



## **ROADS COMMITTEE MEETING**

**Wednesday 24 February 2021 at 9.30am**  
Meeting will be held remotely using "**ZOOM**"

### **A G E N D A**

#### **'A' AGENDA – OPEN TO THE PUBLIC**

- A1. Apologies
- A2. Declarations of interest
- A3. To approve minutes of meeting held on 27 January 2021 ('A' Agenda items)
- A4. Matters arising
- A5. For information: Update on major in financial year 2020/21 and minor road works undertaken in the last month.
- A6. For decision: Community Engagement Our Hospital Project; to agree a Roads Committee member representative
- A7. For information: to discuss outcome of recent requête in relation to Westmount Road
- A8. To consider recent planning applications
- A9. Any other business
- A10. Agreed decisions

#### **'B' AGENDA ITEMS**

- B1. To approve minutes of meeting held on 27 January 2021 ('B' Agenda items)
- B2. Matters arising

#### **Dates of 2021 meetings:**

Wednesday 24 Feb 2021 (Roads Committee)	Wednesday 31 March 2021 (Roads Committee)
Wednesday 28 April 2021 (Roads Committee)	
Wednesday tbc May 2021 (Roads Committee)	Wednesday tbc June 2021 (Roads Committee)
Wednesday tbc July 2021 (Roads Committee)	Friday 9 <sup>th</sup> July 2021 (Visite du Branchage)
Wednesday tbc August 2021 (Roads Committee)	Wednesday tbc Sept 2021 (Roads Committee)
Friday 17 <sup>th</sup> Sept 2021 (Visite du Branchage et Chemin)	Wednesday tbc Oct 2021 (Roads Committee)
Wednesday tbc Nov 2021 (Roads Committee)	Wednesday tbc Dec 2021 (Roads Committee)

#### **Please note:**

Members of the public are invited to attend the part of the meeting covering the 'A' Agenda items. Members of the public wishing to attend are asked to contact the Parish Secretary Alison Sweeney [A.Sweeney@posh.gov.je](mailto:A.Sweeney@posh.gov.je) to register their interest in attending the meeting.





PARISH OF ST HELIER



Minutes

**MINUTES OF THE ROADS COMMITTEE MEETING – A AGENDA**  
**HELD VIA ZOOM VIDEO CONFERENCE MEETING ON**  
**WEDNESDAY, 27<sup>TH</sup> JANUARY 2021 AT 9.30AM**

<b>PRESENT</b>	Constable S Crowcroft (SC) Mr B Le Feuvre (BLF) Mr B Manning (BM) Mr J Rogers (JR) The Very Rev'd M Keirle (MK)
<b>IN ATTENDANCE</b>	Mr G Jennings (Procureur du Bien Public) (GJ) Mr P Pearce (Procureur du Bien Public) (PP) Mr S Alves (Head of Infrastructure) (SA) Mr A Sty (Infrastructure Manager) (AS) Mr J Turner (Chief Executive Officer) (JT) Mrs A Sweeney (Parish Secretary) (ASW)
<b>APOLOGIES</b>	Mr R Le Brocq (RLB) Mr J Baker (JB)
<b>OPEN MEETING</b>	Having been previously circulated, the 'A' Agenda Minutes of the meeting held on 09 <sup>th</sup> December 2020 were agreed.
<b>MATTERS ARISING</b>	
<b>1/21 STATEMENT TO THE PUBLIC</b>	SC welcomed the members of the public joining the meeting via zoom and informed them that the Committee were waiting to hold an election as soon as it's practical to do so; therefore, any decisions made by the current Committee will need to be ratified. JT added those members sitting last year are still sitting at the present time and the new Committee should endorse any decisions that are made in the meantime. GC Thought it important to have a written statement made available to the public explaining why the Roads Committee is currently running the way they are. SC suggested getting a statement publicised on the Parish website, also at the head of the agenda for the next meeting.
<b>2/21 STREET RISING BOLLARDS</b>	Previous minutes refers 115/20  AS explained that hours after the bollards were installed the circuit board failed, it was replaced free of charge and now working well and new fobs need to be issued to users of Old Street which is obviously difficult at the moment. SC suggested turning the bollards off and placing a sign with a contact number should anyone require access.
<b>3/21 DISCUSSION ON HOSPITAL PROJECT</b>	Previous minutes refers 116/20  SC informed the Committee he had been approached by the resident's group with a suggestion for a trial one-way system for St Johns Road

<p><b>(GOVERNMENT OF JERSEY PROPOSITIONS: P123/2020 &amp; P129/2020)</b></p>	<p>and had asked SA to look into this for them. SA thought a trial one-way system a good idea and would address some of the issues the residents of the area had, but had picked up some pinch points such as the road not being wide enough which could be an issue for emergency services and the impact on Old St Johns road and Parade road by Helvetia school as could result in traffic being diverted to these areas. The Hospital group will look at all options, however until we have a plan in front of us it is extremely difficult to comment. SC added that the States are sitting on 9<sup>th</sup> February and will be asked to agree that Westmount road be the main two-way access to the new Hospital and that ARUP the engineers advising the Government and the highway engineers used by the scrutiny panel had both come back saying a one-way system would not work, their main concerns being road safety and volume of traffic.</p>
<p><b>4/21 CAR SPACES TA UNIT</b></p>	<p>Previous minutes refers 127/20</p> <p>BM asked if SA had looked in to the possibility of adding an extra two car spaces to the parking area by the TA unit. SA advised he had not had time to look in to this as yet.</p>
<p><b>5/21 MIDVALE ROAD</b></p>	<p>Previous minutes refers 128/20</p> <p>PP Asked if there had been any news on Midvale Road.</p> <p>JT said we are still waiting to hear back from the next project board; the consultation has closed so presume they are analysing the consultation results and would forward the date for the project board as soon as they are available.</p>
<p><b>6/21 LA VALLEE DES VAUX PROPOSALS FOR DECISION</b></p>	<p>AS presented the Committee with his report outlining proposals for La Vallée des Vaux for the Committee to consider and approve in principle.</p> <p>On the 14<sup>th</sup> October 2020 committee discussed proposals for Vallee Des Vaux and on further presentation the department was asked to consider some alternative ideas for traffic calming.</p> <p>The report in your pack outlines the proposals that were discussed for the Committee to consider and approve in principle and if approved would be subject to wider consultation with residents and traffic engineers for the required Road Safety Audits.</p> <p>These favoured ideas were;</p> <p><b>Virtual footpath:</b></p> <p>Along most of the road, thereby reducing the width of the road at its widest points and separating road users from pedestrians.</p> <p>This virtual footpath could potentially be shared with cyclists, and would require a different finish to the carriageway such as a beige coloured anti-skid material to ensure its obvious to drivers. The path could also be marked in sections of cobbles with timber bollards where appropriate, allowing for vehicles to pull in when faced by oncoming traffic. Infrastructure would only recommend the installation of a virtual footpath in the wider sections of the valley.</p> <p><u>Approximate cost is £30K</u></p> <p><b>Remove Centre Line Markings:</b></p> <p>As stated in the report the removal of centre lines can have a positive impact on speed due to it creating an 'element of uncertainty' for the driver, lines "can provide a psychological sense of confidence to drivers that no vehicles will encroach on 'their' side of the road".</p>

If Committee is minded to go down this route, Infrastructure would remove the majority of the white centre lines but may retain several sections on the more dangerous areas of the vallee, depending on the outcome of the RSA

Approximate cost is £3500

**Priority traffic point:** Where the road narrows create a priority (going north) for traffic.

signage could be placed to give priority to either direction, in this case priority to Northbound traffic has been requested, but this as all of the points in the report will require an RSA to insure signage placement is appropriate with regard to visibility.

Approximate cost £1K

**Road markings:** Changes in Road markings at Rue du Vallée and Springbank

These 2 areas have been looked at and are quite possible to amend, Springbank Avenue would be easy as it only requires the placement of a Give way line however approval would need to be sought as the Avenue is privately owned.

Changing the 'give way' line at the northern end of the Valley is also possible however it should be noted that as experienced in Gas Place in 2018 it can take some time for amended road layouts to be acknowledged and understood, therefore this could place road users in more danger until users become familiar with the change.

Approximate cost £5K

**Improve road signage:** Less signage but making it clearer.

More circular painted 15mph and 'SLOW' road markings could be installed in the Vallee.

