.1. PROBLEM 1

Location: Approach to zebra crossings

Summary: Inadequate warning distance for upcoming hazards

Detail: Two zebra crossings are proposed on Rue De L'Étau with pedestrian crossing warning signs erected at the start of the zig-zag markings. The horizontal alignment on the southbound approach to both crossings may restrict visibility and the location of the warning signs may not provide sufficient reaction distance in advance of the crossing for drivers to slow appropriately. This may result in sharp braking and shunts, or pedestrian / vehicle collisions.

RECOMMENDATION

It is recommended that the pedestrian crossing warning signs are erected sufficient distance in advance of the hazard to allow drivers to react.

20.07.2022 - Designers Response – will arrange for signs to be re-located.

2.2. GENERAL

No problems of this type were identified during this audit.

2.3. JUNCTIONS

No problems of this type were identified during this audit.



2.4. WALKING, CYCLING AND HORSE RIDING

2.4.1. PROBLEM 2

Location: Southern zebra crossing

Summary: Restricted visibility on approach to crossing may lead to pedestrians stepping out into the path of approaching vehicles resulting in pedestrian / vehicle collisions or sharp braking and shunts.

Detail: A zebra crossing is proposed on Rue De L'Étau north of the junction with La Rue de Carteret. Two sets of zig-zags are proposed on the northern side of the crossing. There are existing single yellow lines either side of the crossing.

Outside of restricted hours, vehicles will be able to park in close proximity to the zebra crossing on the northern side, which will reduce visibility between approaching southbound drivers and pedestrians on the eastern side of the crossing. This could lead to pedestrians stepping out into the path of an approaching vehicle, resulting in pedestrian / vehicle collisions or sharp braking and shunts.

RECOMMENDATION

It is recommended that the controlled area represented by the number of zig-zags is increased on the northern side.

20.07.2022 - Designers Response – drawings to be amended to note increase in number zig zags.



2.4.2. PROBLEM 3

Location: Northern zebra crossing – Eastern side

Summary: Uneven surface & damaged tactile paving caused by vehicle overrun may lead to pedestrian trips and falls.

Detail: There is an existing raised table on Rue De L'Étau that vehicles use as an access point to Waterfront Gardens when the retractable bollard is dropped. The footway is uneven and the tactiles appear to have been replaced, suggesting they may have been damaged in the past.

It is proposed to introduce a raised zebra crossing at the table. The existing uneven footway and continued overrun of the footway may cause further damage and pedestrians may stumble on the uneven surface or trip if tactiles become damaged. This could lead to pedestrian slips, trips and falls.



Eastern Approach to Waterfront Garden existing crossing

RECOMMENDATION

It is recommended that a crossover and tactile design suitable for vehicle overrun is provided at this site to strengthen the crossing point.

20.07.2022 - Designers Response – pavement construction to be updated for vehicle overrun construction. Drawing to be updated.



2.4.3. PROBLEM 4

Location: Northern crossing – Eastern side

Summary: Proposed Belisha beacons and signage may create pinchpoints with existing street furniture leading to pedestrians stepping into the carriageway resulting in pedestrian / vehicle collisions and cycle loss of control collisions.

Detail: At the northern proposed zebra crossing location, there is existing street furniture in the form of bollards and trees. Additional sign posts with shared footway signs and belisha beacons are proposed in this location. No site clearance has been proposed.

The introduction of additional street furniture may create pinchpoints with the existing bollards and trees. This may lead to pedestrians stepping into the carriageway, creating vehicle / pedestrian collisions or cycle loss of control collisions if they are unable to pass between the gap.

RECOMMENDATION

It is recommended that the location of proposed belisha beacons and signage is reviewed in relation to the existing street furniture to identify any pinchpoints and remove these pinchpoints from the design by either utilising existing bollards for shared signage or removing street furniture.

20.07.2022 - Designers Response – will arrange for proposed street furniture to re-located to avoid pinch points.

2.4.4. PROBLEM 5

Location: Southern crossing – Western side

Summary: Proposed belisha beacon location and adjacent uneven footway surface may lead to pedestrian slips, trips and falls.

Detail: At the location of the proposed southern zebra crossing, there is a section of the footway constructed from brick setts at the back of the footway on the western side of the carriageway.

A belisha beacon is proposed in the centre of the western footway and pedestrians will need to pass either side of this. If pedestrians choose to use the back of the footway, they may stumble on the uneven brick surface of the setts, which could lead to pedestrian slips, trips and falls.

RECOMMENDATION

It is recommended that the belisha beacon is relocated and that the footway is repaved in a to match the rest of the footway.



19.08.2022 – Designers Response - Belisha beacon to be relocated to rear of footway. It is not considered a desire line for pedestrian to be walking on the uneven brick surface and also with the relocation of the belisha beacon this will promote the use the main footway.



2.4.5. PROBLEM 6

Location: Southern crossing – Western side

Summary: Proposed crossing location leads visually impaired pedestrians into stairway for shop access which may lead to pedestrian slips, trips and falls.

Detail: The existing footway layout on the western side of the Rue de L'Étau in the vicinity of the proposed southern crossing contains a small stairwell and a step leading to shop accesses. These are topped with metal studs for visibly impaired users.

The proposed crossing may lead westbound visually impaired pedestrians to the top of the stairwell and they may be unclear on which way to proceed. The metal stud layout in close proximity to the crossing may also confuse visually impaired pedestrians. This could lead to pedestrian slips, trips and falls.

RECOMMENDATION

It is recommended that the crossing is relocated away from the stairs to the shops and the metal studs replaced with stair warning tactiles.

20.07.2022 - Designers Response – extent of ownership of land to be confirmed by client to confirm if metal studs can be removed. Location of crossing to remain in location as noted on drawings due to it being considered the main desire line from users of adjacent shops/steps etc. If crossing was re-located, it may result in pedestrians not using the crossing provided.

2.4.6. PROBLEM 7

Location: Zebra crossings – Both locations

Summary: Proposed tactile paving layout may lead visually impaired pedestrians to enter the carriageway resulting in pedestrian / vehicle collisions.

Detail: Two zebra crossings are proposed on Rue De L'Étau. The northern crossing is in line with the footway that leads from Waterfront Gardens towards the seafront. Tactile paving is proposed at a depth of approx. 1m. Visually impaired pedestrians may miss the tactile paving and enter the carriageway into the path of vehicles leading to pedestrian / vehicle collisions.

The proposed zebra crossings will provide a controlled crossing point. Visually impaired pedestrians on the footway may miss the zebra crossing and cross at inappropriate locations leading to pedestrian / vehicle collisions.

RECOMMENDATION



It is recommended that the tactile paving depth is increased to 1200mm depth and a tactile paving tail provided on either side of the crossings to inform visually impaired pedestrians there is a controlled crossing available to use.

20.07.2022 - Designers Response – will arrange to amend proposed tactile paving.

2.5. TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING

No problems of this type were identified during this audit.

End of Problems identified and Recommendations offered in this Stage 1/2 Audit



3. AUDIT TEAM STATEMENT

We certify that this audit has been carried out in accordance with the Government of Jersey Road Safety Audit Policy.

AUDIT TEAM LEADER

Rebecca Neves
BEng CEng MCIHT MSoRSA
Associate

Signed: 

WSP
2 London Square
Cross Lanes
Guildford
Surrey
GU1 1UN

Date: 13/07/2022

AUDIT TEAM MEMBER

Ben Bright
Undergraduate

Signed: 

WSP
2 London Square
Cross Lanes
Guildford
Surrey
GU1 1UN

Date: 13/07/2022



Appendix A

DOCUMENT LIST





List of documents and plans considered during this Stage 1 Road Safety Audit:

Documents

RLE - Road Safety Audit Policy FORM B Road Safety Audit Instruction – Form B

Drawings - General

70070478-RLE-GA-001 - General Arrangement

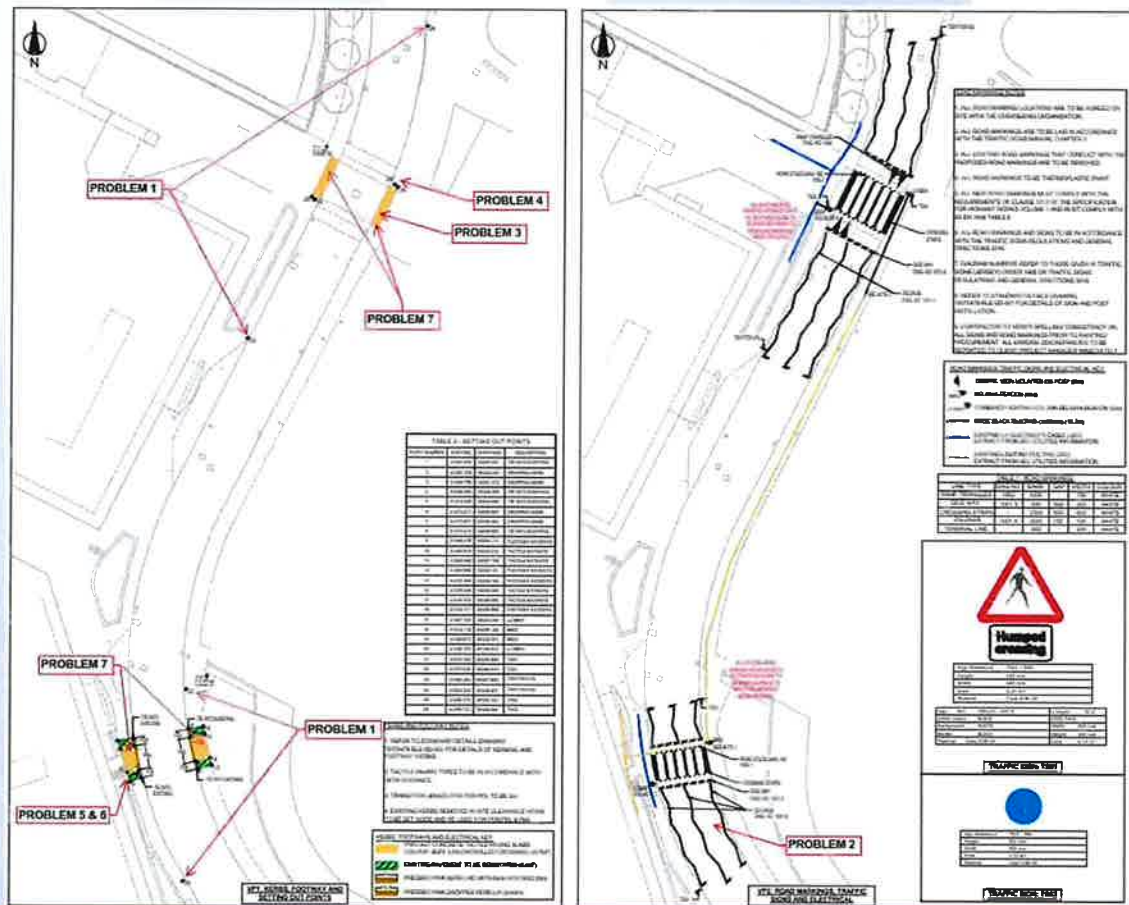
70070478-RLE-SD-001 - Standard Details



Appendix B



PROBLEM LOCATION PLAN





Appendix C



GENERAL COMMENTS



GENERAL DESIGN COMMENTS (INC NON-SAFETY ITEMS)

- C1 There is an existing hump warning sign erected on the eastern side of Rue de L-Etau for the northbound approach to the raised table. This should be removed if the zebra crossing is installed.

19.08.2022 – Designer's response – comments noted. C2

WSP
June 2022

RUE DE L'ETAU CROSSINGS
Our Ref No.: 70070478-B03-RSA1_2_001
Government of Jersey



PARISH OF ST HELIER
INFRASTRUCTURE

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

Roads Committee Report

La Rue de l'Étau speed humps

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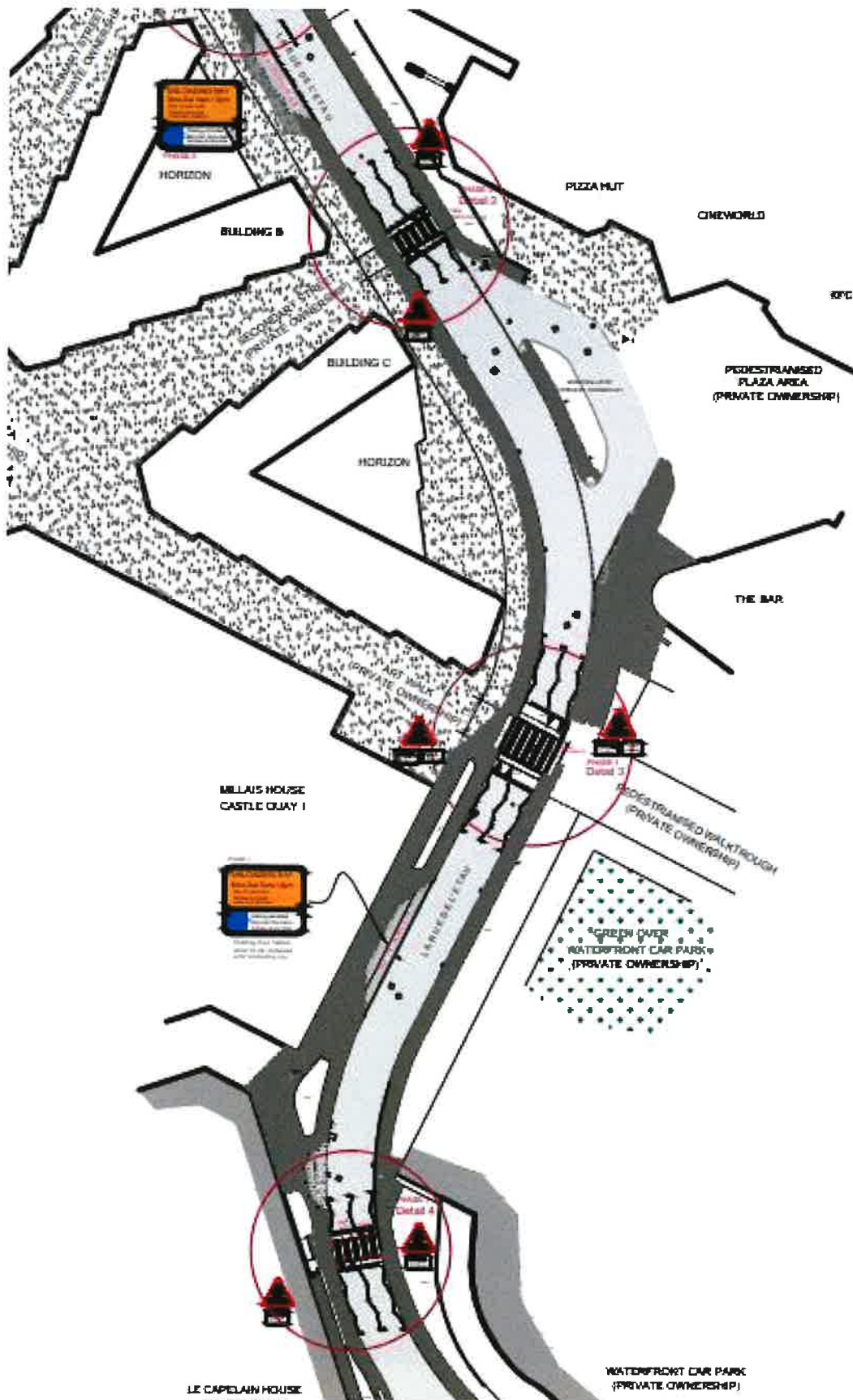
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Roads Committee Report

La Rue de l'Étau speed humps

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Appendix 2: Option 2, original design