Lettered markings such as 'SLOW' could be also be installed in Quicksetts which are faux granite cobbles which maybe more in keeping with the vallee instead of traditional white paint

Approximate cost £2500

**Rumble Strips:** Create a number of (cobbled) rumble strips at key points (but not near residencies) with gaps for cyclists.

Again, Quicksetts would be an aesthetically pleasing and fast way to install rumble strips that would also importantly be in keeping with the Vallee. The advantage of this product over granite setts are the fact that they can be adhered directly on to the existing asphalt surface instead of having to excavate into the road, which would mean very lengthy closures and extensive traffic management.

Due to the Noise associated with this kind of traffic calming measure, the placement of rumble strips would have to be carefully assessed to avoid complaints from residents of the Vallee.

Approximate cost for 8 Strips £16K

	<p>Associated Road Safety Audits for the options mentioned would be approx. £5K</p> <p>The department anticipates going out to public consultation in May 2021, which will be subject to the funding being secured. In the meantime, the department will assess and mark up the locations of the changes on a map, this will need to be checked by undertaking an independent Road Safety Audit Levels 1 &amp; 2 which ensures that the proposals are not introducing an inherent road safety risk. Once all issues are addressed we will go out to public consultation with a workable proposal.</p> <p>The result of the consultation will need to come back to the Committee for final sign off before implementations, therefore we would target June/July and installation would be planned for August/September 2021. The Department will endeavour to deliver the project sooner if possible.</p> <p>SC thanked AS for his presentation, he questioned why the yellow line at Springbank could not be painted on the Parish road, AS said he had sought advice and was waiting a response.</p> <p>BLF spoke on behalf of the residents of Vallée des Vaux, he asked if the virtual footpath was for pedestrians only. SA replied it could also be used by cyclists.</p> <p>BLF asked if consideration could be given to installing sensor lights like they use for industrial parks as were the road narrows and priority is given to the north drivers do not have clear sight of the other end. AS said we can certainly look in to this. BLF asked if the yellow line was to remain. AS confirmed yes. BLF also asked if they were looking to take away short stay car parking bays. AS answered no plans to change.</p> <p>GJ asked if the Parish have any other give way markings where private roads meet public roads. AS could not think of any. PP added an example of a private road running onto a main road was at La Hogue Avenue the continuous pavement goes straight across the end of it, this is how we normally mark private roads exiting onto public roads; this might be the answer by running a curb across the end. AS agreed certainly an option.</p> <p>SC Said JB wanted to record his thanks to AS for his excellent work and report and referred to the community engagement with resident's, Parish Deputies and the Parish adding special thanks to Colin lever who has been driving this engagement.</p> <p>JR raised concern that were priority is given northbound where the road narrows by the old Harvest Barn, that traffic coming southbound can not see around the corner to what's coming northbound. AS agreed it's tricky at both points because visibility is a problem and traffic engineers would need to approve.</p> <p>PP said the Committee had discussed previously the possibility of putting a screen on top of the stream near the Old Harvest Barn to make an effective pavement. SA said the stream was privately owned and would need the owner's permission. BLF said he would look into the ownership of the stream.</p> <p>SA asked the Committee if they were happy for Infrastructure to proceed with the plan. SC confirmed the Committee were happy for the plan to proceed.</p>
<p><b>7/21</b></p> <p><b>TO CONSIDER</b></p> <p><b>DATES FOR ROADS</b></p> <p><b>COMMITTEE</b></p> <p><b>MEETINGS</b></p>	<p>The Committee agreed on the following dates for the Roads Committee meetings 24<sup>th</sup> February, 31<sup>st</sup> March and 28th April 2021.</p>
<p><b>PLANNING</b></p>	

**8/21**

**P/2020/1379**

**FLAT 9, CLARENCE  
TERRACE, CLARENCE  
ROAD,  
ST.HELIER,JE2 4QT**

Construct single storey garage with associated wooden fence and access gate to South of site.

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

- Committee notes that this is for the construction of a new garage at the entrance to the property which is located in chapel Lane, the garage construction will result in increasing the existing vehicular access width although the new garage structure is a concern due to possible impact on visibility splays.

- That the applicant submits a revised plan showing visibility splays and demonstrate the impact of the new garage. The revised plan 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.

- It is noted that the vehicular entrance width is to be increased. 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.

- 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.

- 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.

- 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

	<p>site.</p> <ul style="list-style-type: none"> <li>• That no doors may open outwards over 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.</li> <li>• The applicant will need to ensure that there is an electrical charge point for electric car.</li> </ul>
	<ul style="list-style-type: none"> <li>• It is noted that the proposal will impact on the bin location, therefore the revised refuse store and collection arrangements are agreed in detail with the Parish Refuse Manager.</li> <li>• That a refuse separation and recycling strategy is agreed in conjunction with the Parish.</li> </ul>
<p><b>9/21</b> <b>P/2020/1388</b> <b>Willow Court &amp; Willow House, Green Street, St. Helier, JE2 4ZA</b></p>	<p>Various internal alterations to convert existing 12 No. one bed and 6 No. bedsits into 14 No. one bed and 3 No. two bed residential units with associated parking and landscaping. Alter vehicular and pedestrian access onto Green Street.</p> <p>The Roads Committee has examined plans for the above submission and comments as follows:-</p> <ul style="list-style-type: none"> <li>• Committee notes that the proposals is to refurbish the existing 1-12 Willow Court to provide 12 No 1 Bedroom, 1 No 2 Bedroom and to convert the existing Willow House from 6 bedsits into 2 No 1 Bedroom and 2 No 2 bedroom units of accommodation – making a total of 17 No units of accommodation. There will be 14 No Car Parking spaces (0.82 spaces per unit) are proposed (with two spaces having electrical charging) and 18 No cycle parking spaces adjacent Willow House.</li> <li>• Committee requests that electric charging points are increased to provide the infrastructure to enable all car parking spaces to have charging points. Parking for bicycles are to be provided with electric charging points for electric bicycles.</li> <li>• Committee would normally request that 1 parking space is provided per unit of accommodation especially in this area where the Parish is contacted regularly by residents in the vicinity with great difficulties with the lack of car parking. The Committee requests as a Public Realm improvement that the applicant provide a car Share facility that is operated by a provider such as Evie or similar and that the scheme is extended to residents in the area.</li> <li>• Any surplus car parking is to be leased to residents of the Havre des Pas Area.</li> <li>• Committee requests that the provision of additional cycle parking be considered to allow for two cycles per unit of accommodation and that visitor cycle parking be provided. Cycle parking should be undercover, the applicant should consider cycle shelters, there are many off the shelf units on the market that could be considered. The provision of electric charging is requested which could be in the form of battery lockers.</li> <li>• The Parish has been contacted by concerned residents regarding the impact of the development on them due to traffic and the number of units being provided. Committee would draw the Planning department attention to the concerns raised by residents who have submitted their concerns via the Planning consultation portal.</li> <li>• That the refuse store and collection arrangements are agreed in detail with the Parish Refuse Manager.</li> <li>• That a refuse separation and recycling strategy is agreed in conjunction with the Parish.</li> <li>• 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.</li> </ul>



<p><b>10/21 P/2020/1410 115, Claremont Manor, Rouge Bouillon, St. Helier, JE2 3ZB</b></p>	<p>Demolish existing buildings. Construct 13 No. one bed and 16 No. two bed residential units with associated parking and landscaping. 3D Model available</p> <p>The Roads Committee has examined plans for the above submission and comments as follows:-</p> <ul style="list-style-type: none"> <li>• Committee notes that the redevelopment will comprise of 29 residential apartments (13 x 1 bed and 16 x 2 bed) with associated lower ground car park (27 spaces = 0.93 spaces per unit), a dedicated bicycle store (29 spaces) with an additional 16 cycle parking space in the covered car park. A refuse store has been provided. The proposal includes new access to replace the existing and use of a strip of land along the southern boundary to widen the pavement onto Rouge Bouillon. Other off-site highway improvements include a bus shelter and contributions to cycling and bus infrastructure, secured by a Planning Obligation Agreement.</li> <li>• Committee notes that there the proposal includes 27 parking spaces (including 3 for visitors). 7 spaces (including 3 visitor) are designed as accessible parking bays and 8 (including 3 visitor) will be provided electric vehicle charging points. Committee requests that electric charging be extended to all car parking spaces or at least the infrastructure is in place to extend charging provision.</li> <li>• Due to the deficiency in car parking being provided for residents, the Committee request that the applicant considers a car share scheme which is to be operated by an independent company such as Evie or similar to provide care share facility for residents, and consider if this would be able to extend to other residents in the vicinity.</li> <li>• It is noted a total of 48 cycle spaces are provided, 29 within a dedicated and secure cycle store, 16 within the covered car park and 3 visitor spaces at the lower ground level area. The cycle parking provision should also incorporate electric charging points for electric bicycles.</li> <li>• The Parish welcomes the opportunity offered by the applicant to improve the pedestrian footpath and walking routes. The applicant will need to liaise with Infrastructure, Housing and Environment to discuss the opportunities.</li> <li>• That the refuse store and collection arrangements are agreed in detail with the Parish Refuse Manager. Refuse collection should be conducted off street.</li> <li>• That a refuse separation and recycling strategy is agreed in conjunction with the Parish.</li> <li>• 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.</li> </ul>
<p><b>11/21 P/2020/1423 11 CALEDONIA PLACE ,ST HELIER JE2 3NG</b></p>	<p>Change of use from (Class A) Retail to (Class B) Restaurant on ground floor. Convert first and second floors into 4 No. 2 bed residential units. Convert roof to form residential roof terraces.</p> <p>The Roads Committee does not support this application due to serious concerns with the pull in bay, and make the following reasons:-</p> <ul style="list-style-type: none"> <li>• Committee notes that the proposal is to create 4 No 2 bed units of accommodation on First and Second floor and change of use of ground floor from shop to Restaurant.</li> <li>• Committee notes that no car parking is being provided as it is physically impossible to provide car parking, it is also noted that no cycle parking is being provided. The Committee requests that the applicant provides cycle parking for the units of accommodation complete with electric charging points. This may result is some changes to the Ground floor to enable a secure cycle store area to be created. Ideally the applicant should provide 2 cycle parking spaces per unit of accommodation. If cycle storage cannot be created on the Ground floor, the alternative suggestion is to ensure that the proposed lift is sufficient in size to enable cycles to be taken in the lift and stored on the proposed roof garden in dedicated secure cycle storage area.</li> <li>• That the refuse store and collection arrangements are agreed in detail with the Parish</li> </ul>

	<p>Refuse Manager.</p> <ul style="list-style-type: none"> <li>That a refuse separation and recycling strategy is agreed in conjunction with the Parish.</li> <li>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. Jersey Development Company administers the public square and may also need to be consulted as it is noted that doors and screens encroach out onto private land.</li> </ul> <p><a href="https://www.gov.je/citizen/planning/pages/PlanningApplicationDocuments.aspx?s=1&amp;r=P/2020/1423">https://www.gov.je/citizen/planning/pages/PlanningApplicationDocuments.aspx?s=1&amp;r=P/2020/1423</a></p>
<p><b>12/21 RP/2020/1403 4 CRANWORTH APARTMENTS, LA VALLEE DES VAUX, ST. HELIER, JE2 3GA</b></p>	<p>REVISED PLANS to P/2017/1681 (Demolish existing and construct 5 No. two bed and 7 No. three bed residential units with basement parking and associated landscaping. New refuse vehicle parking arrangements with new pavement provision): Omit basement parking to form 12 no. 3 bed residential units with associated landscaping and parking. Create new vehicular access onto La Vallee des Vaux.</p> <p>The Roads Committee has examined plans for the above submission and comments as follows:-</p> <ul style="list-style-type: none"> <li>Committee notes that the proposal is a revised application on P/2017/1681, the applicant had secured planning permission for 12 units of accommodation and 26 car parking spaces. The applicant is amending the plans to omit the semi-basement.</li> </ul> <p>12 residents car parking spaces and 2 Visitor spaces is being provided in the open courtyard and a further 12 car parking spaces and cycle parking is being provided in the garages under each of the 12 units of accommodation. The applicant proposes to remove the Parish public footpath to create a layby for the Parish refuse truck by displacing the footpath onto the applicant's site.</p> <ul style="list-style-type: none"> <li>Committee requests that electric charging points are to be provided in each garage for electric cars and each garage should accommodate cycles with electric charging for e-cycles.</li> <li>Committee notes that the proposal is for the creation of an unloading bay outside the development to enable the refuse vehicle to pull into the bay to service the flats, which will require the removal of the Parish public footpath and diverting pedestrians onto the applicants site.</li> </ul> <p>The removal of the footpath will not improve refuse collection it will still result in the refuse vehicle blocking the roadway as part of the vehicle will block half the road. Removing the footpath and diverting pedestrians onto the new footpath on the applicants site is not acceptable as the proposed 1m width footpath is not acceptable, the width of the footpath should be a minimum of 1.5m which will result in the planter along the front having to be omitted.</p> <p>The Committee expresses serious concerns with this proposal as this does not improve the refuse collection situation, although by widening this area it will improve and potentially remove the pinch point.</p> <ul style="list-style-type: none"> <li>Applicant to note that the Procurers du Bien Public and Constable do not support the transfer of the proposed new diverted Parish footpath onto the applicants site, this would require Parish Assembly approval which they are not willing to do. Therefore, the removal of the existing Parish footpath to create the pull in bay is not supported.</li> <li>The Municipal Services Director had advised in the previous application that the refuse strategy must be supplied and approved by the Parish and has expressed concerns about the location of the refuse bin store as it is too far away from the proposed unloading bay. This will result in the applicant bringing out the bins to the roadway on collection day. The applicant needs to review the location of the bin store as the Parish would not expect bins to be left on a footpath. The applicant has an opportunity in ensuring that there will not be a need for bins to be left on the footpath with this development.</li> <li>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.</li> <li>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</li> </ul>

	<p>across the footpath by the applicant/owner without this work being undertaken first, this is to avoid damage to the kerbstones from vehicle movement.</p> <p>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.</p> <ul style="list-style-type: none"> <li>• 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.</li> </ul> <p>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.</p> <ul style="list-style-type: none"> <li>• The applicant must remove obsolete service boxes that are no longer used to provide a service to the applicant's site or alternatively realign/renew service boxes liaising with the appropriate utility company. Obsolete dished kerb and footpath entrances are to be removed with the kerbs and footpath lifted, which will result in making good to the asphalt for the full width and length of the dished area as a minimum. Applicant is to be aware that depending on the location of the property that red and/or black asphalt may be required for making good to the footpath. Although in some instances, the applicant may need to reset granite footpath paving.</li> </ul> <p>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.</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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:  <a href="https://www.gov.je/travel/roads/pages/roadhousingdevelopment.aspx">https://www.gov.je/travel/roads/pages/roadhousingdevelopment.aspx</a>  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.</li> </ul>
<p><b>13/21</b>  <b>P/2020/1519</b>  <b>3 CLARE STREET ST</b>  <b>HELIER JE2 3XE</b></p>	<p>Change of use from existing office / dental practice to create 1 no. two bed residential unit.</p> <p>The Roads Committee has examined plans for the above submission and gives approval provided:-</p> <ul style="list-style-type: none"> <li>• Committee notes that the proposal is for a change of use of the existing ground floor from a dental surgery to a 2 bedroom flat. The floors above (First and second) are already approved as 1 No 3 bedroom apartment (P/2016/0802).</li> <li>• Committee appreciates that it is physically impossible to provide car parking. Committee request that secure off street cycle parking is provided with electric charging for e-cycles.</li> <li>• That the refuse store and collection arrangements are agreed in detail with the Parish Refuse Manager.</li> </ul>
<p><b>14/21</b>  <b>P/20201523</b>  <b>49 MOUNTVIEW</b>  <b>HOTEL, ST JOHNS</b>  <b>ROAD ST HELIER</b>  <b>JE2 3LD</b></p>	<p>Various internal alterations to create 5 no. staff bedrooms within former reception areas. Fenestration alterations to South-East elevation.</p> <p>The Roads Committee has examined plans for the above submission and gives approval provided:-</p> <ul style="list-style-type: none"> <li>• Committee notes that the proposal is for a creation of five further staff bedsit apartments on ground floor within the former reception area. Committee notes that there is an existing cycle store in the basement of the former hotel.</li> </ul>