PARISH OF ST HELIER INFRASTRUCTURE

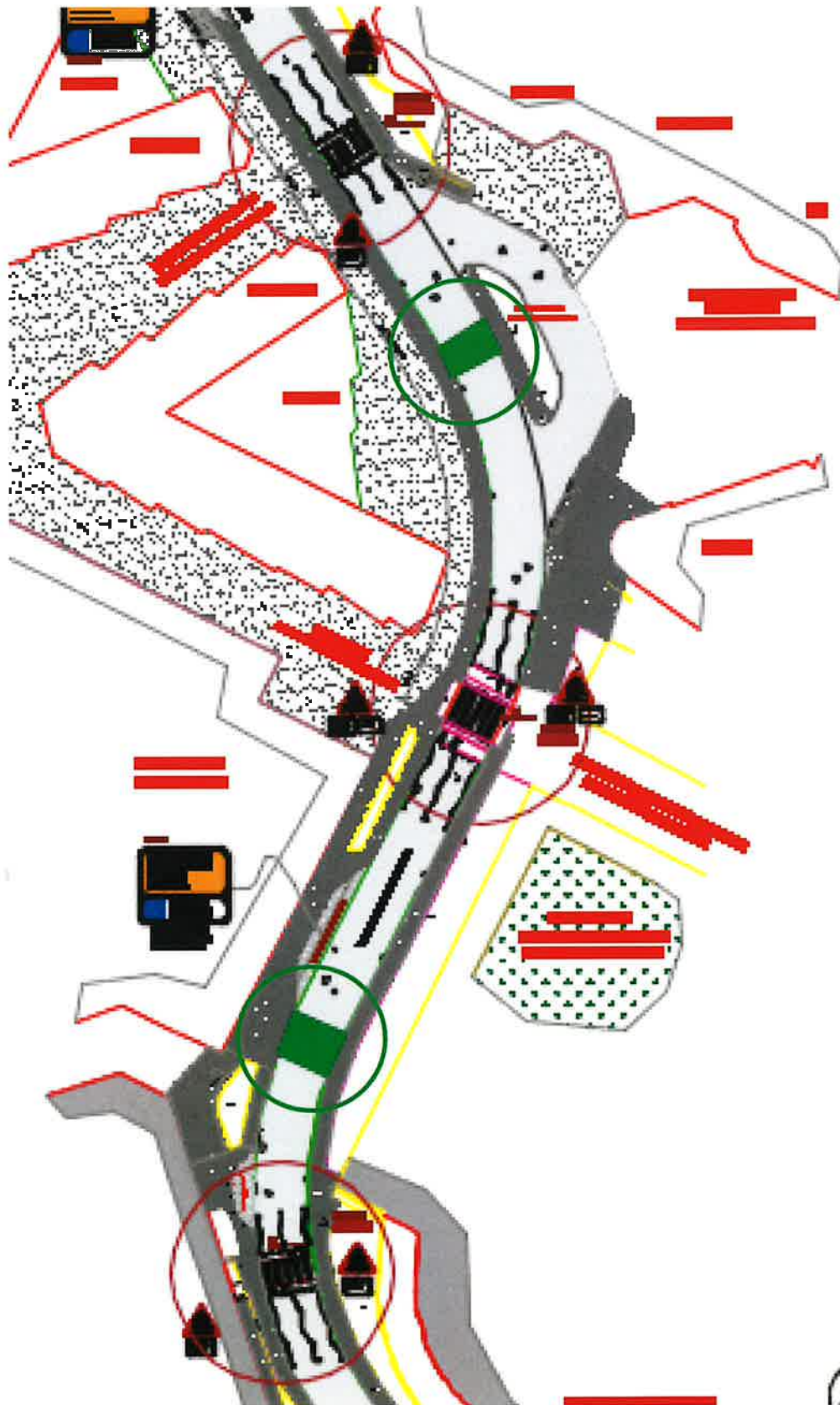
Town Hall, PO Box 50, St Helier, JERSEY, JE4 8PA

Roads Committee Report

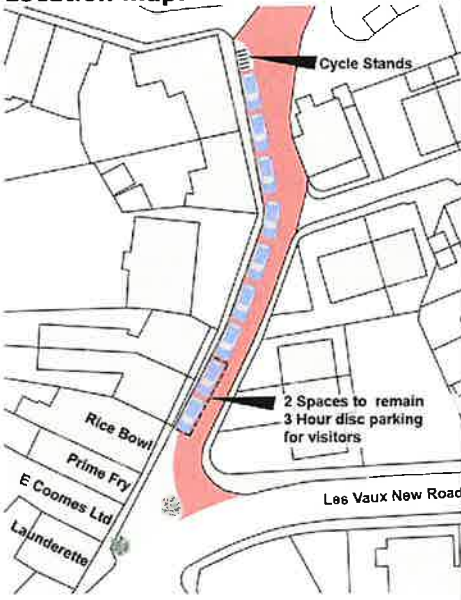
La Rue de l'Etai speed humps

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Appendix 3: If option1 is approved where the new humps would go if ANPR does not resolve (Shown green)





Date of request: March 2022	Road reference: 169
Address: Old Trinity Hill	Who reported name/status: Residents
Location map: 	
Details of request: The Parish received a petition from some residents on Old Trinity Hill requesting the parish to consider the introduction of a small RPZ scheme on the road. A consultation was undertaken in November 2023 to consider 7 RPZ spaces (leaving 2 visitors' spaces to the south) and placing some additional cycle parking to the north, please see plan in Appendix A .	
Collision record: (Latest 4 years) Awaiting States of Jersey Police	Traffic volume & speed (if available): (Date/location/volume and 85% percentile speed) None
Speed limit of road: 30mph currently but due to change to 20 as part of phase 2 speed reduction.	Officer dealing with request: André Sty
Safety Audit level: Not required.	Anticipated budget cost to implement: £4000
Funding:	
Programme: The Parish will be required to consult with the IHE Minister over this proposal and if successful the new zone will have to be written up by Law officers. From current experience with other ongoing requests it is likely to take 6 – 12 months to be added to legislation.	
Legislation: The Parish will be required to consultation with the IHE Minister.	Is additional report required? Not applicable



Will public consultation be required?

Public consultation is now closed, with 17 replies.

- 17 Replies
- 9 in support (*2 replies were relations within the same household*)
- 8 against

Please see the break down of replies in **Appendix B.**

It should be noted, one of those in support was strongly against the proposed cycle stands being located outside their property.

Request to be taken to Roads Committee:

February 2022

DRAFT



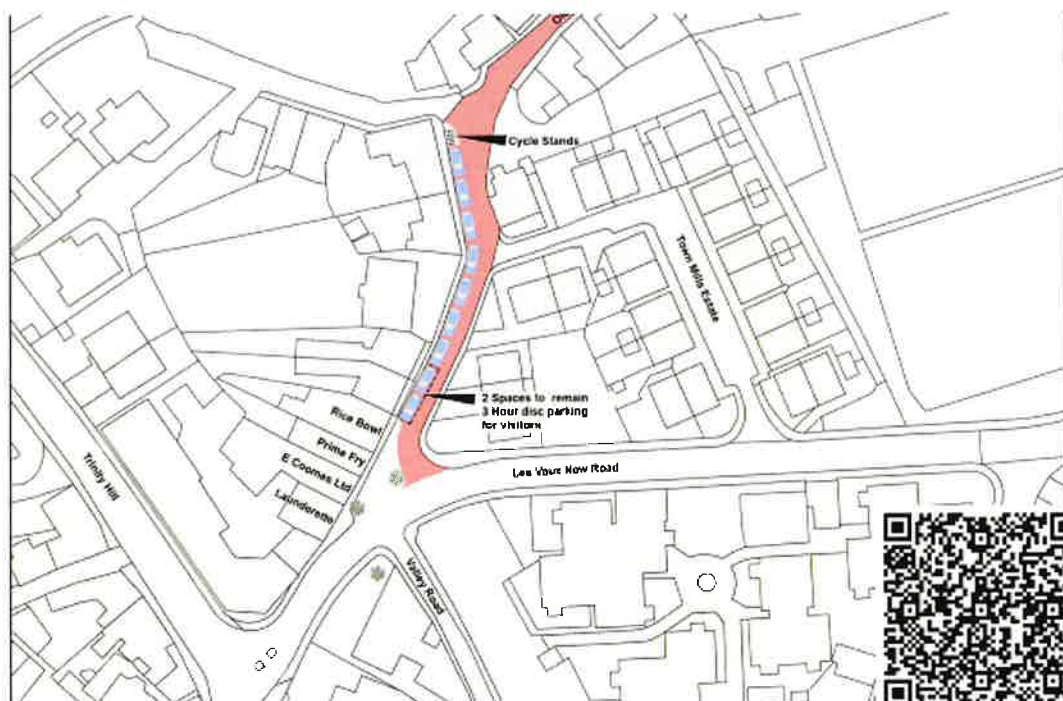
Appendix A – Consultation Notice



PROPOSED OLD TRINITY HILL RESIDENTS' PARKING ZONE

Residents of Old Trinity Hill have asked the Parish of St Helier to create a 'mini RPZ' similar to the one that has operated successfully for many years in Richmond Road. This will prioritise the limited amount of on-street parking for use by residents who have no other parking facilities, while maintaining the visitor parking spaces at the bottom of the street and providing some new cycle parking stands at the top.

The St Helier Roads Committee has approved the idea in principle and now residents in the area are being consulted to find out their views. You can have your say by completing the survey overleaf or scanning the QR code on this page and completing the survey online. Please let us have your views by 30 November. Thank you.



T: 01534 811811 E: townhall@sthelier.je



Appendix B – Consultation replies

	Address	Y/N	Comments
1	Old Trinity Hill	No	Parking is important on the street as there is little other parking nearby. It is currently difficult for residents and visitors to park, and 7 permit spaces will make this worse as it will limit parking to only 7 cars with permits. Currently cars park on yellow lines, we have daily issues with cars parking opposite our entrance at 56 making our entrance difficult to access. Who will police the parking? I'm expecting those without a permit will park illegally and make the road more difficult to park. Sign says it was requested by residents? This is first time we've been asked to comment, 55 and 60 are new to the area so knew their properties had no parking, 51 and 53 are moving shortly so it's not clear which residents would find permits helpful. At best the permits would be for evening parking only, leaving 3 hour zone during the day. We feel permits will only help 7 cars, everyone else in the area will be inconvenienced, including customers to the chip shop/laundrette at the bottom of the road. Residents who live on the road and without a permit will have no where to park. Please reconsider as this is not helpful to the majority of residents in the area. Thank you.
2	Le Vier Mont	Yes	I think this is a fantastic scheme for residents as it is becoming increasingly difficult to find parking as there is lots of large vans starting to block up the road, which less cars can park. Thanks for considering this scheme.
3	Le Vier Mont	Yes	With allocated spaces everyone knows where they stand, and will dissuade people parking cars on yellow lines, or builders "reserving" spaces by putting out cones in the current 3 hour zone
4	Balmoral Villas	No	Old Trinity Hill is also the parking area for residents on Trinity Road and Drury Lane. I agree with the proposal on the basis that residents at these addresses are also included in the proposal.
5		No	I live just by prime fry take away and i think this isnt good idea cose many people like me want to park disc zone and after everyone will struggle to find park isnt good for every people living here and also for the business here too cose will be crazy to park thanks.
6	Le Vier Mont	Yes	I agree with the residential parking being made available to local house holds, i strongly disagree with the bike rack directly outside my front door. Potentially causing issues and access to my property. Especially when there are so many other viable places for bike racks around the area
7	Le Vier Mont	Yes	
8	Le Vier Mont	Yes	
9	Beau vallon	Yes	Whilst more parking for residents is required, this has to be balanced with people driving into town. Currently it appears as tho if you live out of town you are given the privilege of congestion grown and causing emissions for town residents. Whereas those that live in town are forced not to have a vehicle, this preventing them from gaining other employment outside of st. Helier prior to moving out of st. Helier
10	Old Trinity Hill	Yes	Excellent idea - many people park outside who don't even live nearby and then walk into town! This leaves no space for residents in the area.
11	Buisness	No	To reduce surrounding parking spaces would significantly impact out business as a lot of our customers are elderly now.
12	Le Vier Mont	Yes	We've had so many commercial vehicles parking in the street. It should be resident parking and it should not be a short cut from trinity hill. We fully support this and look forward to it being implemented as soon as possible.
13		Yes	Please put it in place as soon as possible.
14	Business	No	Allowing this parking zone will cause more problems than it solves
15	Rigby Court	No	The public consultation seems to have been very low key, I wonder why? I only saw this because of the site notice, I am aware of other residents in the area who will not be aware of this proposals? we do not support this proposals as we have neighbours who do not have parking and can only park on Old Trinity Hill - there is no where else!. Our neighbors who have businesses, Chip shop, Chinese Takeaway, Bookies and Laundrette do not have parking their staff also park on Old Trinity Hill, where are they now supposed to park?, this proposals removes the parking altogether, you are only providing 2x 3 hours spaces this is a loss of 8 spaces. Yet during the day parking is available on Trinity Hill, I do not understand why this is needed. People who bought their houses without car parking chose to purchase their property without parking, which i am sure was reflected on the price they paid for their property why is it the Parish at the detriment of other parishioners providing subsidised parking for those very lucky to be offered a parking space because they live on the hill. This is totally wrong and hope it does not go forward. I am aware of a lady who lives on Old Trinity Hill already marketing her house for sale with an RPZ space on Old Trinity Hill.
16	Business	No	
17	Rigby Court	No	Not enough visitor parking, worried there will be nowhere for visiting family to park, does not feel there is a problem to fix, feels that the few requesting this are doing so to add value to their homes.



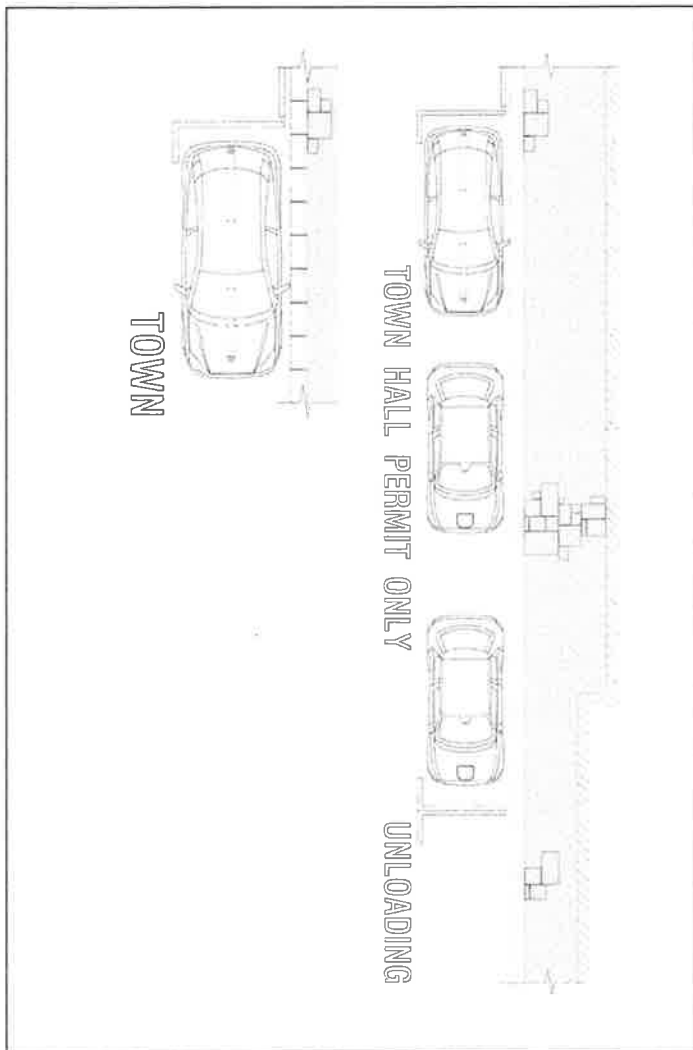
PARISH OF ST HELIER INFRASTRUCTURE

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

Roads Committee Report

Use of bollards for Town Hall's parking spaces
on Seale Street
Page 1 of 1

Date: 30 th January	Road reference & title of report: Seale Street
Address: Seale Street St Helier	Requested by: Constable
Brief introduction/summary: Town Hall allocated parking on Seale Street The Roads Committee is asked to note the introduction of a set of bollards to the parking spaces allocated to the Town Hall on Seale Street. The Town Hall has 3 parking spaces on Seale street which are regularly parked in by unauthorised vehicles. This behaviour continues even when enhanced parking enforcement measures are put in place. The impact is that Parish vehicles, contractors and/or visitors are regularly unable to park in these allocated parking spaces. In 2022, the Constable proposed the introduction of bollards to physically prevent unauthorised vehicles from parking in one of the 3 spaces allocated to the Town Hall. The intention is for this place to be allocated on a booking system with only a limited set of keys issued. This proposal does not require Roads Committee approval, but is for noting; equally the attached drawings are for information only.	





PARISH OF ST HELIER INFRASTRUCTURE

Town Hall, PO Box 50, St Helier, JERSEY, JE4 8PA
Email: infrastructure@sthelier.je • Tel: 01534 811811

Roads Committee: Policy

Embargo Policy

Page 1 of 7

Date approved and version of the Policy:

Issue date: 22/02/2023

Version: 1.0

Policy reference and title:

St Helier Summer / Christmas Scaffold Embargo

Policy background:

The St Helier Summer Embargo came into existence approximately 15 to 20 years ago. The reason for the embargo was to improve the appearance of St Helier for the tourist season by limiting scaffolding and major road / construction works.

The summer embargo was split into 2 separate embargos. The first is from the 1st May to 1st October and second from 1st July – 1st September.

The Christmas Embargo has no specific dates but again this is to ensure St Helier looks its best during the busy festive period and not hindering the instalment and switch on of the Christmas lights.

Scope of Policy Change :

Since the Embargo came into play, St Helier has changed and grown. A lot of roads on the embargo list were specified due to proximity of a nearby hotel, protecting areas from unsightly scaffolding for tourists visiting the island. A significant number of these hotels have now been developed into other uses or no longer exist, raising the question as to whether the embargo needs to be in place in these areas.

The embargo as it stands is confusing for contractors and property owners alike, there appears to be minimal reasoning as to why one street falls within the earlier embargo and the next street could be in a different one. There are numerous streets that lead on to one another that have differing embargo periods e.g. David Place, Belmont Road

The new proposed embargo list (Shown on the next page) cuts the embargo down to 1 embargo period instead of 2, to simplify the embargo and the overlapping of the periods

The department proposes to reduce the embargo list by 40 Streets, with the following being removed :

Brooklyn Street	Kensington Place	Patriotic Place
Cannon Street	Kensington Street	Patriotic Street
Charles Street	La Petite Rue Du Val Plaisant	Pier Road
Clarence Road	Le Geyt Street	Springfield Road
Commercial Street	Lempriere Street	St Aubins Road
Devonshire Place	Midvale Road	St Clements Road
Dongola Road	Mont Millais	St James Street
Duhamel Place	Newgate Street	St Johns Road
Duhamel Street	Old Don road	St Saviours Road
Elizabeth Lane	Old Trinity Hill	Trinity Hill
Francis Street	Oxford road	Trinity Road
Hilary Street	Palmyra Road	Val Plaisant
Hue Street N&S	Parade Road	
Janvrin Road N&S	Paris Lane	

The 40 roads listed above have been selected as they are outside of the main central shopping areas and mainly comprise of residential properties.

The precinct areas would of course remain as these are the busiest areas for locals and tourists alike.

The department proposes that the new embargo dates would be from 1st June – 1st September.



PARISH OF ST HELIER INFRASTRUCTURE

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Roads Committee: Policy

Embargo Policy

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Justification:

Every year the Infrastructure department has to deal with multiple complaints from business owners and residents in St Helier because they cannot undertake work on their properties or businesses due to the embargo.

The nature of the work requiring a scaffold is typically roofing work, decoration or window repair / replacement, all of which are essential for the safety and ongoing maintenance and soundness of any property. All such tasks require good weather; roofs cannot be replaced in wet weather without causing further damage and decoration must be undertaken in dry periods and within a certain temperature range to ensure products dry & cure.

Currently the longest / strict embargo restricts any of these works being performed for 5 summer months (with optimum dry periods and ambient temperature), leaving a very short spring window to get works done and puts strain on the industries as a large number of properties require these works all at the same time. Appendix 3 references some of the complaints received in writing regarding this issue.

If we take King Street as an example, the current embargo runs from 1st May through to the 1st October (153 days) with additional scaffold restrictions placed for the Christmas lights & parades from around 6th November to the 1st January (56 days). This leaves this area under embargo for a total of 209 days of the year.

Exemptions to the embargo are considered by the department and are typically provided for emergency works to be performed if they are a risk to property users, pedestrians or detrimental to the integrity of the building. We receive numerous requests to extend permits into the embargo period due to limitations on projects due to the weather etc.

Impact of policy change:

It is anticipated that the reduction of the embargo period will make it easier for St Helier property owners to get necessary works performed on their properties, without making a works lottery. Currently due to contractor shortages (both scaffold & decorating companies) there is a finite number of projects that can be performed prior to the May embargo period beginning.

The single summer embargo period policy will make things clearer to contractors as well as giving an additional 9 weeks opportunity to have works performed on St Helier properties.

With a shorter embargo period it is hoped that there isn't the surge of permits issued for the beginning of October in the key shopping areas of St Helier yet still protecting the principal areas during the height of summer.

The reduction of the number of roads under embargo, reflects the changing nature of the St Helier landscape and allows residential property owners to prioritise maintenance of properties without restriction by an outdated policy.



PARISH OF ST HELIER INFRASTRUCTURE

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Roads Committee: Policy Embargo Policy Page 3 of 7

Appendix 1: Current Embargo List

001	(20)	ALBERT STREET	(20)	DAVID PLACE	(20)	LA COLOMBIERE	(20)	LA RUE DES CÔTILS
002	(20)	ANLEY STREET	(20)	DEVONSHIRE LANE	(20)	LA FREDÉE LANE	(20)	LA RUE DES MIELLES
003	(20)	ANN PLACE	(20)	DEVONSHIRE PLACE	(20)	LA GRANDE ROUTE DU MONT A L'ABBÉ	(20)	LA RUE DU VIEUX MOULIN
004	(20)	ANN STREET	(20)	DON ROAD	(20)	LA GRANDE ROUTE DE ST JEAN	(20)	LA RUE DE POOTHRE
005	(20)	APLEY ROAD	(20)	DON STREET	(20)	LA MOTTE STREET	(20)	LA RUE DE TRACHY
006	(20)	AQUILA ROAD	(20)	DONGOLA ROAD	(20)	LA PETITE RUE DU VAL PLAISANT	(20)	LA RUE DE TRACHY
007	(20)	BAL MORAL DRIVE	(20)	DORSET LANE	(20)	LA PETITE RUE DU VAL PLAISANT	(20)	LA RUE DE TRACHY
008	(20)	BATH STREET	(20)	DORSET STREET	(20)	LA PETITE RUE DU VAL PLAISANT	(20)	LA RUE DE TRACHY
009	(20)	BEECHFIELD LANE	(20)	DRURY LANE	(20)	LA ROUTE DE LA LIBERATION	(20)	LA RUE DE TRACHY
010	(20)	BELLOZANNE ROAD	(20)	DUHAMEL PLACE	(20)	LA ROUTE DE LA LIBERATION	(20)	LA RUE DE TRACHY
011	(20)	BELLOZANNE VALLEY	(20)	DUHAMEL STREET	(20)	LA ROUTE DE LA LIBERATION	(20)	LA RUE DE TRACHY
012	(20)	BELMONT GARDENS	(20)	DUMARESCQ STREET	(20)	LA ROUTE DE LA LIBERATION	(20)	LA RUE DE TRACHY
013	(20)	BELMONT PLACE	(20)	DUMARESCQ STREET	(20)	LA ROUTE DE LA LIBERATION	(20)	LA RUE DE TRACHY
014	(20)	BELMONT ROAD	(20)	ELIZABETH PLACE	(20)	LA ROUTE DE LA LIBERATION	(20)	LA RUE DE TRACHY
015	(20)	BEEFORD STREET	(20)	ESPLANADE	(20)	LA ROUTE DE LA LIBERATION	(20)	LA RUE DE TRACHY
016	(20)	BOND STREET	(20)	FAIRLEY'S LANE	(20)	LA ROUTE DE LA LIBERATION	(20)	LA RUE DE TRACHY
017	(20)	BRIGHTON LANE	(20)	FERN VALLEY	(20)	LA ROUTE DE LA LIBERATION	(20)	LA RUE DE TRACHY
018	(20)	BRIGHTON ROAD	(20)	FOUNTAIN LANE	(20)	LA ROUTE DE LA LIBERATION	(20)	LA RUE DE TRACHY
019	(20)	BROAD STREET	(20)	FRANCIS STREET	(20)	LA ROUTE DE LA LIBERATION	(20)	LA RUE DE TRACHY
020	(20)	BROOK STREET	(20)	PATRICK FREELEY LANE	(20)	LA ROUTE DE LA LIBERATION	(20)	LA RUE DE TRACHY
021	(20)	BROOKLYN STREET	(20)	GARDEN LANE	(20)	LA ROUTE DE LA LIBERATION	(20)	LA RUE DE TRACHY
022	(20)	BURRARD STREET	(20)	GAS PLACE	(20)	LA ROUTE DE LA LIBERATION	(20)	LA RUE DE TRACHY
023	(20)	BYRON LANE	(20)	GLoucester STREET (west)	(20)	LA ROUTE DE LA LIBERATION	(20)	LA RUE DE TRACHY
024	(20)	BYRON ROAD	(20)	GLoucester STREET (East)	(20)	LA ROUTE DE LA LIBERATION	(20)	LA RUE DE TRACHY
025	(20)	CALEDONIA PLACE	(20)	GRANDS VAUX	(20)	LA ROUTE DE LA LIBERATION	(20)	LA RUE DE TRACHY
026	(20)	CANNON STREET	(20)	GREAT UNION ROAD	(20)	LA ROUTE DE LA LIBERATION	(20)	LA RUE DE TRACHY
027	(20)	CASTLE STREET	(20)	GREAT UNION STREET	(20)	LA ROUTE DE LA LIBERATION	(20)	LA RUE DE TRACHY
028	(20)	CATTLE STREET	(20)	GREEN STREET	(20)	LA ROUTE DE LA LIBERATION	(20)	LA RUE DE TRACHY
029	(20)	CHAPEL LANE	(20)	GROSVENOR STREET	(20)	LA ROUTE DE LA LIBERATION	(20)	LA RUE DE TRACHY
030	(20)	CHARING CROSS	(20)	GROVE STREET	(20)	LA ROUTE DE LA LIBERATION	(20)	LA RUE DE TRACHY
031	(20)	CHARLES STREET	(20)	HALKETT PLACE (NORTH)	(20)	LA ROUTE DE LA LIBERATION	(20)	LA RUE DE TRACHY
032	(20)	CHEAPSIDE	(20)	HALKETT PLACE (SOUTH)	(20)	LA ROUTE DE LA LIBERATION	(20)	LA RUE DE TRACHY
033	(20)	CHEVALIER ROAD	(20)	HALVETT STREET	(20)	LA ROUTE DE LA LIBERATION	(20)	LA RUE DE TRACHY
034	(20)	CHURCH STREET	(20)	HANSFORD LANE	(20)	LA ROUTE DE LA LIBERATION	(20)	LA RUE DE TRACHY
035	(20)	CLAIRVALE ROAD	(20)	HASTINGS LANE	(20)	LA ROUTE DE LA LIBERATION	(20)	LA RUE DE TRACHY
036	(20)	CLAIRVALE CUT	(20)	HASTINGS ROAD	(20)	LA ROUTE DE LA LIBERATION	(20)	LA RUE DE TRACHY
037	(20)	CLARE STREET	(20)	HAVRE DES PAS	(20)	LA ROUTE DE LA LIBERATION	(20)	LA RUE DE TRACHY
038	(20)	CLAREMONT ROAD	(20)	HAVRE DES PAS GARDENS	(20)	LA ROUTE DE LA LIBERATION	(20)	LA RUE DE TRACHY
039	(20)	CLARENCE ROAD	(20)	HIGHVIEW LANE	(20)	LA ROUTE DE LA LIBERATION	(20)	LA RUE DE TRACHY
040	(20)	CLARENDON ROAD	(20)	HILARY STREET	(20)	LA ROUTE DE LA LIBERATION	(20)	LA RUE DE TRACHY
041	(20)	CLARKE AVENUE	(20)	HILGROVE STREET	(20)	LA ROUTE DE LA LIBERATION	(20)	LA RUE DE TRACHY
042	(20)	CLEARVIEW STREET	(20)	HILL STREET	(20)	LA ROUTE DE LA LIBERATION	(20)	LA RUE DE TRACHY
043	(20)	CLEVELAND AVENUE	(20)	HILL STREET	(20)	LA ROUTE DE LA LIBERATION	(20)	LA RUE DE TRACHY
044	(20)	CLEVELAND ROAD	(20)	HILL STREET	(20)	LA ROUTE DE LA LIBERATION	(20)	LA RUE DE TRACHY
045	(20)	CLOS ST ANDRE	(20)	HILL STREET	(20)	LA ROUTE DE LA LIBERATION	(20)	LA RUE DE TRACHY
046	(20)	CLUBLEY ESTATE	(20)	HILL STREET	(20)	LA ROUTE DE LA LIBERATION	(20)	LA RUE DE TRACHY
047	(20)	COLLEGE HILL	(20)	HILL STREET	(20)	LA ROUTE DE LA LIBERATION	(20)	LA RUE DE TRACHY
048	(20)	COLUMBUS STREET	(20)	HILL STREET	(20)	LA ROUTE DE LA LIBERATION	(20)	LA RUE DE TRACHY
049	(20)	COMMERCIAL BUILDINGS	(20)	HILL STREET	(20)	LA ROUTE DE LA LIBERATION	(20)	LA RUE DE TRACHY
050	(20)	COMMERCIAL STREET	(20)	HILL STREET	(20)	LA ROUTE DE LA LIBERATION	(20)	LA RUE DE TRACHY
051	(20)	COMMON LANE	(20)	HILL STREET	(20)	LA ROUTE DE LA LIBERATION	(20)	LA RUE DE TRACHY
052	(20)	CONWAY STREET	(20)	HILL STREET	(20)	LA ROUTE DE LA LIBERATION	(20)	LA RUE DE TRACHY
053	(20)	CORBY STREET	(20)	HILL STREET	(20)	LA ROUTE DE LA LIBERATION	(20)	LA RUE DE TRACHY
054	(20)	CROFTON LANE	(20)	HILL STREET	(20)	LA ROUTE DE LA LIBERATION	(20)	LA RUE DE TRACHY
055	(20)	CROFTON ROAD	(20)	HILL STREET	(20)	LA ROUTE DE LA LIBERATION	(20)	LA RUE DE TRACHY
056	(20)	D'Auvergne LANE	(20)	HILL STREET	(20)	LA ROUTE DE LA LIBERATION	(20)	LA RUE DE TRACHY



Embargo Policy
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Appendix 2: Proposed Embargo List