	<ul style="list-style-type: none"> <li>Committee request that electric charging points be provided points for electric bicycles and that the applicant confirms that there is sufficient capacity in the existing bicycle store to cater for the existing staff bedsits and the proposed additional 5 No bedsits (5 additional cycle parking spaces minimum should be created).</li> <li>That the refuse store and collection arrangements are agreed in detail with the Parish Refuse Manager.</li> <li>That a refuse separation and recycling strategy is agreed in conjunction with the Parish.</li> <li>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.</li> </ul>
<p><b>15/21</b>  <b>P/2020/1525</b>  <b>HAZELDEAN, GREEN</b>  <b>STREET, ST HELIER,</b>  <b>JE2 4UG</b></p>	<p>Demolish existing dwelling. Construct 4 no. two bed and 2 no. one bed residential units to South of site. Construct 2 no. two bed residential units to North of site. Alter vehicular access onto Green Street. 3D Model available</p> <p>The Roads Committee has examined plans for the above submission and comments as follows:-</p> <ul style="list-style-type: none"> <li>Committee notes that the proposal is for the demolition of the Existing House and creation of a new block of apartments consisting of 4 No two bead and 2 No one bed units to the South of the site and an additional 2 No two bed units of accommodation to the North of the site – total of 8 units of accommodation.</li> </ul> <p>The proposal also includes the provision of 6 No car parking spaces and there will be basement store area with provision of cycle storage for the South apartments (12 cycle parking spaces), whilst the apartments to the North (2 No two bed units) will have 2 No external stores to accommodate two cycle parking spaces per units of accommodation (4No cycle spaces)</p> <ul style="list-style-type: none"> <li>The car parking space provided are to be provided with electric charging points for electric car and the proposed cycle parking is to be provided with electric charging for electric cycles.</li> <li>The Committee would like to see parking being provided for all residents, perhaps making one of the spaces into a car share could be considered.</li> <li>It is noted that there is no facility for visitors or unloading which the applicant should consider.</li> <li>The applicant should verify that there is sufficient space for the turning area as it seems very tight in space.</li> <li>The applicant is to liaise with Infrastructure, Housing and environment as the visibility plays will need to comply with Access onto the Highway – Standards and Guidance’ as produced by Infrastructure, Housing and Environment which is available online at:  <a href="https://www.gov.je/travel/roads/pages/roadhousingdevelopment.aspx">https://www.gov.je/travel/roads/pages/roadhousingdevelopment.aspx</a> 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.</li> <li>That the refuse store and collection arrangements are agreed in detail with the Parish Refuse Manager.</li> <li>That a refuse separation and recycling strategy is agreed in conjunction with the Parish.</li> <li>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.</li> </ul>
<p><b>16/21</b>  <b>P2020/1532</b>  <b>17 QUEENS ROAD,ST</b>  <b>HELIER,JE2 3GQ</b></p>	<p>Convert (Class A) shop into 1 No. 1 bed residential unit. Convert existing shop basement storage into residential storage. Refurbish existing 2 No. 1 bed units on first and second floor. Refurbish existing roof terrace. Various external alterations to include replacement roof covering, rainwater goods, railings to roof terrace and new windows to all elevations.</p> <p>The Roads Committee has examined plans for the above submission and gives approval provided:-</p>

	<ul style="list-style-type: none"> <li>Committee notes that the proposal is for the change of use of the former shop that forms the corner of Queens Road and Lower King Cliff to a one bedroom unit of accommodation and the refurbishment of the existing 2 No 1 bed units on the upper floors and refurbishment of the basement to provide storage and cycle parking (Vertical).</li> <li>The Committee supports the change of use of this shop as it has been closed for many years and keeping it as a shop would result in issues with parking, deliveries.</li> <li>The Committee appreciates that it is impossible to provide car parking on the restricted site, and welcomes the provision of cycle parking, however, it is not clear how many cycles can be accommodated in the basement. The Committee expects at the least 1 bike space per unit of accommodation, the ideal would be for two cycle per unit of accommodation to cater for two occupiers per flat. The cycle parking is to be provided with electric charging facility for electric cycles.</li> <li>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.</li> <li>That any windows bordering the Public Road or Footpath shall be of a type whose opening lights do not open beyond the face of the building. The applicant should note that contravening this condition will mean that the Parish will take action against the applicant/owner under the Highways Encroachments (Jersey) Regulations 1957.</li> <li>That no door(s) may open outwards over 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.</li> <li>That the refuse store and collection arrangements are agreed in detail with the Parish Refuse Manager.</li> <li>That a refuse separation and recycling strategy is agreed in conjunction with the Parish.</li> <li>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.</li> </ul>
<b>17/21</b> <b>P/2020/1553</b> <b>SUNFLOWER</b> <b>COTTAGE,1</b> <b>JUANVRIN ROAD,</b> <b>JE2 4LF</b>	<p>Alter vehicle access onto Janvrin Road.</p> <p>The Roads Committee has examined plans for the above submission and gives approval provided:-</p> <ul style="list-style-type: none"> <li>Committee notes that the proposal is to widen the existing Garage door to improve visibility.</li> <li>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:  <a href="https://www.gov.je/travel/roads/pages/roadhousingdevelopment.aspx">https://www.gov.je/travel/roads/pages/roadhousingdevelopment.aspx</a>  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.  <a href="https://www.gov.je/citizen/planning/pages/PlanningApplicationDetail.aspx?s=1&amp;r=P/2020/1553">https://www.gov.je/citizen/planning/pages/PlanningApplicationDetail.aspx?s=1&amp;r=P/2020/1553</a> </li> </ul>
<b>18/21</b> <b>P/2020/1578</b> <b>58 60 ANN STREET</b> <b>BREWERY Co Ltd, ST</b> <b>HELIER, JE2 4SE</b>	<p>Demolish existing buildings except Listed buildings; Sans Souci, the Brewhouse and 12 Simon Place. Construct 189 No. 1 bed and 82 No. 2 bed residential units with Town Woodland, designated cycle / footpaths, associated landscaping, underground car and bicycle parking. Change of use of Brewhouse and Sans Souci into (Class C) Office. 3D Model available.</p> <p>The Roads Committee has examined plans for the above submission and comments as follows:-</p> <ul style="list-style-type: none"> <li>Committee notes that the development will comprise of redevelopment of the Ann Street Brewery site to provide 189 No 1 Bed and 82 No 2 bed units equating to a total of 271 units of accommodation. The proposals also includes for the refurbishment of 12 Simon Place to a caretakers residence, change of use of the Brewhouse and Sans Socui to offices (For charity "Autism Jersey" and business start-up offices) a total of 163 No car parking spaces are being provided and 340 No cycle parking. The proposed access to the site is via Ann street.</li> </ul>

	<p>The Committee confirms that the developer presented the draft proposals to the Committee prior submission at the 16 September Roads Committee meeting, where the following comments were made:</p> <ul style="list-style-type: none"> <li>• Concern at loss of car parking spaces at Ann Street development and less than one space per unit</li> <li>• Proposals for Zebra crossings which the Parish would support</li> <li>• Parking for servicing apartments and bin collection</li> <li>• To consider using one of the developments as a Community Hall</li> <li>• Look to keep the Jersey Brewery logo</li> <li>• San Souci required staff parking</li> <li>• Lack of playground</li> <li>• How many units of accommodation does it replace and are you proposing roof gardens</li> </ul>
	<ul style="list-style-type: none"> <li>• Net gain or loss on car parking spaces</li> <li>• Previous issues with allowing less than one space per unit on the grounds Ann Street Brewery turned into car park, to be told two months later wasn't the situation but couldn't advise at time as commercially sensitive</li> <li>• Need to ensure cycle paths and pedestrian ways be open to public for ever and also should be maintained by the States and policed for anti-social behaviour</li> <li>• Concern development showing internal pedestrian and cycle routes but no overall master plan for permeability</li> <li>• Secure cycle storage are they big enough for car and cargo trailers</li> <li>• Suggest secure visitor parking for bikes</li> <li>• Suggestion to erect a bridge/save crossing on St. Saviours road for children going to School</li> <li>• When will a developer have the courage to put some water in to open spaces as such a water feature as part of green community space</li> <li>• How many listed buildings will not be preserved</li> <li>• As an example, for public to envisage how many Royal Squares could you fit in the open spaces</li> <li>• Concern as of the future freehold ownership of the open areas and pathways and want reassurance that they were going to be owned by the public and not the individual companies</li> </ul> <p>Committee notes that only 163 car parking spaces are being provided however is supportive of the two shared car club spaces being provided to make up for the shortfall in car parking. It is noted that there will be 9 disabled spaces, 7 visitor car park spaces with electric charging and 4 parking spaces dedicated to the commercial units for Brewhouse and Sans Souci.</p> <ul style="list-style-type: none"> <li>• Committee requests that car parking provision is increased as Committee feel that residents should be entitled to own a car if they wish, there is an opportunity to increase car parking provision with this major development.</li> <li>• The applicant should also consider motorcycle parking facility with electric charging for electric motorcycles.</li> <li>• Committee notes that active electric charging facilities are proposed the infrastructure needs to be in place to expand electric charging in all parking spaces.</li> <li>• The Committee welcomes the introduction of 370 cycle parking spaces This includes 280 spaces in double tier cycle stands and 30 spaces in 15 Sheffield stands suitable for oversized cycles within the basement. There will be a further 30 cycle short stay spaces at ground level. Committee requests that electric charge points or charging lockers for batteries be provided for e-cycles.</li> <li>• Committee requests that the applicant works with Infrastructure, Housing and environment to work in a way to link the site to the existing cycle routes (Routes 5 &amp; 9).</li> <li>• The applicant to work with Infrastructure, Housing and environment to fund the provision of sheltered bus stops.</li> <li>• It is noted that a dedicated adjacent to the new vehicular access which is to be used for loading and unloading and the applicant advises that the within the internal roads through the development will also be able to be used for loading/unloading activity.</li> <li>• 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:  <a href="https://www.gov.je/travel/roads/pages/roadhousingdevelopment.aspx">https://www.gov.je/travel/roads/pages/roadhousingdevelopment.aspx</a> Everything in the visibility areas </li> </ul>