001	(20)	ALBERT STREET	007	(20)	*DAVID PLACE	112	(20)	*LA COLOMBIERE	162	(15)	OAKLANDS LANE	217	(15)	LA RUE DES CÔTILS
002	(20)	ANLEY STREET	008	(20)	DEVONSHIRE LANE	113	(15)	LA FREED LANE	163	(30)	OLD DON ROAD	218	(20)	LA RUE DES MIELLES
003	(20)	*ANN PLACE	009	(20)	*DEVONSHIRE PLACE	114	(15)	LA GRANDE ROUTE DU MONT A L'ABBÉ	164	(20)	OLD STREET			RUE DU VIEUX MOULIN
004	(20)	ANN STREET	060	(30)	*DON ROAD	115	(30)	*LA GRANDE ROUTE DE ST JEAN	165	(20)	OLD MONT COCHON	219	(30)	LA RUE DE PODÈRE
005	(20)	APLEY ROAD	061	(20)	DON STREET	116	(20)	*LA MOTTE STREET	166	(30)	OLD ST ANDREWS ROAD	220	(20)	LA RUE DE TRACHY
006	(20)	AQUILA ROAD	062	(30)	DONGOLA ROAD	117	(30)	*LA PETITE RUE DU VAL PLAISANT	167	(30)	OLD ST JAMES PLACE	221	(30)	LA RUETTE DES PARCOYS
007	(30)	BALMORAL DRIVE	063	(20)	DORSET LANE	118	(30)	LA POUQUELANE	168	(20)	OLD ST JOHNS ROAD	222	(15)	LA RUETTE PINEL
008	(30)	*BATH STREET	064	(20)	DORSET STREET	118a	P	LA RACOURCHE	169	(20)	OLD TRINITY HILL	223	(20)	SAND STREET
009	(30)	BEECHFIELD LANE	065	(30)	DRURY LANE	119	(30)	*LA ROUTE DE LA LIBERATION	170	(20)	OXFORD ROAD	224	(20)	SAVILLE STREET
010	(30)	BELLOZZANNE ROAD	066	(20)	DUHAMEL STREET	120	(30)	*LA ROUTE DE VEUILLE	171	(20)	PALMIRA ROAD	225	(30)	SEAFIELD AVENUE
011	(30)	*BELLOZZANNE VALLEY	067	(20)	DUHAMEL STREET	121	(30)	*LA ROUTE DU FORT	172	(20)	PARADE ROAD	226	(20)	SEALE STREET
012	(20)	BELMONT GARDENS	068	(30)	*DUIMARESQ STREET	122	(30)	*LA ROUTE DU PORT ELIZABETH	173	(20)	PARADE (EASTERN)	227	(20)	SEATON PLACE
013	(20)	BELMONT PLACE	069	(30)	ELIZABETH LANE	123	(15)	LA ROUTE DES PETITS CAMPS	174	(20)	*PARADE (WESTERN)	228	(20)	SIMON PLACE
014	(20)	BELMONT ROAD	070	(30)	*ELIZABETH PLACE	124	(15)	LA ROUTE DU PETIT CLOS	175	(30)	PARIS LANE	229	(20)	*SNOW HILL
015	(20)	*BERESFORD STREET	071	(30)	*ESPINARDE	125	(30)	*LA RUE LE MASURIER	176	(20)	PATRIOTIC PLACE	230	(30)	SOUTH HILL
016	(20)	BOND STREET	072	(15)	FARNLEY'S LANE	126	(30)	*LA RUE DE CARTERET	177	(20)	PATRIOTIC STREET	231	(30)	*SPRINGFIELD ROAD
017	(20)	BRIGHTON LANE	073	(30)	FERN VALLEY	126a	(30)	LA RUE DE L'ETAU	178	(20)	PATN STREET	232	(30)	ST ANDREWS ROAD
018	(20)	BRIGHTON ROAD	074	(30)	FOUNTAIN LANE	128	(30)	LA RUE DE MON SEJOUR	179	(20)	PEIRSON ROAD	233	(30)	*ST ALBINS ROAD
019	(20)	*BROAD STREET	075	(30)	*FRANCIS STREET	128a	(30)	LA RUE DE GEORGE DESLANDES	180	(20)	PEIRSON PLACE	234	(30)	*ST CLEMENTS ROAD
020	(20)	BROOK STREET	076	(30)	PATRICK FREELLY LANE	129	(30)	*LA RUE GEORGE DESLANDES	181	(30)	PEN-Y-CRAIG	235	(30)	*ST JAMES STREET
021	(20)	BROOKLYN STREET	077	(20)	GARDEN LANE	130	(30)	*LA RUE GOSSET	182	(20)	PETER STREET	236	(30)	*ST JOHNS ROAD
022	(20)	*BURKARD STREET	078	(20)	GAS PLACE	131	(30)	*LA RUE MATTHEW VALPY	183	(20)	PHILIP'S STREET	237	(20)	ST MARKS LANE
023	(20)	BYRON LANE	079	(30)	*GLOUCESTER STREET (west)	132	(30)	*LA RUE PHILLIP DURELL	184	(30)	*PIER ROAD	238	(20)	*ST MARKS ROAD
024	(20)	BYRON ROAD	080	(20)	*GLOUCESTER STREET (east)	133	(15)	LA RUE L'EAUCLUSE	185	P	PITT STREET	239	(30)	*ST SAVOIRS ROAD
025	(20)	*CALEDONIA PLACE	081	(20)	GRANDS VAUX	133a	(30)	LE BRETON LANE	186	(30)	*PLEASANT STREET	240	(15)	STAFFORD LANE
026	(20)	*CANNON STREET	082	(20)	GREAT UNION ROAD	134	(30)	LE CLOS VAZE	187	(20)	POMONA LANE	241	(20)	*STOPFORD ROAD
027	(20)	*CASTLE STREET	083	(20)	GREAT UNION STREET	135	(20)	LE GEY STREET (NORTH)	187a	(20)	POMONA ROAD	242	(30)	TOWER ROAD
028	(20)	CATTLE STREET	084	(20)	*GREEN STREET	135a	(20)	*LE GEY STREET (SOUTH)	188	(20)	POONAH ROAD	243	(30)	*TRINITY HILL
029	(30)	CHAPEL LANE	085	(20)	*GRENVILLE STREET	136	(30)	*LE QUAI AUX MARCHANDS	189	(20)	POONAH LANE	244	(30)	*TRINITY ROAD
030	(20)	*CHARING CROSS	086	(30)	GROSVENOR STREET	137	(15)	*LE QUAI D'AUVERGNE	190	(20)	PROVIDENCE STREET	245	(20)	TRINITY ROAD (Part Parish)
031	(20)	CHARLES STREET	087	(20)	GROVE STREET	138	(20)	*LEMPRIERE STREET	191	(30)	QUEEN'S AVENUE	246	(20)	TUNNELL STREET
032	(30)	*CHEAPSIDE	088	(20)	HALKETT PLACE (NORTH)	139	(15)	LES RUISSEAUX	192	(30)	QUEEN'S LANE	246	(30)	TWNEVILLE LANE
033	(20)	CHEVALIER ROAD	089	(20)	*HALKETT PLACE (SOUTH)	140	(30)	LES VAUX NEW ROAD	193	(30)	*QUEEN'S ROAD	247	(30)	UNDERCLIFFE ROAD
034	(20)	CHURCH STREET	090	(20)	P HALKETT STREET	141	(20)	LEWIS STREET	194	P	*QUEEN STREET	248	(20)	*UNION STREET
035	(20)	CLAIRVALE ROAD	091	(30)	HANSFORD LANE	142	(20)	LIBRARY PLACE	195	(30)	RALEIGH AVENUE	249	(30)	UPPER CLARESDON ROAD
036	(20)	CLAIRVALE CUT	092	(20)	HASTINGS LANE	143	(20)	LOWER KINGS CLIFF	196	(30)	RALEIGH LANE	250	(30)	UPPER KINGS CLIFF
037	(20)	CLARE STREET	093	(20)	*HASTINGS ROAD	144	(30)	MANOR PARK ROAD	197	(20)	REGENT ROAD	251	(30)	UPPER MIDVALE ROAD
038	(30)	CLAREMONT ROAD	094	(20)	*HAVER DES PAS	145	(20)	MARKEET ROAD	198	(30)	RICHMOND ROAD	252	(20)	*VAL PLAISANT
039	(30)	*CLARENCE ROAD	095	(20)	HAYRE DES PAS GARDENS	146	P	*MARKET STREET	199	(30)	LA RUE LLE DE RAUVET	253	(15)	VALLEE DES VAUX
040	(20)	CLARENDON ROAD	096	(15)	HIGHVIEW LANE	147	(20)	*MIDVALE ROAD	200	(20)	ROBIN PLACE	254	(30)	VALLEY ROAD
041	(15)	*CLARE AVENUE	097	(20)	HILARY STREET	148	(20)	*MINDEN PLACE	201	(20)	RODNEY AVENUE	255	(20)	VAUXHALL STREET
042	(20)	CLAREVIEW STREET	098	(20)	HILGROVE STREET	149	(20)	*MINDEN STREET	202	(20)	*ROSEVILLE STREET (NORTH)	256	(40)	*VICTORIA AVENUE
043	(20)	CLEVELAND AVENUE	099	(20)	*HILL STREET	150	(30)	*MONT COCHON	203	(20)	*ROSEVILLE STREET (SOUTH)	257	(20)	*VICTORIA STREET
044	(20)	CLEVELAND ROAD	100	(20)	HOPE STREET	151	(30)	*MONT MILLAIS	204	(30)	*ROUGE BOULLON	258	(20)	VINE STREET
045	(30)	CLOS ST ANDRE	101	(20)	*HUE STREET (NORTH)	152	(15)	*MONT NERON	205	(30)	ROUSSEL STREET	259	(20)	WATERLOO STREET
046	(30)	CLUBLEY ESTATE	102	(20)	*HUE STREET (SOUTH)	153	(20)	*MONT PINEL	206	(15)	LA ROUTE DE LA ROULERIE	260	P	*WEIGHBRIDGE PLACE
047	(30)	COLLEGE HILL	103	(20)	INGOUILLE LANE	154	(30)	*MOUNT BINGHAM	207	(30)	*LA ROUTE ES NOUAUX	261	(15)	WELL LANE
048	(20)	COLUMBUS STREET	104	(30)	INGOUILLE PLACE	155	(20)	*MOUNT CASTLE STREET	208	(30)	ROYAL CRESCENT (PART POSH)	262	(20)	WESLEY STREET
049	(30)	*COMMERCIAL BUILDINGS	105	(20)	*JANVRIN ROAD (NORTH)	156	(20)	*MUSEUM STREET	209	(30)	*LA RUE DE L'EST	263	(30)	WEST HILL
050	(20)	COMMERCIAL STREET	106	(20)	JANVRIN ROAD (SOUTH)	157	(20)	WELSON AVENUE	210	(15)	LA RUE DE MAUPERTUIS	264	(30)	WEST PARK AVENUE
051	(20)	COMMON LANE	107	(20)	JOURNEAUX STREET	157a	(20)	NELSON STREET	211	(15)	LA RUE FLQUET	265	(30)	WESTMOUNT ROAD
052	(20)	*CONWAY STREET	108	(20)	*KENNINGTON PLACE	158	(20)	NEWCASTLE STREET	212	(30)	*LA RUETTE HAGUAIS	266	(20)	WHARF STREET
053	(20)	CRAIG STREET	109	P	*KENNINGTON STREET	159	(20)	*NEWGATE STREET	213	(30)	LA RUE DE LA CROISERIE	267	(20)	WINCHESTER STREET
054	(20)	CROYDON LANE	110	(20)	*KING STREET	160	(20)	*NEW STREET	214	(15)	LA RUE DE LA HAUTEUR	268	(20)	WINDSOR ROAD
055	(20)	CROYDON ROAD	111	(20)	*L'AVENUE ET DOLMEN DU PRÉ DES LUMIERES	161	(30)	*NEW ST JAMES PLACE	215	(30)	LA RUE DES ARBRES	269	(20)	*YORK STREET
056	(20)	D'AUVERGNE LANE			LA CHASSE				216	(30)	LA RUE DES CANONS			



PARISH OF ST HELIER INFRASTRUCTURE

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Appendix 3: Supporting statements

Dear Anthony,

Following our recent telephone conversation, please could you request an extension to our scaffolding permit, should the weather be inclement in April 2023?

I have been trying to get our grade 3 listed building painted for the last 3 years but have had to cancel our allocated slot with the scaffolders and decorator each time due to rainy weather. Our tradesmen were scheduled to start on 10th October, but both have been delayed (due to dire staff shortages) until November, so we have missed the good weather. It's really frustrating that we have had such a dry Summer which would have been a perfect time to paint our property. We need at least a 7 day run of dry weather so that the decorator can prepare and fill various surfaces then apply the gloss work to the barley twist downpipes and the woodwork as any dampness would ruin the finish. We have to keep to these paint choices listed in the deeds, as No 8 Burrard Street, matches, No 9 and No 10.

I understand that the rule, (that scaffolding should be erected from 1st October and taken down by 1st May in St. Helier) was made years ago when we had a flourishing tourism industry. Sadly nowadays we don't have so many tourists and they tend to visit during the Summer holidays from July to September. Our building is beginning to look really shabby which is not a good look for St. Helier. To make matters worst, every year I have to cancel the tradesmen, they put up their prices as they have too much work on, so they don't really mind if they loose this project.

I have now booked the exterior decoration work to start on 3rd April 2023 (Scaffolding to be put up in March). If the weather is bad, please could the permit be extended into May/June)? We would endeavour to carry out the work as soon as possible as we don't want to upset our tenant, (who is a hairdresser) and we will get charged more for the scaffolding, the longer it is up. I'm sure you will agree with me that although Burrard Street is a busy road for cars, it's not a shopping destination for tourists like King Street is, as it's very much a secondary location.

Please could you also let me know whether we need a parking permit for the scaffolding to be unloaded as there is a large unloading bay directly outside 8 Burrard Street?

It would be really helpful if we could get this law restricting scaffolding to be changed, so we could at least have some of the Summer to have our properties painted. It would also be beneficial to the building industry, as they would be able to spread out their workload. The scaffolder explained to me that everyone wants scaffolding for 1st October and for it to be taken down by 1st May in town. I also have the same problem with 24, Hilgrove Street, but our builder is handling this application. We are trying to keep our lovely old properties in St. Helier looking smart, but we can't paint damp buildings.

I look forward to hearing from you,

With kind regards,

--

The scaffold is needed to carry out this work safely and would then be used to complete the decoration before being dropped.

I appreciate that you receive several requests for scaffold works during the embargo and under normal circumstances we would not request an exemption, but in this instance, we are trying to ensure that we have addressed the water ingress issue before the weather changes which will make any remedial work far more difficult.

The decoration work in this instance is a secondary issue but to provide value for money we do not wish to install a scaffold to carry out an essential repair then remove and re-erect to carry out a cyclical decoration.

--

Thank you for your time yesterday to meet on site and discuss the logistics of our proposed works.

As requested I enclose our previous correspondence.



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As explained, the scope of works is to address high level roof line repairs to the courtyard section of the Foot buildings. The Trust have urgent repairs to remedy slipped slates [a safety issue for the tenants] and water ingress in winter periods for gutters, correctly sized as bye-law, that are struggling with rainfall in the winter, leading to water ingress into the refurbished properties.

The logistics of access require that a scaffold is erected on Dumaesq street to a first floor window, to then feed the courtyard materials in, through the kitchen of one of the apartments to then erect a varied scaffold within the courtyard.

Once in place we will need to survey special angles on the gutters and have them made in the UK for transfer to Jersey, the rear of the buildings will be decorated and the gutters removed and replaced for larger alternatives.

The time required to erect the access tower and then feed/service the courtyard is most likely more than one day's work and the Dumaesq scaffold will be based into the roadside gutter. Restricted working would mean this may need to be done over two Sundays and then again upon removal.

The exterior and gables of the buildings need similar redecoration and it was hoped that we could either run Dumaesq Street in parallel or immediately after.

We recognise for safety we need to close that section of the Road and that as previously agreed with Tom this is Sunday work.

We would then segway into Pitt street during October trying to catch the last of the drier weather.

We write to further clarify our request and seek confirmation of : -

1. Approval to close the road and a permit to erect a temporary scaffold tower [for 1-2 weekends] to service the courtyard and upon completion erect the planned Dumaesq Street scaffold approx 4 weeks later.
2. Approval to close the road and a permit to erect the full Dumaesq street scaffold and from there stage the courtyard scaffold erection over a 4-6 week period.

Both options enable us to undertake essential repairs during the current dry period.