so formed including gates, pillars, walls and plants growth to be permanently restricted in height to 900 mm above road level in perpetuity.

- The Committee expects that the pedestrian are to have precedence over the motorists exiting or entering the site, therefore the footpath is to be continuous across entrances please.

- Committee suggests that the applicant considers placement of speed humps and zebra crossing (such as humped crossing) within the internal roads to ensure that traffic speeds are kept low. The humps should conform to "Highways (Road Humps) (Jersey) Regulations 2002" so that they are suitable for emergency services.

- Committee request as public realm improvement that consideration be given to placing a children's playground within the development and that a water feature is also considered.

- The committee expresses concern on the policing of the public areas and questions the applicants policing authority.

- The car parking within the development should be secured primarily for residents any surplus car parking should be offered for rent to residents in the areas.

- The Committee requests that the proposed amenity spaces/gardens remain accessible for the public access in perpetuity.

- The footpaths to Ann Street, Simon Place and Brooklyn Street are to be resurfaced, and widened where ever possible – the exact design, specification and details are to be agreed with the Parish.

- Where the carriageway surface has been damaged and disturbed due to the development the section of the road is to resurfaced – the extent is to be agreed with the Parish. Therefore prior to the working commencing on site, a full detailed conditions survey is to be undertaken by the applicant by an independent surveyor on the conditions of the carriageway and agreed with the Parish.

- The Committee welcomes the proposed crossing points: 2 No. in Ann Street and 1No. in St Saviours Road which should be Jersey Crossings. The applicant to fund and provide the zebra crossing study and implementation of the crossing points which may require lightings. The study is to be submitted to the Parish for the crossing to Ann Street with road safety Audits undertaken for the crossings at which time the Parish will submit the reports to the Infrastructure Minister for his approval.

The crossing point across St Saviours Road are to be agreed with Infrastructure, Housing and Environments, the Roads Committee recommends that these are zebra crossing for children safety to access the schools and college in St saviour.

- A Jersey zebra crossing point should also be provided in Simon Place at the cost of the applicant in front of the Grand Douet path. A study and Road safety audits are to be undertaken to justify the suggested crossing point and submitted to the Parish who will then obtain the Infrastructure Ministers approval for the crossing point.

- The provided crossing points are to be sufficient enable cycles to cross, therefore consideration is to be given to shared use zebra crossing points.

- 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.

- 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.



	<ul style="list-style-type: none"> <li>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.</li> </ul> <p>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.</p> <ul style="list-style-type: none"> <li>The applicant must remove obsolete service boxes that are no longer used to provide a service to the applicant's site or alternatively realign/renew service boxes liaising with the appropriate utility company. Obsolete dished kerb and footpath entrances are to be removed with the kerbs and footpath lifted, which will result in making good to the asphalt for the full width and length of the dished area as a minimum. Applicant is to be aware that depending on the location of the property that red and/or black asphalt may be required for making good to the footpath. Although in some instances, the applicant may need to reset granite footpath paving.</li> </ul> <p>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.</p> <ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>That any windows bordering the Public Road or Footpath shall be of a type whose opening lights do not open beyond the face of the building. The applicant should note that contravening this condition will mean that the Parish will take action against the applicant/owner under the Highways Encroachments (Jersey) Regulations 1957.</li> <li>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.</li> <li>The construction process and site servicing arrangements must be discussed with Parish of St Helier Infrastructure Department and Government of Jersey Infrastructure, Housing &amp; Environment department at development stage</li> <li>That the refuse store and collection arrangements are agreed in detail with the Parish Refuse Manager.</li> <li>That a refuse separation and recycling strategy is agreed in conjunction with the Parish.</li> <li>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.</li> </ul>
<p><b>19/21</b>  <b>P/2020/1592</b>  <b>25 LEWIS STREET,</b>  <b>ST HELIER, JE2 3PB</b></p>	<p>The Roads Committee has examined plans for the above submission and comments as follows:-</p> <ul style="list-style-type: none"> <li>Committee notes that the development will comprise the demolition of the exiting garages/store and construction of new two bedroom property with integral garage underneath. The existing garage is to the back of the property 22 Pierson Place, it seems to be the former back yard to the property.</li> <li>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.</li> <li>That within the garage electric charging is provided for electric cycles and electric car.</li> </ul>



	<ul style="list-style-type: none"> <li>• 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: <a href="https://www.gov.je/travel/roads/pages/roadhousingdevelopment.aspx">https://www.gov.je/travel/roads/pages/roadhousingdevelopment.aspx</a> 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.</li> <li>• That the garage door is of a type which does not encroach over the footpath or Highway when being opened or closed, or when fully open. Should it be a new vehicular access from a Parish by-road, kerb and footpath must be lowered by the Parish at the applicant's expense.</li> <li>• 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.</li> </ul> <p>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.</p> <ul style="list-style-type: none"> <li>• 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.</li> </ul> <p>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.</p> <ul style="list-style-type: none"> <li>• The applicant must remove obsolete service boxes that are no longer used to provide a service to the applicant's site or alternatively realign/renew service boxes liaising with the appropriate utility company. Obsolete dished kerb and footpath entrances are to be removed with the kerbs and footpath lifted, which will result in making good to the asphalt for the full width and length of the dished area as a minimum. Applicant is to be aware that depending on the location of the property that red and/or black asphalt may be required for making good to the footpath. Although in some instances, the applicant may need to reset granite footpath paving.</li> </ul> <p>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.</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• That the refuse store and collection arrangements are agreed in detail with the Parish Refuse Manager</li> </ul>
<p><b>20/21</b> <b>P/2020/1590</b> <b>2 POMONA ROAD,</b> <b>ST HELIER JE2 3XL</b></p>	<p>The Roads Committee has examined plans for the above submission and comments as follows:-</p> <ul style="list-style-type: none"> <li>• Committee notes that this is retrospective planning applications as the previous owner of the property had converted the existing single property into 2 No dwellings comprising of 1No 3 bed ground floor and 1No 3 Bed first and second floor apartments without Planning permission. The property was purchased in 2016 in its current stats as two units and the owner is ensuring that Planning Permission is in place.</li> <li>• The property has existing car parking for two cars – one per unit of accommodation. Committee would request that these parking spaces are provided with electric charging for electric car and that provision for cycle parking is provided with electric charging for electric cycles.</li> </ul>