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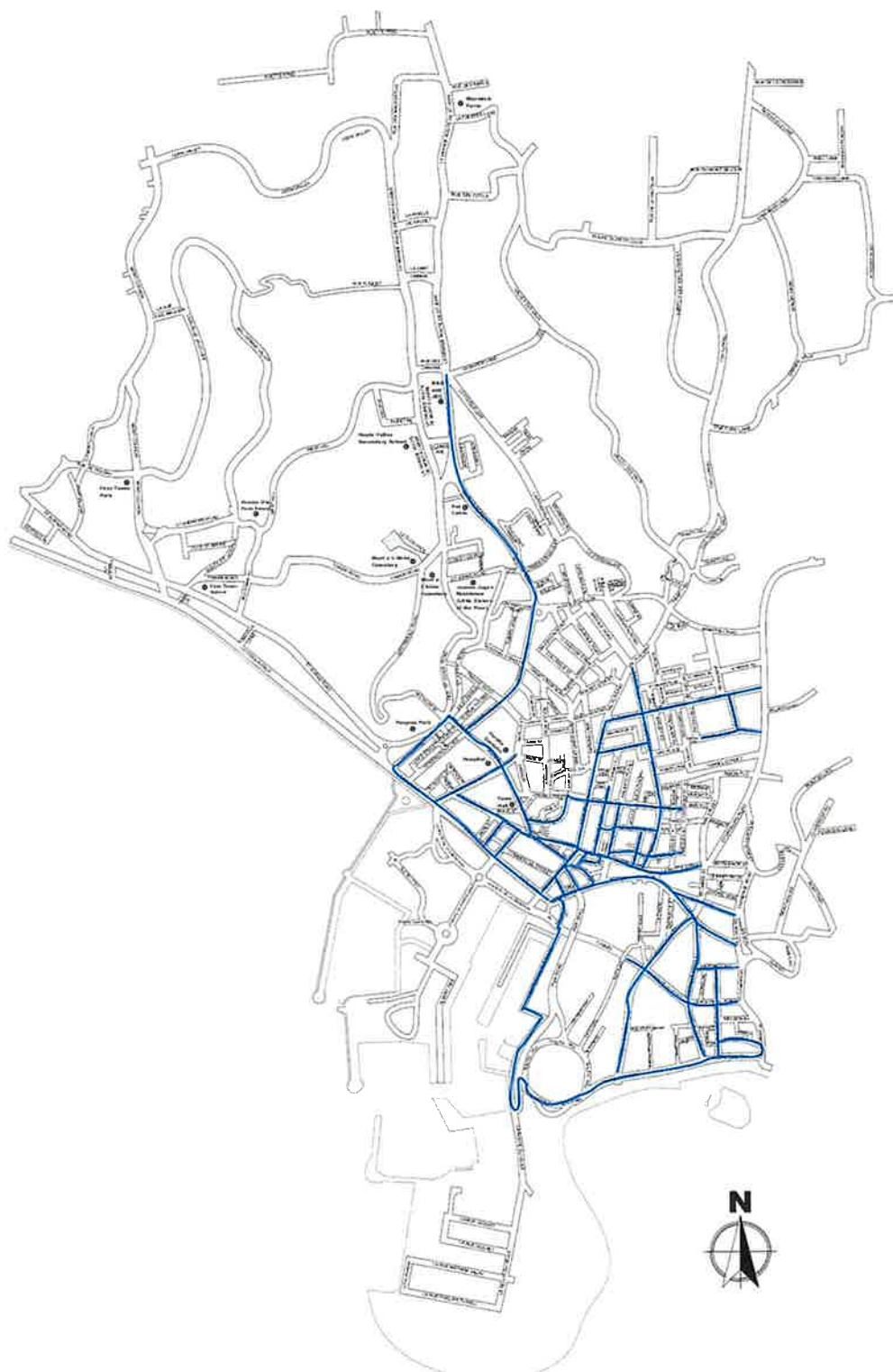
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Appendix 4: Proposed Embargo Map



Review date:

This Policy will be reviewed on a yearly basis.

Policy implementation date:

01 January 2023

1. Somerset Lodge, Somerset Place, The Parade, St Helier, JE2 3QH <i>Change of use of first floor from retail to 1No. two-bed residential unit.</i> The Roads Committee has examined plans for the above submission and comments as follows:- 1. Committee notes this application is for a change of use of the existing first-floor retail unit into a 1 no. two-bed residential unit. On the ground floor, the retail unit will remain though with some alterations to the staircase for access to the proposed new flat. There is no cycle or car parking provided for the property. 2. Committee requests that the applicant provides cycle parking with electric charging for the unit of accommodation. 3. That the refuse store/collection arrangements, refuse separation and recycling strategy be agreed in detail with the Parish's Refuse Manager, it being noted that the proposed car parking space will affect the refuse facility https://www.gov.je/citizen/planning/pages/PlanningApplicationDetail.aspx?s=1&r=P/2022/1573	P/2022/1573
2. Land South of The Farm House, Palm Grove, St Helier, JE2 3ZZ <i>RETROSPECTIVE: Formalise the public footpath to access National Trust woodland. Construct land-retaining parking area. Formalize garden associated with The Farm House and The Cottage. AMENDED DESCRIPTION: RETROSPECTIVE: Formalise the access path to woodland for the National Trust for woodland maintenance and associated maintenance equipment. Construct land-retaining parking area. Formalize garden associated with The Farm House and The Cottage.</i> The Roads Committee supports this application subject to:- 1. Committee supports the proposal to create an access footpath to provide a public access route across the open land area linking the private lane to National Trust footpath. 2. Applicant is to be aware that the pathway is to be gifted to the National Trust not the Parish, as the pathway does not link to a Parish by-road due to the proposed pathway being landlocked between two private lanes and the National Trust's existing access footpath leading down to Vallée des Vaux. 3. Applicant may need to check the legality of forming the proposed access route as it will potentially introduce public access through the two private lanes. https://www.gov.je/citizen/planning/pages/PlanningApplicationDetail.aspx?s=1&r=P/2022/1600 <Committee no note that the Constable has submitted a written response supporting this application>	P/2022/1600
3. 37 Queen Street, St Helier, JE2 4WD <i>Change of use of the first, and in part, second floor from Class A - Retail to create 2no. one-bed and 1no. two-bed residential units.</i> The Roads Committee has examined plans for the above submission and comments as follows:-	P/2022/1614

1. Committee notes that the proposal is for a change of use of the existing first and second floor office space into residential. The property comprises an existing commercial unit on the ground floor, part of the first is to be a change of use from retail to residential, and all of the second floor is to be a change of use from retail to residential.

The proposal creates additional units of accommodation comprising of 1 no. one-bed unit on the first floor. Committee notes that on the first floor there is an existing 1 no. two-bed unit not part of the application, and on the second floor there will be 1 no. two-bed unit and 1 no. one-bed unit.

Bicycle storage is provided on ground floor and accessed via the main entrance lobby. There will be space for a total of 6 no. cycles with electric charging provided; however, due to site constraints, the ability to provide onsite vehicle parking is not possible.

2. Committee requests that cycle parking area be sufficient in size to accommodate larger cycles, such as cargo cycles.
3. That the refuse store/collection arrangements, refuse separation, and recycling strategy are agreed in detail with the Parish Refuse Manager, it being noted that the proposed car parking space will affect the refuse facility.
4. 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.ie/citizen/planning/pages/PlanningApplicationDetail.aspx?s=1&r=P/2022/1614>

4. South Hill Offices, South Hill, St Helier

P/2022/1619

Demolish existing buildings on site, excluding former military barracks. Construct 64no. 1 bed, 69no. 2 beds and 6no. 3 beds residential units. Create associated courtyard garden with basement below for 70 car parking spaces, all with electric charging points, and x220 cycle storage. Re-use the former military barracks as a residents amenity space. Carry out rock stabilisation works to the surrounding landform. Re-model and upgrade adjacent park and children's playground including public toilets. Create 2 no. pedestrian crossings on South Hill and 1no. pedestrian crossing on Pier Road. 3D model available.

The Roads Committee has examined plans for the above submission and comments as follows:-
(Committee updates its comments from the previous application, reference P/2021/1617)

1. Committee notes that the development is for:
 - 139 no. units at the former Planning Offices site at South Hill (14 no. fewer than the previous scheme), incorporating 64 no. 1 bed, 69 no. 2 bed and 6 no. 3 bed units.
 - Smaller public convenience and smaller concierge. The café is omitted.
 - Vehicular access to resident's car park, in basement podium, retained from South Hill road
 - 63 no. resident occupier spaces (100% electric car charging facilities)
 - 7 no. motorcycle spaces (applicant is to provide electric charging points)
 - 7no. shared electric car club spaces
 - No visitor car parking spaces are provided – applicant is reliant on the existing public car parking spaces to make up for this development's lack of visitor parking
 - Cycle provision being provided:

- 220 no. total spaces (occupier) located in the basement podium level (*utilising a double stacker storage system for standard cycles and a dedicated area for non-standard cycles*). Cycle charging facilities will also be provided to support the use by residents of electric bicycles
- 8 no. inclusive parking spaces are proposed for larger specialist cycles
- Visitor cycle spaces are provided: seven visitor cycle stands (14 spaces) to the west of the South Pavilion and north-east of the North Pavilion. A further eight new stands (16 spaces) in the South Hill Play Park car park

2. **Rock Face and other legal matters:** The applicant is to be aware that the Parish of St Helier is currently in discussion with the owner/developer regarding the existing rockface and other contractual matters that need to be resolved prior to work commencing on site; Parish property is affected due to some of the matters requiring formal approval from Parish Assembly. Contracts to be in place before any work commencing on Parish property/land.

3. **Car Parking:** There will be 63 no. residential car parking spaces and 7 no. car club spaces provided, whilst visitor spaces to be catered for by existing Parish on-street public car parking spaces on South Hill and the public car park adjacent to the playground. There is no allowance for visitor spaces within the applicant's site. It is noted that the applicant will provide 100% electric car charging points which is welcomed.

Committee expects to see some visitor spaces - particularly for servicing the accommodation and commercial unit incorporated into the design. The applicant should consider making some of the spaces visitor spaces; these can also be used by tradesmen/deliveries to service the accommodation.

4. **On-street parking:** It is noted that the applicant makes reference to the South Hill's on-street car parking as visitor spaces. Though it is acknowledged that these spaces could be used by visitors to the applicant's site, these spaces can also be used by visitors to the playground or surrounding area; therefore these spaces should not be relied on to make up for the lack of visitor spaces provided on this development's site. The applicant must not rely on these spaces being available in perpetuity; at some time in the future Parish Roads Committee may make changes to these spaces, or indeed remove them, although there is currently no intention to do this at this stage.

This comment is also valid for the public car park at the northern end of the site. Although this is a Parish public car park, this could change in the future and therefore relying on this car park as visitor spaces for the development is questionable.

5. **Electric car club:** The Committee supports the introduction of the proposed 7 no. electric car club spaces. We would like to see at least one year's membership offered to all residents in the development free of charge when they first move in to encourage the use of the club.

6. **Commercial servicing:** An off-street servicing bay would be provided between the North Pavilion and the access road into the podium level. The applicant should note that it is important to monitor and control the unloading bay to ensure that it is available for the Parish refuse vehicle on bin collection day, otherwise bin collection will not be possible due to the Parish not being able to stop on the road because of South Hill's incline.

The size of the bay is stated to have been designed to suit refuse vehicles used by the Parish of St Helier and the bay should have direct access to the bin holding area to facilitate waste collections – the final design is to be agreed with the Parish Refuse Manager.

7. **Public toilet:** It is noted that there will be a public toilet provided; however, there are no details on the construction and design. The applicant is to provide details of the proposed new toilet block as there is only an indicative layout shown with the toilet facility being located within the Parish playground.

The applicant will need to clarify the location and ownership of this new toilet structure, which the Parish assumes will be a Parish property as it is located within Parish land (playground), in which case design and specifications need to be agreed with the Parish in detail due to the proposed toilets needing to be fully compliant for disabled use and to incorporate baby changing facilities; the design/material and sanitaryware must also be maintenance-free and all designed for public environment.

Although there has been no discussion to date with the Parish on the proposed new toilet block, the applicant must provide a fully compliant and working toilet facility at no cost to the Parish. The facility is to be of a good standard and specification to meet the location and potential risks for vandalism.

The applicant needs to ensure that the new facility will be compliant with Planning and Building Regulations, as the indicative sketch seems to illustrate that the toilet facility might be too small to cater for fully-compliant disabled toilet and baby-changing facilities.

8. **Cycle parking:** It is noted that there will be a substantial number of cycle parking spaces provided on the site; however, this still falls short as there should be sufficient cycle spaces to enable occupiers of the units of accommodation to have the option of owning their own cycle (i.e. 1 cycle space per bedroom).

Considerations could be given to providing some shared bicycle spaces for this development, i.e. similar to the EVie cycle club spaces, to ensure that there is an option for those residents who cannot afford an electric cycle to hire one from a cycle club.

Sufficient bicycle electric charging facilities for residents are to be provided as it is expected that electric cycles will be popular due to the site being located on a steep hill.

As an observation and recommendation, due to the large number of cycle parking being provided, the applicant should consider placing an on-site cycle washing facility in the cycle stores, and a workbench area to enable residents to repair their bikes in the storeroom. These added facilities may encourage more residents to cycle.

9. **Cycle connectivity:** The applicant will need to consider how cyclists will access the existing cycle routes. To access Cycle Route no. 1 (coastal cycle route) it will be necessary to cross South Hill and Pier Road.

10. **Walking connectivity:** We welcome that the development has been set back from the road edge to provide good wide pavements, and the Parish would expect to see ideally 2m wide pavements due to the development's size.

The applicant needs to ensure that pedestrians have priority over cars and cyclists; for example, pavements should be continuous across vehicle entrance routes, giving priority to pedestrians.

The proposed pedestrian crossings must be legal crossings (not courtesy crossings). This will require the applicant to produce a technical paper and independent Road Safety Audits (RSA) (Levels 1,2 and, once the crossings have been installed, then a Level 3 Audit will be necessary).

The Technical paper and RSA's produced will need to be issued to the Parish so that the Parish can consult with the IHE Infrastructure Minister to request approval. The request for the crossings is to come from the Parish Roads Committee as the Highway Authority for South Hill. The applicant must consider that the crossing at the bottom of South Hill may need to be a toucan crossing due to cyclists requiring access to access the site.

The cost to produce the Technical paper(s), RSA and the Implementation/installation of the crossings are to be at the full cost of the applicant.

11. **Pavements:** There needs to be a continuous footpath between the north and south crossings' points on the development side. The proposed new pavement to the front of the site, which is on the applicant's site, is to be transferred to the Parish at no cost to enable the footpath to be policed, maintained, and cleaned.

12. **Crossing points:** The Parish Roads Committee welcomes the introduction of the two crossing points (North and South). The crossing must be legal crossings as the Road Committee will not accept "courtesy crossings". The new crossings will need to have the necessary lighting and signing as will be identified in a

technical paper and independent RSA. The design, Road Safety Audits (Levels 1, 2 & 3), and implementation of the crossings are to be at the cost of the applicant.

13. Carriageway & footpaths: The Parish Roads Committee will expect the entire length of South Hill carriageway and footpaths to be resurfaced as a public realm improvement. The Parish acknowledges that South Hill will be the access road for the construction vehicles for this large development and there will also be a need to be trench services to the site which will significantly damage the road surface; it must therefore be made conditional that the entire length of South Hill be resurfaced as part of the public realm improvements.

Only approved highway contractors are authorised to work on public roads. The applicant will need to liaise with the Parish Infrastructure department to agree specification and discuss final details.

The Committee requests that this requirement is made conditional or as a planning obligation agreement in the event that the application is successful.

14. Playground: The work to the playground will need to be discussed in detail with the Parish Public Services department, liaising with the following Parish officials prior to works proceeding:

- Landscaping/planting, play equipment, lighting: **Ian Syvret** and/or **Robert Kearsey**
- Refuse, litter bins and sweeping/cleaning: **Tracey Russell** and/or **Alun Parry**

This is the Parish team that will be responsible for keeping the park in good order when it comes back to the Parish.