	<ul style="list-style-type: none"> <li>It is unclear from the photographs whether the kerbs have been lowered in front to the parking spaces, if not the applicant to note: 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.</li> </ul> <p>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.</p>
	<ul style="list-style-type: none"> <li>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.</li> <li>That the refuse store and collection arrangements are agreed in detail with the Parish Refuse Manager</li> </ul>
<b>ANY OTHER BUSINESS</b>	
<b>21/21 COMPLAINT TRAFFIC</b>	<p>SC had received a complaint about traffic building up in La Pouquelaye at drop off and pick up times at Janvrin School and has asked SA to look into this for him, he added that all primary schools in town have this problem around drop off and pick up times and this relates to the fact that we don't have an integrated/sustainable transport network which may have allowed the schools to address some of the challenges they face; it's an ongoing matter for the Minister of Infrastructure to address.</p>
<b>NEXT MEETING</b>	<p>The next meeting will take place on Wednesday 24<sup>th</sup> February 2021 at 9.30am Town Hall Assembly Room</p>

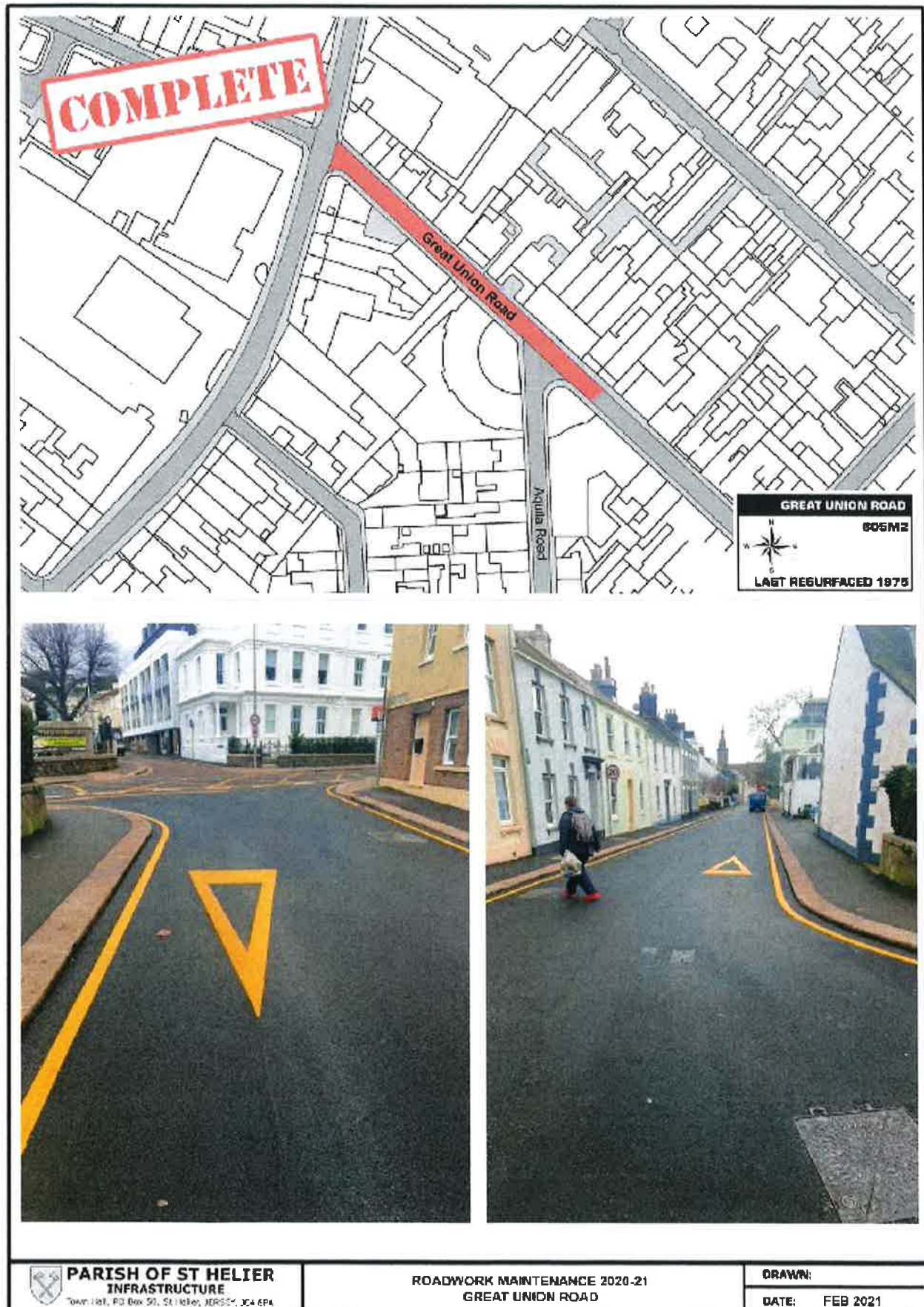


# PARISH OF ST HELIER INFRASTRUCTURE

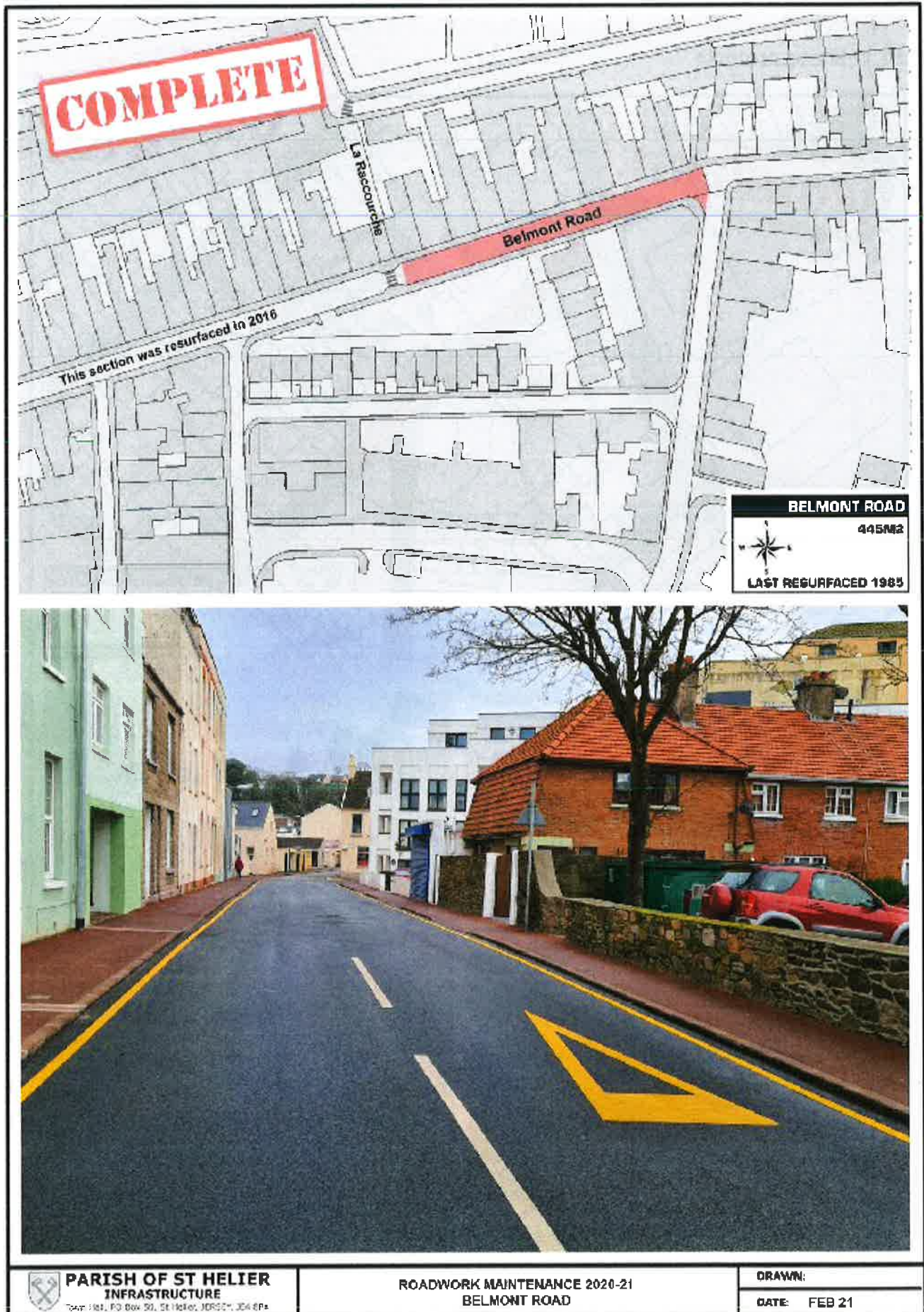
Town Hall, PO Box 50, St Helier, JERSEY, JE4 8PA