15. Playground accessibility: It is important that all age groups and those with any impairments can access the proposed refurbished park and playground. We suggest that the applicant consults with disability groups such as Eye-Can to ensure that the new playground and park are all-inclusive and accessible by everyone. The play equipment should allow for children with disabilities to also use and enjoy the play equipment where possible. This is an opportunity to create an all-inclusive park with wide pathways for wheelchair access.

It is important that the applicant liaises with the Parish of St Helier Public Services department and the Parks and Refuse/Street Cleansing sections as detailed above.

16. Servicing of building (i.e. high reach window cleaning): We note that the applicant has provided an Access and Maintenance Plan, and it is noted that the servicing will require a lane of South Hill to be closed to service the building. This is unacceptable and should be avoided; the building should be able to be serviced from within the site to avoid traffic disruption and blocking pavements. The applicant is to provide a strategy to clean the façade of the building without the necessity for external equipment which must be operated from the roadway.

17. Lighting to South Hill: As part of the works to the roadway, the Committee expects street lamp posts and LED lanterns to be provided along the new footpath. This is to ensure residents to the development site in the winter months and evenings can be seen safely and, due to the number of residents who will be living in this development and the number of cycles being proposed, it is essential that there is good level of street lighting for safety. The design and type of lamp post/lantern to be placed on South Hill will need to be agreed with the Parish.

18. Bin storage and recycling: The applicant will need to discuss the number of bins and recycling strategy in detail with the Parish's Public Services and Refuse departments. There will be a need for bins to be provided within the playground.

19. That any new or altered access must be surfaced in a hardbound material, such as concrete or asphalt (not loose stone or gravel) within 2m of the public highway, and all surface water generated on the area is to be disposed of within the site by soakaway or other appropriate means. This is a Parish of St Helier set condition which must be undertaken by the applicant prior to the parking space being used.

20. The kerb and footpath must be lowered by the Parish of St Helier or approved Parish contractor at the expense of the applicant. This is a Parish of St Helier set condition which must be undertaken by the applicant prior to the parking space being used. The Parish will not allow access across the footpath by the applicant/owner without this work being undertaken first - this is to avoid damage to the kerbstones from vehicle movement.

The applicant must contact the Parish of St Helier's Infrastructure department prior to undertaking any work to the public highway to agree the extent of work and specific detail and specification. The applicant is to be aware that only Parish-approved contractors are permitted to work on the public road/footpath. All necessary works are to be at the cost of the applicant.

21. That a line of 50mm wide split blocks be laid flush at the junction between the private land and the rear of the public footpath for the width of the site. This is a Parish of St Helier set condition which must be undertaken by the applicant/owner prior to the parking space being used.

The applicant must contact the Parish of St Helier's Infrastructure department prior to undertaking any work to the public highway to agree the extent of work and specific detail and specification. The applicant is to be aware that only Parish-approved contractors are permitted to work on the public road/footpath. All necessary works are to be at the cost of the applicant.

22. The applicant must remove obsolete service boxes 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 footpaths lifted, which will result in making good 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 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's 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.

23. Applicant is to note that the cost for removal and relocation of any street furniture or utilities, e.g. lampposts, bollards, bike racks etc, and subsequent making good to road and pavement surfaces due to this application, are to be at the applicant's cost. Relocation of street furniture must be agreed with the Parish in advance prior to any work commencing on site.

24. That the applicant must comply with the visibility requirements as set out in '**Access onto the Highway – Standards and Guidance**' as produced by Infrastructure, Housing and Environment which is available online at: <https://www.gov.je/travel/roads/pages/roadhousingdevelopment.aspx>. Everything in the visibility areas so formed, including gates, pillars, walls and plant growth, to be permanently restricted in height to 900 mm above road level in perpetuity.

25. 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.

26. 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.

<https://www.gov.je/citizen/planning/pages/PlanningApplicationDetail.aspx?s=1&r=P/2022/1619>

<Road Committee for your comments please>

5. Field H1140, Woodlands Farm, La Rue de Maupertuis, St Helier, JE2 3HG

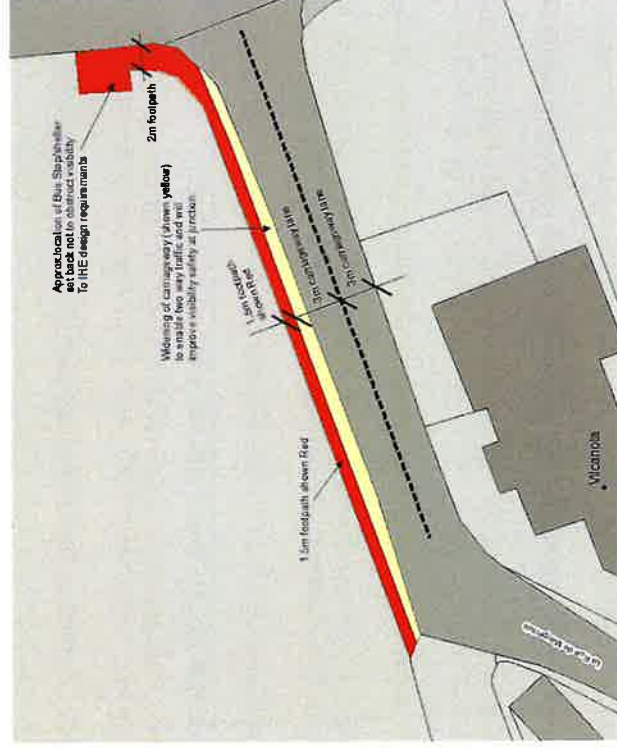
P/2022/1628

Construct 2 new agricultural buildings 1no. livestock / cow shed and 1no. slurry store

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

1. Committee notes that the proposal is for the construction of two new agricultural sheds within the applicant's site.
2. There are constantly high volumes of traffic on Rue des Maupertuis and the Parish receives complaints from parishioners on the volume of traffic and the narrowness of the road.

The Parish requests that the applicant transfers a section of the field for the purpose of widening the carriageway, creating a 1.5m wide (minimum) pavement, and introduction of a bus stop/shelter (on La Grande Route de St Jean). The provision of the footpath will improve road safety at the junction onto La Grande Route de St Jean. This will also benefit the Farm as it will provide safer access for visitors/shoppers and for deliveries; Woodlands Farm is a popular destination for visitors/shoppers since its site improvements; however, there has been no improvement undertaken on road safety and access to the Farm as a result of the intensification of its operation. Parish is requesting the below improvements:



<https://www.gov.je/citizen/planning/pages/PlanningApplicationDetail.aspx?s=1&r=P/2022/1628>

<Road Committee for your comments please>

6. 10, Winchester Street, St Helier, JE2 4TH <i>RETROSPECTIVE: Change of use from Class 'J' - 'residential care home' to create 1 no. 6 bed residential unit.</i> The Roads Committee has examined plans for the above submission and comments as follows: - 1. Committee notes that the proposal is for a change of use from a residential Care Home to 1 no. six-bed unit of accommodation. 2. Committee requests that cycle parking is provided at a ratio of one cycle space per bedroom, and the cycle parking needs to be sufficient in size to accommodate larger cycles such as cargo cycles. Cycle parking is to include electric charging. 3. It is noted due to site constraints the ability to provide onsite vehicle parking is not possible. 4. That the refuse store/collection arrangements, refuse separation and recycling strategy be agreed in detail with the Parish's Refuse Manager, as it is noted that the proposed car parking space will affect the refuse facility. https://www.gov.je/citizen/planning/pages/PlanningApplicationDetail.aspx?s=1&r=P/2022/1629	P/2022/1629
7. West Hill Hotel, West Hill, St Helier, JE2 3HB <i>Conversion and alteration of hotel and staff accommodation into 47 No. dwellings, including two-storey extension and demolition of structures, with associated vehicle parking and landscaping. Alter vehicular and pedestrian access onto West Hill.</i> The Roads Committee has examined plans for the above submission and comments as follows: - 1. Committee notes the application is for: • 47 units of accommodation (29 no. one-bed and 18 no. two-bed units) • 1 No. Bus shelter (but on the wrong side of the road) - bus no 19 is only southbound and so the shelter needs to be on the other side • 72 no. cycle parking spaces (11 spaces with electric charging, i.e. 10%) • 65 no. car parking spaces including 4 no. disabled spaces (10% of the parking spaces are to have electric charging facility). Visitor spaces 2. Bus Shelter: The Committee welcomes the provision of a bus stop; however, the bus stop is located on the wrong side of La Grande Route du Mont à l'Abbé as it needs to be located for the southbound no 19 bus. A section of the road will require widening into the site to enable a footway to be constructed opposite the site with a crossing point, which is to be a legal crossing point (Jersey Crossing). The pedestrian crossing must be a legal crossing (not a courtesy crossing). This will require the applicant to produce a technical paper and independent Road Safety Audits (RSA) (Levels 1,2 and, once the crossing has been installed, a Level 3 audit will be necessary). The technical paper and RSA's produced will need to be issued to the Parish so that the Parish can consult with the IHE Infrastructure Minister to request approval. The request for the crossing is to come from the Parish Roads Committee as the Highway Authority for South Hill. The applicant must consider that the crossing at the bottom of South Hill may need to be a toucan crossing due to cyclists requiring access to access the site. The cost to produce the technical paper(s), RSA, and the implementation/installation of the crossing are to be at the full cost of the applicant.	P/2022/1633

The applicant is to note that the bus stop shelter design is to be agreed with the Government of Jersey's Infrastructure department.

The relocation of the bus shelter to the opposite side will result in the road needing to be realigned along Field H1199 (on the applicant's site), and the construction of the newly-realigned road must in compliance with Parish requirements. The realigned roadway is to be transferred to the Parish to form part of La Grande Route du Mont à l'Abbé.

3. **New Pavements:** It is noted that a 2m wide new pavement is to be constructed along Westhill and part of La Grande Route du Mont à l'Abbé, which is welcomed. The footpath is to be constructed in accordance with Parish requirements and be transferred to the Parish at no cost to enable the footpath to be policed, maintained, and cleaned.

The Committee welcomes the provision of the new footpaths which will improve safety at the junction of West Hill / La Grande Route du Mont à l'Abbé as the footpath enables better visibility at the junction.

The applicant may need to install street lighting along the new footpath; the applicant is to commission a lighting specialist to analyse the street lighting.

4. **Cycle connectivity:** The applicant will need to consider how cyclists will access the existing cycle routes. The applicant is to work with GOJ's IHE to implement improvements.

The Committee supports the introduction of cycle parking which should include 10% for electric charging, and the infrastructure should be in place to increase this provision as demand expands.

As an observation and recommendation, due to the large number of cycle parking being provided, the applicant should consider placing and on-site cycle washing facility in the cycle stores and a workbench area to enable residents to repair their bikes in the storeroom. These added facilities may encourage more residents to cycle.

5. **Motorcycle Parking:** The applicant is to provide motorcycle parking on the site and provision of electric charging for electric motorcycles, which is growing in popularity and provides environmental benefits.

6. **Car parking:** Committee notes the provision of car parking which includes 10% of the spaces having electric charging points, and the applicant confirms that the infrastructure/ducting will be in place to enable the provision of electric car charging to be expanded. Committee requests that this is increased so that all car parking spaces are fitted with electric charging points to encourage the use of electric cars.

7. **Bin storage and recycling:** The applicant will need to discuss the number of bins and recycling strategy in detail with the Parish's Public Services and Refuse departments.

General remarks:

8. That any new or altered access must be surfaced in a hardbound material, such as concrete or asphalt (not loose stone or gravel) within 2m of the public highway, and all surface water generated on the area is to be disposed of within the site by soakaway or other appropriate means. This is a Parish of St Helier set condition which must be undertaken by the applicant prior to the parking space being used.

9. The kerb and footpath must be lowered by the Parish of St Helier or approved Parish contractor at the expense of the applicant. This is a Parish of St Helier set condition which must be undertaken by the applicant prior to the parking space being used. The Parish will not allow access across the footpath by the applicant/owner without this work being undertaken first - this is to avoid damage to the kerbstones from vehicle movement.

The applicant must contact the Parish of St Helier's Infrastructure department prior to undertaking any work to the public highway to agree the extent of work and specific detail and specification. The applicant is to be aware that only Parish-approved contractors are permitted to work on the public road/footpath. All necessary works are to be at the cost of the applicant.

10. That a line of 50mm wide split blocks shall be laid flush at the junction between the private land and the rear of the public footpath for the width of the site. This is a Parish of St Helier set condition which must be undertaken by the applicant/owner prior to the parking space being used.

The applicant must contact the Parish of St Helier's Infrastructure department prior to undertaking any work to the public highway to agree the extent of work and specific detail and specification. The applicant is to be aware that only Parish-approved contractors are permitted to work on the public road/footpath. All necessary works are to be at the cost of the applicant.

11. 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 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 red and/or black asphalt may be required for making good 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's 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.

12. Applicant is to note that the cost for removal and relocation of any street furniture or utilities, e.g. lampposts, bollards, bike racks etc., and subsequent making good of road and pavement surfaces due to this application, are at the applicant's cost. Relocation of street furniture must be agreed with the Parish in advance prior to any work commencing on site.

13. That the applicant must comply with the visibility requirements as set out in 'Access onto the Highway – Standards and Guidance' as produced by Infrastructure, Housing and Environment which is available online at: <https://www.gov.je/travel/roads/pages/roadhousingdevelopment.aspx>. Everything in the visibility areas so formed, including gates, pillars, walls and plant growth, to be permanently restricted in height to 900 mm above road level in perpetuity.

14. 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.

15. 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.

<https://www.gov.je/citizen/planning/pages/PlanningApplicationDetail.aspx?s=1&r=P/2022/1633>

<Road Committee for your comments please>

8. Palm Springs Nursing Home, Le Mont de la Trinité, St Helier, JE2 4NJ**P/2022/1665**

Demolish existing Nursing Home, dwelling and outbuildings. Construct 3no. 1-bed, 9no. 2-bed and 4no. 3-bed residential units with associated parking and landscaping.

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

1. Committee notes that the proposal is for Palm Springs Nursing Home to be demolished and replaced with 16 dwellings comprising of 12 no. apartments (9 no. two-bed + 3 no. one-bed units) and 4 no. three-bed houses.
 - 40 no. cycle parking spaces will be provided. Each apartment will be allocated two cycle parking spaces in a private storage unit and each of the houses will be provided with 4 no. cycle parking spaces in a private storage unit in the garden area.
 - 22 no. car parking spaces are proposed comprising: 12 no. spaces for the apartments, 8 no. spaces for the houses and 2 no. visitor spaces. All car parking spaces will be provided with electric vehicle charging provision.
 - Servicing vehicles will access the site using the upgraded access from Trinity Hill. It is proposed that refuse trucks would enter the site, collect the waste from the proposed bin stores to the north of the site and the four houses, undertake a three-point turn using the turning head provided and then exit the site in forward gear.
2. Committee requests that cycle parking is provided with electric charging.
3. All car parking spaces are to be provided with electric charging points.
4. That the refuse store/collection arrangements, refuse separation and recycling strategy is agreed in detail with the Parish's Refuse Manager.
5. 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/2022/1665>

<Road Committee for your comments please>

9. Hill Cottage, St John's Road, St Helier, JE2 3LE**P/2022/1666**

Extend and convert existing dwelling to create 4 no. one-bedroom residential units with associated accessways, storage, parking and gardens.

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

1. Committee notes that the proposal is for converting and extending the existing building for an additional 4 no. one-bed units with cycle parking and one car parking space provided per unit of accommodation with electric charging.
2. Committee requests that cycle parking is sufficient in size to accommodate larger cycles such as cargo cycles, and welcomes the electric charging being provided for cycles.
3. Committee request that car parking provision includes for electric charging.
4. That the refuse store/collection arrangements, refuse separation and recycling strategy is agreed in detail with the Parish's Refuse Manager.

<https://www.gov.je/citizen/planning/pages/PlanningApplicationDetail.aspx?s=1&r=P/2022/1666>

10. 40 King Street, St Helier, JE2 4WE

P/2022/1657

Construct third floor to create 1no. two-bed residential unit. Change of use of first and second floors from Class A - Shop to create 4no. two-bed residential units. Replacement of existing façade.

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

1. Committee notes that the proposal is for a change of use of the first and second floors from retail/shop to residential to create 4 no. two-bed units. The site is restricted and therefore not able to accommodate car parking. 10 no. cycle parking spaces are being provided and 1 no. space for a cargo cycle. The applicant also provides a cycle repair area.
2. Committee requests that cycle parking spaces include an electric charging facility for electric cycles.
3. That the refuse store/collection arrangements, refuse separation and recycling strategy is agreed in detail with the Parish's Refuse Manager.
4. 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/2022/1657>

11. Block D - Commercial Unit 4, Ann Court Development Site, Providence Street, St Helier

P/2022/1722

Change of use of commercial unit 4 from Class A - shop to Café and Wellness centre

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

1. Committee notes that the proposal is for a change of use from shop to café which will also have al fresco dining on Providence Street.
2. Committee advises the applicant that al fresco requests should be treated separately when the al fresco area extends out onto a Parish by-road. The boundary line between the applicant's site and the Parish site is unclear. If the al fresco extends out onto Providence Street then the applicant will need to apply to the Parish for an al fresco permit; application details are on the Parish website.
3. If the applicant proposes to sell and/or serve liquor then the applicant will need to contact the Parish of St Helier's Parish Secretary to go through details of the formal application process, as the applicant will need to apply to Parish Assembly and the Licensing Bench for a liquor licence.
4. That the refuse store/collection arrangements, refuse separation and recycling strategy be agreed in detail with the Parish's Refuse Manager.

<https://www.gov.je/citizen/planning/pages/PlanningApplicationDetail.aspx?s=1&r=P/2022/1722>

12. The Salvation Army Hall, Minden Street, St Helier, JE2 4WR

P/2022/1723

Change of use from Class C - Office to create 1no. one-bed temporary residential unit. Install courtyard staircase to refurbished 1no. 3-bed residential unit.

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

1. Committee notes that the proposal is for a change of use from office space to create 1 no. one-bed unit and to refurbish the existing 1 no. three-bed unit (not forming part of the application). There are a total of 3 no. units on the site including the proposed additional unit. Within the site there will be a combined total of 6 no. bedrooms.
2. The applicant is to provide cycle parking and electric charging facility for the occupier of the proposed unit based on one cycle space per bedroom. The cycle space should be sufficient in size to accommodate ideally a cargo bike. There could be scope to create cycle storage in the courtyard.
- Committee requests that the applicant also provides cycle parking for the existing units as it is noted there is no cycle parking facilities provided for those occupiers (therefore a total of 6 no. cycle parking spaces)
3. That the refuse store/collection arrangements, refuse separation and recycling strategy be agreed in detail with the Parish's Refuse Manager.

<https://www.gov.je/citizen/planning/pages/PlanningApplicationDetail.aspx?s=1&r=P/2022/1723>

13. Tir Na Nog, Poonah Lane, St Helier, JE2 3XP

P/2022/1726

Create 1no. bed residential and construct one-storey extension to east elevation on ground floor level. Install fence and bike store to east elevation. Various internal alterations to all 3 floors.

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

1. Committee notes that the proposal is for converting the existing building that currently has 2 no. one-bed units, 2 no. bedsits and 1 no. 3-bed unit, constructing an extension to the east elevation and demolition of the existing garage, and creating parking for three cars which is accessed via Poonah Lane. The new accommodation will consist of 3 no. one-bed units and 1 no. 3 bed unit.
- There will be parking for three cars and some cycle storage space, though it is not clear how many cycles will be accommodated.
- Committee requests that cycle parking is provided at a ratio of 1 no. cycle parking space per bedroom (a total of 5 no. spaces). The cycle parking spaces should have with electric charging facility, and be sufficient in size to accommodate cargo cycles.
3. It is noted that the existing garage is to be demolished and provision of 3 no. car parking spaces are proposed; the applicant has not indicated parking space dimensions and, looking at the plans, the Committee questions whether there is sufficient space to park three cars as each parking spaces needs to be a minimum of 2.4m wd x 4.8m long - what is indicated will likely result in unacceptable overhanging across the footpath.

The applicant needs to demonstrate that three cars will fit within the site complying with parking space guidelines and that no overhanging onto the public footpath will occur. **The Committee cannot support the parking proposals without further clarification from the applicant.**

4. The parking spaces are to be fitted with electric charging facilities.
5. The users of the car parking spaces will be expected to reverse into the parking space as parking front face will cause a serious risk to pedestrians walking on the footpath. The Committee requests that if the application is approved there be a condition imposed on the applicant that cars parking in these spaces must reverse into them - if this cannot be conditioned then the Committee has serious safety concerns.

6. The Committee note that there has been no visibility line indicated or assessed on the application. The applicant must comply with the visibility requirements as set out in '**Access onto the Highway – Standards and Guidance**' as produced by Infrastructure, Housing and Environment department, available online at: <https://www.gov.je/travel/roads/pages/roadhousingdevelopment.aspx>.

Everything in the visibility areas so formed, including gates, pillars, walls and plant growth, to be permanently restricted in height to 900 mm above road level in perpetuity.

7. That the requirements of the Highway Encroachments (Jersey) Regulations 1957 are strictly complied with. Planning approval does permit a structure to encroach on the highway or footway.

8. That any new or altered access must be surfaced in a hardbound material, such as concrete or asphalt (not loose stone or gravel), within 2m of the public highway, and all surface water generated on the area is to be disposed of within the site by soakaway or other appropriate means. This is a Parish of St Helier set condition which must be undertaken by the applicant prior to the parking space being used.

9. The kerb and footpath must be lowered by the Parish of St Helier or approved Parish contractor at the expense of the applicant. This is a Parish of St Helier set condition which must be undertaken by the applicant prior to the parking space being used. The Parish will not allow access across the footpath by the applicant/owner without this work being undertaken first; this is to avoid damage to the kerbstones from vehicle movement.

The applicant must contact the Parish of St Helier's Infrastructure department prior to undertaking any work to the public highway to agree the extent of work and specific detail and specification. The applicant is to be aware that only Parish-approved contractors are permitted to work on the public road/footpath. All necessary works are to be at the cost of the applicant.

10. That a line of 50mm wide split blocks shall be laid flush at the junction between the private land and the rear of the public footpath for the width of the site. This is a Parish of St Helier set condition which must be undertaken by the applicant/owner prior to the parking space being used.

The applicant must contact the Parish of St Helier's Infrastructure department prior to undertaking any work to the public highway to agree the extent of work and specific detail and specification. The applicant is to be aware that only Parish-approved contractors are permitted to work on the public road/footpath. All necessary works are to be at the cost of the applicant.

11. 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 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 red and/or black asphalt may be required for making good 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's 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.

12. Applicant is to note that the cost for removal and relocation of any street furniture or utilities, e.g. lampposts, bollards, bike racks etc, and subsequent making good to road and pavement surfaces due to this application, is to be at the applicant's cost. Relocation of street furniture must be agreed with the Parish in advance prior to any work commencing on site.

13. That the refuse store/collection arrangements, refuse separation and recycling strategy be agreed in detail with the Parish's Refuse Manager.

<https://www.gov.ie/citizen/planning/pages/PlanningApplicationDetail.aspx?s=1&r=P/2022/1726>

14. South West St Helier, Waterfront, La Route de la Libération, St Helier, JE2 3WF

PP/2021/1969

OUTLINE APPLICATION (with all matters reserved). Demolish existing structures. Phased construction of new development comprising up to 1001 residential units with basement car park; retail, commercial, leisure, arts and cultural facilities; public and private open spaces; new pedestrian and vehicular access; other associated landscaping, infrastructure and highways alterations including relocated slipway and works to the sea wall. 3D model available.

REVISED APPLICATION & DESCRIPTION: OUTLINE APPLICATION (with all matters reserved). Demolish existing structures. Phased construction of new development comprising up to 984 residential units with basement parking; up to 31,125 sqm of non-residential floorspace comprising retail, commercial, social infrastructure, leisure, arts and cultural facilities; public and private open spaces; new pedestrian and vehicular access; other associated landscaping, infrastructure and highways alterations including relocation of the slipway and La Fregate, land reclamation and flood defence measures. 3D model available.

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

1. Committee notes that this application is a revision to the original outline application, and the Committee amends their comments as follows. It is also understood that this application is due to be determined via a Public Inquiry.

Committee notes that the proposed application is an in-principle application so that there is an approved masterplan for this important area of St Helier in place. The comments below are generalised comments; the Committee will make further specific comments as the applicant develops the proposals on the site and submits detailed planning application for the proposed buildings being considered.

It is noted that the site is split into "Key Opportunity Sites" (KOS) as the development is split into the following area:

- KOS 1 - ESPLANADE QUARTER (EAST)
- KOS 2 - ESPLANADE QUARTER (WEST)
- KOS 3 - AQUASPLASH / CINEWORLD
- KOS 7 - LA ROUTE DE LA LIBÉRATION

2. **Open Space:** The Committee supports the significant increase in public realm space proposed and is further informed that the roofs of some of the buildings will become garden spaces/biodiversity areas, increasing the amount of green space. It is noted that 1,830 sq m. is the minimum area being allocated for play provision and 40,590 sq m of open green space.

The site area is 11.8 HA (118,000 sq m).

The Committee welcomes the provision of four pavilions distributed across the site, bringing life to the open spaces and serving communities' day-to-day needs by accommodating facilities such as the ferry ticket kiosk (reuse of La Frégate), swimming pool changing facilities, an information centre, an entrance to the underground cycle hub and a series of cafés and public toilets.

The Parish welcomes the open areas created and the introduction of water features such as water jets animating the new Waterfront Square, creating a soundscape and informal play opportunities.

3. **La Frégate:** La Frégate, constructed in 1997 and located on the northern edge of Les Jardins de la Mer, has been granted Grade 2 listed building status. The Committee notes that the café cannot be retained in its current location due to the need to raise the sea wall to mitigate flooding. The proposal is to relocate the building so that it will serve a new purpose as the ferry kiosk as well as accommodating a café.

The proposal is to relocate the building so that it can be repurposed as a ferry kiosk with public toilets. The Committee questions the need to relocate the listed building and suggests that the applicant should look at keeping the property in its current location and refurbishing it.

4. **Housing:** The Committee welcomes the reduction in height of the building in the revised outline application which will see **984** no. residential units (a reduction from the original outline application of 1,001 units), of which 15% are to be affordable. However, as the Constable has alluded, with the Committee supporting his comments, "*enough is enough*". *St Helier is taking more than its fair share of the Island's housing and now we really need to think about other solutions to meet it.*"

Split in accommodation being:

- 460 no. one-bed units (of which 47 no. affordable)
- 328 no. two-bed units (of which 33 no. affordable)
- 196 no. three-bed units (of which 20 no. affordable)

Total number of bedrooms: 460 + 656 + 588 = 1,704 bedrooms

5. **Commercial:** Committee notes that the proposal will include:

- 2 no. GP practices
- 1 no. dental practice
- 1 no. day nursery
- 1 no. Art-House cinema (this is proposed to be located in Plot A1 fronting the Central Square. 2,168m² of Art, culture and community space is to be located on the ground floor)
- Flexible arts, culture & community space
- 1 no. large convenience store
- 6 no. smaller local retail units
- 4 no. restaurants
- 2 no. bars
- 10 no. cafés
- 1 no. swimming pool complex (this includes a 25m pool, training pool, flumes, slides, kidzone and gym facilities. A 25m outdoor pool will also be located within the new Les Jardins de la Mer.)

6. **Cycle parking provision:** The Committee notes that there will be:

- 1,704 no. residential cycle spaces (long-stay residential cycle parking) which is equivalent to one cycle space per bedroom. (Spilt across dedicated cycle stores and residential lockers. Access is via dedicated cycle lifts in Blocks C1 and E1 cores or via the B1 basement ramp.)
- 368 no. short-stay cycle parking (short-stay cycle parking accommodates a reprovision of 54 existing spaces as well as an additional 314, of which 58 no. are e-bike hire)

- 388 no. public cycle hub spaces (beneath the Central Square and located off the cycleway is a basement cycle hub which includes showers, toilet facility and cycle repair centre – capacity for 393 cycles, of which 353 are standard spaces, 20 are accessible and 20 are e-bike hire)

It is important that the applicant continues to liaise with Government of Jersey to link the location of the cycle parking spaces to the cycle network to ensure safe cycle routes are created.

Committee notes that shared cycling routes will be provided along the Waterfront and Les Jardins de la Mer as well as a new connection from the Esplanade to the Waterfront through the primary street. And dedicated cycle routes are proposed along La Route de la Libération to ensure a faster cycle connection to town via Castle Street roundabout and towards St Helier Marina, as well as the Esplanade which extends the existing treatment fronting the IFC.

7. **Car and motorcycle parking provision:** 384 no. residential car parking spaces (maximum), 335 no. public car parking spaces, 85 commercial car parking spaces and 283 public motorbike parking spaces are included.

All public and private parking will be located in the basement, with the exception of layby's for temporary refuse and delivery use.

There is proposed to be a new two-storey underground car park constructed which links to the existing underground car park utilising the existing entrance to the existing car park.

Committee comment: The proposed 384 no. residents parking spaces that are proposed for 984 no. units of accommodation is very low and unacceptable especially as there currently is no updated Government Parking Strategy. The Committee requests that the number of resident parking spaces is significantly increased. St Helier residents have an equal right to own a parking space with their property as is the case with the majority of islanders living in rural Parishes. With the significantly reduced number of parking spaces being provided this will result in St Helier residents forced to pay a huge premiums to have the privilege of owning a car parking space.

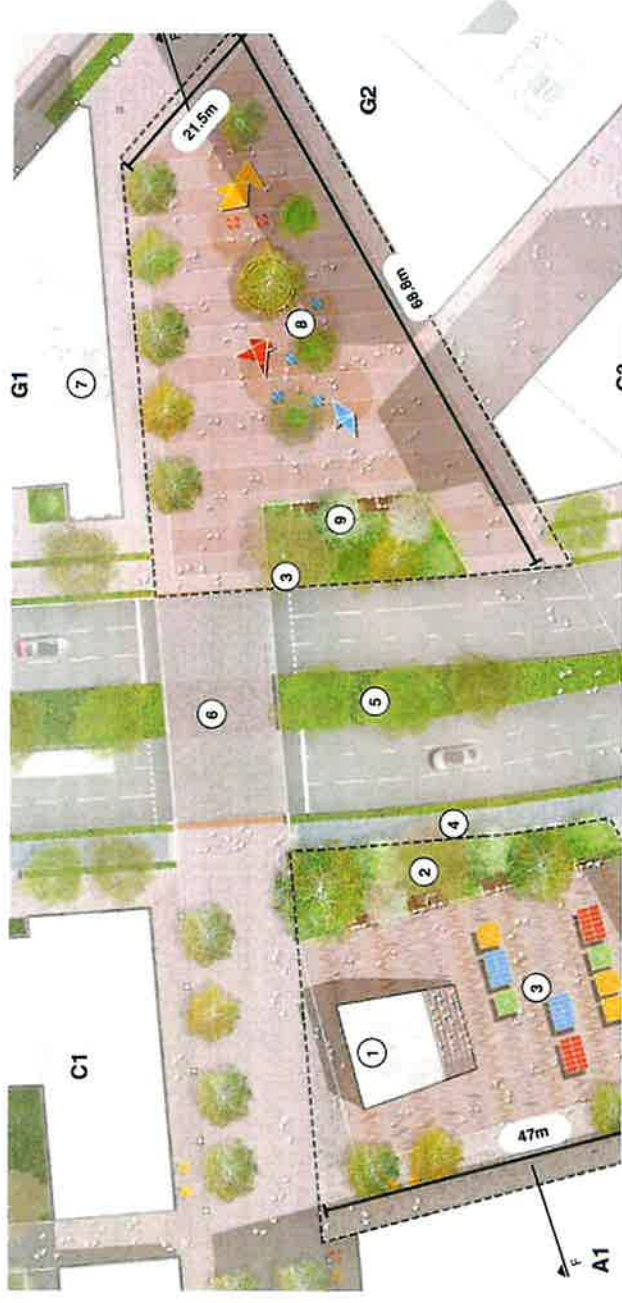
8. **Slipway:** It is noted that the slipway is to be relocated; however, Committee expresses concern that the proposed relocation of the slipway will hamper direct access to the inner road, and Committee requests that the applicant ensures that the direct access to the inner road is still possible without the need to do a large detour along Victoria Avenue.

9. **Marine Lake:** The Committee suggests that as part of the redevelopment the existing Marine Lake is also refurbished to create a similar facility as Havre des Pas Bathing Pool. There is an opportunity to restore this existing facility.

10. **Connectivity and Movement:** The Committee expresses the importance of ensuring that the Waterfront area links seamlessly with the existing St Helier town, the main barrier being the Esplanade. The Committee requests that the applicant works with IHE. The Committee agrees with the Design Council's comments in ensuring that the development encourages the free movement between town, the Waterfront and the ports by foot, by cycle, or other means of sustainable personal transport, taking into consideration ages and levels of mobility without feeling threatened or disturbed by vehicular traffic. To enjoy the experience of walking or cycling through the area along a network of varied and interesting routes with attractive spaces to stop at and to enjoy the view and facilities offered.

Central and Esplanade Squares – primary pedestrian route:

Part of the proposals to address the severance La Route de la Libération has created between town and the Waterfront and to make a framework move to prioritise pedestrian and cycle connections over vehicular. The proposal is to create a pedestrian crossing - the Committee suggests a toucan crossing to include separate dedicated cycle crossing (proposed crossing point shown as (6) below).



The above route connects the Esplanade back to the Waterfront at a width of 12m which enables for a boulevard of trees and facilitates a blue infrastructure corridor.

Secondary Streets

The applicant proposes to create secondary streets running along the east-west axis; these streets connect to existing pedestrian routes such as Castle Street and the Horizon development.

These secondary routes will include:

- Trees at maximum of 10m spacing (tightened tree spacing at prevailing wind junctions)
- Long-connected rain garden planting beds
- Cycle stands

The Lane

The applicant is proposing to create the lane that is a sheltered pedestrian axis running north to south, connecting the Park to the Leisure Centre and the Castle Street junction. The lane runs through four parcels, each one no more than 60m in length and further broken down by connections to Rue de l'Étau. The pedestrian is guided along the lane by a series of retail units at corners, artwork, lighting catenary and signage. The applicant advises that this residential lane precedents and prioritises cycle and pedestrian movement.

The applicant notes that the lane will do more than get users from A to B - it should be dynamic and offer a variety of experiences ranging from art, play, dining, people-watching and meeting places. The lane will include many points of interest including places to sit, interpretation and café spill-out. Glimpses of green along the routes, retail and secondary lobby entries will help draw pedestrians down this intimate journey.

Equally, the lane can host events. It could be the backdrop to a neighbourhood street party lined with communal tables, face painting, games and music.

Arcades:

The applicant proposes to also include arcade connections and allow for permeability across the parcels while providing shared views of the green private amenity courtyards. Each parcel's arcades is proposed to have a unique character and add to the wayfinding and legibility of the site.

Roads Committee concern:

The Roads Committee is supportive of the additional and improved walking and cycling routes being proposed; however, the Committee understands that these areas will also be used for unloading and servicing for the commercial units and expresses concern that these pedestrianised areas will become a car park.

The pedestrianised public areas are intended to remain in the ownership of the applicant; however, the applicant has no policing authority and therefore this will end up with abuse of the public areas at the detriment of residents and visitors. This is already occurring on the existing pedestrianised areas under the ownership of the applicant.

Committee requests that the public areas are conditioned to restrict them from being used for parking. This should be controlled with a time restriction in similar manner to operation of King Street and Queen Street - access to the precincts is restricted to a short period of time, and that access is only permitted with a permit system.

If the ownership of these areas remains with the applicant, there needs to be in place a detailed policing strategy for the public open areas. The applicant needs to put in place a strategy and plan controlled access and enable policing to be undertaken, especially because the applicant has no policing authority. Will the applicant seek to introduce this legally? This is not explained in the documentation.

However, if the proposal is to eventually transfer ownership of the open public areas to a highway authority (Parish or Government), then the applicant will need to ensure that the construction of the pedestrianised area and the lighting being developed are compliant with the requirements of the highway authority.

It is important that the applicant provides sufficient litter bin provision in the public areas and ensures that there is in place a cleaning/sweeping regime for the publicly accessible areas. There should be a plan in place on how these public areas will be serviced and maintained.

11. Rue de l'Étau (from the existing granite crossing point to the existing roundabout):

The Committee welcomes the improvement to La Rue de l'Étau from the granite paved crossing to the roundabout. The improvement should, however, be extended for the remainder of La Rue de l'Étau - from the roundabout at La Route du Port Elizabeth up to the granite crossing point. The applicant is to provide details of the proposals of this section.

The applicant proposes to improve the public realm along Rue de l'Étau spanning from the granite crossing point to the existing roundabout outside the Radisson Blu hotel as shown below:

1. Proposed basement entry and exit
3. Horizon basement entry
4. Radisson Blu car park entry
5. Existing roundabout and Pinus Pinea (Stone Pines) retained
6. Single Pinus Pinea retained
7. New bus shelter and set down within carriageway
8. 1.5m rain garden with trees
9. 3.3m rain garden with trees and integrated seating
10. 5m wide and 70m long bioswale with garden rooms integrated
11. Cycle stands
12. Existing road width retained
13. Existing street frontage is widened
14. Pedestrian crossings connecting to Elizabeth Marina



15. IHE Roads: La Route de La Libération, Victoria Avenue and the Esplanade

Committee welcomes the proposed improvements to these roads that will see enhanced pedestrian and cycle routes being created, the details for these proposals to be agreed with the Government of Jersey's Infrastructure, Housing and Environment department, who is the relevant Highway authority to agree these areas' final details.

16. Refuse and recycling: The applicant will need to liaise with the Parish to discuss the refuse store/collection arrangements, refuse separation and recycling strategy, to be agreed in detail with the Parish's Refuse Manager. It is noted that refuse is proposed to be located within and grade bin stores are internal, with access from within the building and the street. These refuse rooms provide secured (fobbed) lobby access for retail and commercial tenants.

The applicant will need to discuss with the Parish the collection strategy for the individual proposed buildings; however, the important criteria is that bin collection should be off-street to minimise disruption.

17. A strategy to clean the façade of the building without the necessity for external equipment which must be operated from the roadway must be developed. It is noted that the applicant is exploring this with a view to ensuring that façade cleaning of the whole building can be undertaken without the need to close off sections of roads and public thoroughfares and squares. This should be made a condition on any approval granted.

18. That notwithstanding the above comments, this submission should be referred to Infrastructure, Housing and Environment department 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=PP/2021/1969>

<Road Committee for your comments please>

15. 6a, La Colomberie, St. Helier, JE2 4QB**P/2023/0002**

Change of use of ground floor from Class A - Retail to Class B - Café and Restaurant to allow sale of cakes and eat-in dining. Install flue to North elevation.

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

1. Committee notes that the proposal is for a change of use to the ground floor from retail to Café / Restaurant.
2. The site does not have access to off street cycle parking and car parking, it is not possible to incorporate this within the building.
3. That the refuse store/collection arrangements, refuse separation and recycling strategy be agreed in detail with the Parish's Refuse Manager.
4. That notwithstanding the above comments, this submission should be referred to Infrastructure, Housing and Environment department 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/2023/0002>



PARISH OF ST HELIER INFRASTRUCTURE

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

Streets Inspector issues for last month:

- Routine Inspections carried out and work forwarded to Roads team & contractors
- Service meeting with IHE
- Day to day enquiries from the public regarding general issues
- Dealing with scaffold & general works requests
- Reacting to serious weather events. High winds brought down many trees and affected Parish by-roads. Flooding to Grands Vaux & Vallee Des Vaux immediately afterward. Multiple road closures in place for vehicle/pedestrian/ property safety.
- Arranged repairs to infrastructure affected by weather: Rue de Moulin Fliquet & Vallee des Vaux had significant repairs after storm & flooding
- Undertaken site visits, surveys, and correspondence regarding encroachment issues at Highview Lane
- Recruitment for vacant assistant role

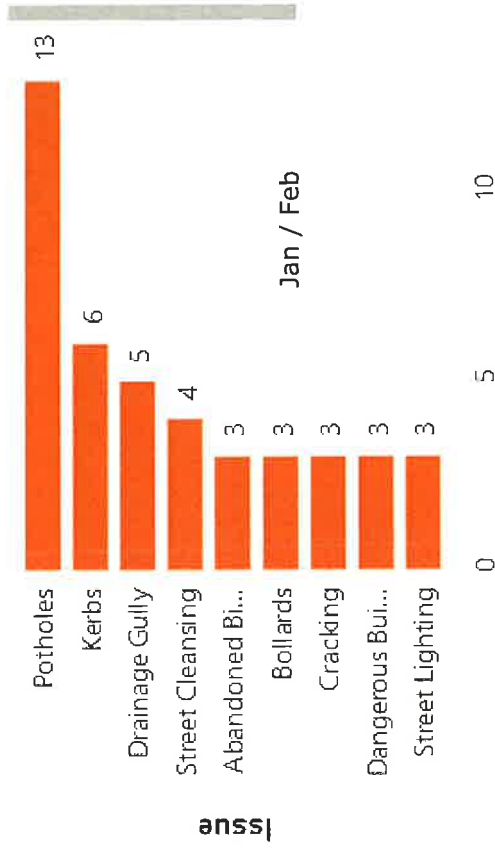
Scaffolding & Trafficworx updates:

- 1 Number of live scaffolds in St Helier as of this month. 64No.
- 2 Number of traffic works requests processed in St Helier for this month. 74 No.

Vingtaine	Name	Surname	Report date
Vingtaine du Mont à l'Abbé	vacant		
Vingtaine du Mont à l'Abbé	Mr Mario	Pirozzolo	
Vingtaine de la Ville	Ms Fiona	Mesney	
Vingtaine de la Ville	vacant		
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	

Vacancies: highlighted yellow above

Count of Infrastructure Faults by Issue





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: 10 February 2023
Version: 02/23

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:	No further progress	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.	Update to be given in due course – with IHE team	AS	TBC	80
6	20.05.20	29/20	LE MASURIER DEVELOPMENT, BATH STREET AND RUE DE FUNCHAL: Public realm works	Waiting on Camerons reference PP request for give way line.	AS	N/A	95
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 in April 2023.	AS	April 23	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. In the mean time Infrastructure working out programme to advise IHE.	AS	TBC	60
9	06.09.21	N/A	LA RUEELLE 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.	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	Relocation of sign is not straightforward, investigating placing it on nearby lamp post.	AS	TBC	0
11	Sept 21	N/A	LA POUQUILEAYE: Crossing outside school requested.	Crossing out for pricing and wating final sign off from IHE Minister. Note: will need to be planned for Summer school holidays. Funding to be allocated in 2023/24 costing (No funding at the moment available).	AS	July/Aug 23	30



PARISH OF ST HELIER INFRASTRUCTURE

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ROADS COMMITTEE: LIVE MATTERS REPORT

Prepared: Head of Infrastructure

Issue date: 10 February 2023

Version: 02/23

#	Request Date	R/Com ref	Detail/description	Status	Officer	Approx. due date	%
12	2018	N/A	HAVRE DES PAS – RPZ: Request for RPZ Zone in Hdap 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
13	17.01.22	N/A	GROSVENOR STREET Email from the Constable reference unloading bay	Request for unloading bays on Grosvenor Street. We will commission Traffic Engineer report. To be placed into the 2023/24 project list for consideration.	AS	TBC	0
14	02.11.21	N/A	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 – No further update	AS	TBC	N/A
15	11.11.21	N/A	USC STORE, DON STREET Public realm improvements	Out for pricing for removal of the tarmac/concrete entrances to change to Granite in accordance with POA.	AS	TBC	10
16	September	N/A	GREAT UNION STREET Review street with Community Support team to look at introducing 15 min time restricted parking.	SA to meet with Community Support manager to review and draft proposals for RCom	SA	TBC	0
17	September	N/A	SCAFFOLD EMBARGO REVIEW Department is reviewing the embargo list	Going to RCom Feb 23	AS	TBC	95
18	Jan 23	N/A	GROVE STREET Investigate give way line & no through road sign	Enquiry out to provide give way sign and no through road, this will go to suture RCom in due course	AS	TBC	10
19	Feb 23	N/A	DORSET STREET Request for cycle stand	To be installed during school Easter half term.	AS	TBC	30
20	Feb 24	N/A	TOWN HALL Request for cycle stands directly outside the Town Hall	York Street is an IHE Road however department will view feasibility of cycle stands for visitors to the Town Hall. consideration	AS	TBC	0



PARISH OF ST HELIER INFRASTRUCTURE

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

MINOR WORKS REPORT

Prepared: Operations & Facilities Manager

Issue date: 09 February 2023

Version: 01/23

Minor works carried out 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)

Roads:

1. Belmont Rd: Replaced kerbs.
2. Nelson St: Patched tarmac.
3. Halkett St: Relayed brick paving.
4. Cleveland Rd: Patched tarmac.
5. Parade Garden: Patched tarmac.
6. Poonah Rd: Replaced bollard.
7. Brooklyn St: Replaced bollard.
8. Aquilla Rd: Patched red tarmac.
9. Apsley Rd: Replaced kerbs.
10. Poonah Rd: Patched tarmac.
11. Aquilla Rd: Attended to bollards x 2.
12. Aquilla Rd: Replaced water channel.
13. Patriotic St: Delivered barriers and sign to make safe sink hole.
14. Poonah Lane: Installed signs.
15. Gas Place: Re-installed 2 bollards.
16. Attended to SID's when requested.
17. Lemprieres St: Unblocked drain.
18. Le Clos Vaze: Put up signage.
19. First tower park: Patched tarmac.
20. Clarendon Rd: Replaced water channel
21. Old St John Rd: Replaced water channel
22. Belmont Place: Replaced water channel
23. Fountain lane: Delivered barriers and signs.
24. Patriotic St: Delivered barriers and signs.

Buildings:

1. Depot: weekly fire alarm test
2. St Helier House: twice weekly security check.
3. Lempriere St Flats: Weekly fire alarm test.
4. St Ewolds, Flat 1: Fitting door stops
5. Town hall: Attended to broken window.
6. Westmount Nursery: Re-felted shed roof.
7. East lodge: Secured gate.
8. Town hall: Attended to broken desk.
9. Depot: attended to lights.
10. Westmount Nursery: Undertook various maintenance tasks
11. Town hall: Hung picture.
12. First tower Park: replaced toilet roll holder.
13. La Bantchette: Unblocked sink.
14. Lower Park: Fixed plaque to bench.
15. Depot: Cleaned gutters.
16. The Good Egg: Attended to leaking roof.
17. Parade Park café: Replaced light.
18. Town hall: Opened safe.
19. Parade Area: Put out parking suspended signs.
20. The Good Egg: Refixed treads on stairs.
21. Westmount Nursery: Assembled book shelves.

Events:

1. Havre des Pas: Put up Christmas tree.
2. Royal square: Delivered barriers for market.
3. Various locations: Erected Christmas lights.
4. Various locations: Turned on Christmas lights.
5. Cenotaph: Prepared equipment and decanted after Remembrance Sunday.



PARISH OF ST HELIER

INFRASTRUCTURE

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

MINOR WORKS REPORT

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6. Various locations: Delivered and Collected Barriers and sign for Remembrance Sunday
7. Remembrance Sunday: Collected and delivered benches
8. Remembrance Sunday: Redecorated benches
9. Various locations: Tested all electric units in preparation for Christmas lights