## INFRASTRUCTURE STATUS REPORT

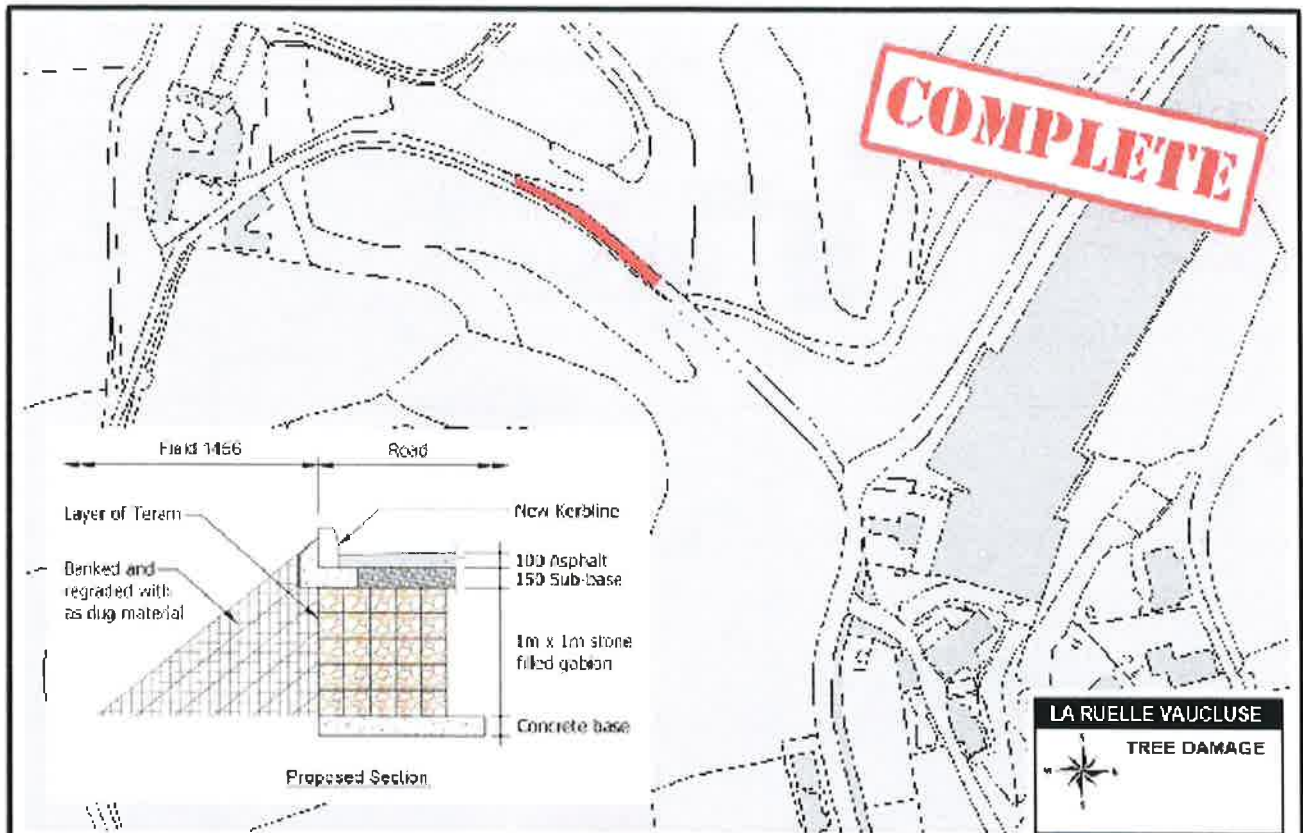
### Section 1: Major projects











**PARISH OF ST HELIER**  
**INFRASTRUCTURE**  
 Town Hall, PO Box 50, St Helier, JERSEY, JE4 6PA

**ROADWORK MAINTENANCE**  
**LA RUELLE VAUCLUSE ROAD REBUILDING**

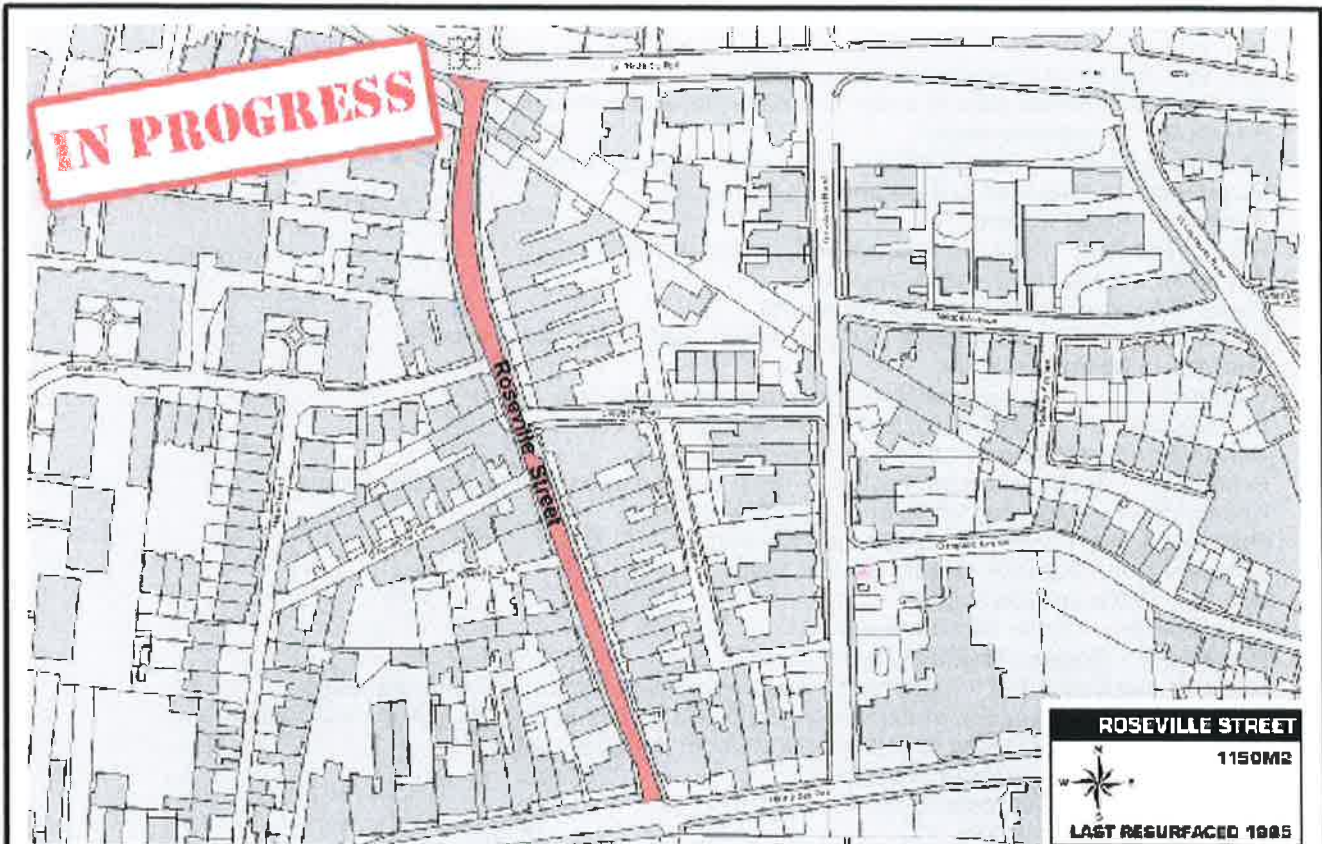
**DRAWN:**

**DATE: FEB 21**









This project is in progress, the footpaths and crossing were completed in January, Pallot tarmac will be resurfacing the carriageway on 19th April 2021



**PARISH OF ST HELIER**  
INFRASTRUCTURE  
Town Hall, PO Box 50, St Helier, JERSEY, JE4 6PA

ROADWORK MAINTENANCE 2020-21  
ROSEVILLE STREET FOOTPATHS

DRAWN:

DATE: FEB 2021

## Section 2; Minor Works – For January 2021

### Minor works carried out in January


- Ann St – Repair pothole and fill eroded edging
- Roseville St- Pointed granite kerbs and replacing water channels
- Saville St – Repointed kerbs
- La Grande Route de Mont L'Abbe – Filled pothole in carriageway
- Clearview St - Replaced bollard and relayed bricks
- Albert St – Reset bollard
- First Tower Park – Dug out and relayed cannon bollards
- Tower Rd – Replaced 2 water channels
- Tower Rd – Replaced kerbs outside school
- Cleveland Rd – Replaced kerbs and patched around lids/water channels
- Savile St – Repointed kerbs
- Claremont Rd – Replace broken kerbs and pointed sections
- La Pouquelaye – Reset bollard and fixed tarmac
- Nelson St – installed new bollard and patched tarmac
- Poonah Rd – Replaced kerbs, replaced metal water channels with granite channels
- Undercliff Rd – Replaced kerbs and repointed sections
- Oaklands Lane – Tarmac patched multiple section
- Grosvenor St – Replace rocking granite kerb
- Ann St – Patch pothole in road
- Clos St Andre – Relay section of kerbs
- Don Street – Relayed rocking granite kerb
- Steps at Highfield Lane – Repointed steps and relayed sections of concrete bays
- Havre des Pas – Removed metal containers holding sand bags and cleaned and refilled
- Le Breton Lane – Replaced broken water channel and filled potholes
- Royal Square – Replaced broken cover
- Royal Square – Reset rocking kerb
- Oxford Rd – Filled pothole
- Tower Rd – Replaced section of kerbs with new
- Halket St – Reset slabs
- Depot - Housekeeping duties
- Have been carrying out all maintenance of Parish properties whilst handy man is off
- Removal Christmas lights
- Placed out barriers and signage for Covid warnings
- Carried out works on No 5 Lampriere St
- They also have carried out works to street signage, I don't have a list of this works at present
- Placed out love St Helier Signs
- Weekly fire alarm checks in Parish properties
- Erecting and removing of SID units
- Security checks in St Helier House, 3 times a week

### Street Inspector Report for Jan-Feb...

- Various site meetings and dealing with enquires
- Services meeting
- Clos St Andre footpath re-instatement
- Albert Street Traffic Island re-instatement
- Cleveland Rd Patch re-instatement
- Oxford Rd Patch re-instatement
- Oxford Road - Branchage letter
- Tower Rd Patch re-instatement
- Rue Du Petit Clos 15mph circle re-marked
- Highview Lane 15mph circle / No entry re marked
- La Chasse yellow lines remarked
- Grosvenor Street 3 bollards installed
- Grosvenor Street boundary cobbles and reinstatement
- Victoria College Fence issues – Loi Sur La Voire Letter
- Old St Johns Road debris falling from bank – Loi Sur La Voire Letter
- Old St Johns Road leaning tree – Loi Sur La Voire Letter
- Roseville street re-pointing





<b>Date of request:</b> 24 February 2021	<b>Road reference:</b> 265
<b>Address:</b> <b>Community Engagement Our Hospital Project</b> Westmount road	<b>Who reported name/status:</b> N/A
<b>Details of request:</b>   <b>Our Hospital</b>  <b><u>Our Hospital Project – Invitation to Community Liaison Group</u></b>  Overdale was selected as the preferred site for the new general hospital by the States Assembly in November 2020 and preliminary investigations have commenced to start planning for the new hospital. The Our Hospital Project (OHP) will provide a once in a lifetime opportunity for Islanders to have a world class hospital. The new hospital will be an integral part of the local community and will give patients greater choice, access and provision of high quality and efficient services and enhance the overall health and well-being of the local people.  Soundings has been appointed by the lead design and delivery partner, RokFcc JV, to lead the public consultation and community engagement process for OHP. A key cornerstone of the engagement process is to establish a Community Liaison Group (CLG) which will act as a key sounding board to ensure that the views, aspirations and priorities of Islanders are central to and incorporated into the design of OHP. This group will comprise a number of local stakeholders, organisations and bodies to ensure we have representation covering varied interests, to help shape and guide elements of the hospital's design and to comment on any other 'enabling works'. We have attached a copy of the proposed Terms of Reference which provides further information about the purpose and role of the CLG, members that will comprise the CLG, the format and the timeline of meetings.  In order to remain focused and strategic, membership needs to be around 40 – 50 members, each representative of registered and/or 'active' organisations. We have scoped many from our own research and discussions with St. Helier Parish officials and Jersey planning officers, as per the attached map and list, and you have been identified as a potential key partner.  The Parish of St Helier Roads Committee have been identified as a key partner in this process and therefore Soundings would like to take this opportunity to invite a representative of the Roads Committee to join CLG.  <b>Committee is asked to nominate one or a maximum of two members to be part of Community Liaison Group</b>  The first meeting took place on 23 February 2021; the Parish of St Helier Head of Infrastructure attended this initial meeting.  <i>Please refer to next pages for CLG Terms of reference</i>	



**CLG Terms of Reference:**

Community  
Consultation



Our Hospital

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## **Our Hospital Project Community Liason Group**

### **Terms of Reference**

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The Community Liaison Group for Our Hospital Project brings together local individuals, groups and stakeholders to discuss and shape the evolution of the design for Our Hospital Project, including the main hospital and associated works, from the bottom-up.

#### **Role of the Community Liason Group**

- To ensure that local organisations', residents', stakeholders' views, aspirations and priorities are central to and incorporated into the design of Our Hospital Project
- To provide a forum to discuss the vision of Our Hospital Project, and consider the actions that should be taken locally to achieve this vision
- To act as a sounding board for key Issues identified throughout the design process of Our Hospital Project
- To communicate and distribute information to members, and through their representatives to the memberships of the attending groups, and to collate feedback
- To hold monthly meetings between February – September 2021, during which elements of the design and planning applications will be discussed, prior to their submission to the Government of Jersey.
- To provide direct and regular access to key representatives of RokFcc JV and Soundings
- To discuss the ongoing legacy and role for the CLG in the future post- planning and construction stages of Our Hospital Project, after the scheduled meetings up have finished

#### **Membership**

Members of the CLG are recognised officials and spokespersons of relevant bodies, organisations and representative groups. These officials should nominate, and communicate to Soundings, deputies or stand-ins to cover CLG meetings that they are unable to attend.

Relevant bodies, organisations and representative groups include: residents and residents' associations; local businesses, community groups, amenity societies and schools from St. Helier; and other representative interest groups from across Jersey, comprising ecology, heritage, arts and culture, public health, youth, the elderly, disability groups, among others.

Members have been identified based upon a stakeholder scoping exercise, including consultations with St. Helier Parish officials, Jersey Planners, and feedback received directly from stakeholders. Members can also be organisations and groups who have expressed a bona fide interest in participating in the further discussions about Our Hospital.

Members are requested to commit themselves or a named, nominated deputy to attend all CLG meetings from February – September 2021 to ensure continuity of attendance and participation in the evolution of the Our Hospital Project design. If present members consider that specific groups are absent and should be invited, they should inform Soundings who will aim to rectify this.

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community@ourhospital.je | [www.ourhospital.je/community](http://www.ourhospital.je/community)





**Community  
Consultation**



**Our Hospital**

**Meetings**

Community Liaison Group meetings will be conducted so that all participants feel welcome and are able to contribute. We ask that all attendees treat everyone fairly and with respect, allowing people to speak without interruption and respecting the views and opinions.

Given the current health situation, the initial suite of CLG meetings are expected to occur in an online format and until such time as it is safe and appropriate for them to be held in person. This will be guided by the Government and agreed between the CLG and representatives of Soundings and RokFcc JV in advance of any such CLG meetings shifting to an in person format.

The agenda of each CLG meeting will be prepared and shared with members in advance. Each meeting of the CLG will be video recorded assuming members give their consent to this. Minutes of the each CLG meeting will be prepared and shared with the CLG within one week. The minutes and the video recording of the meeting will be published online in the Public Consultation Section of the Our Hospital Project Website ([ourhospital.je](http://ourhospital.je)).

**Chairperson**

The CLG will be chaired by a representative of Soundings, the independent consultancy appointed by RokFcc JV to run the consultation programme for Our Hospital Project during the design and planning stages. The Chairperson is a neutral figure who ensures that the CLG functions properly, that there is full participation at meetings, all relevant matters are discussed, and a fair and accurate record of the proceedings are circulated to members and RokFcc JV.

**Attendees**

Members will be joined by senior representatives of RokFcc JV and the masterplanning & design team. Guests in the form of experts, Jersey officers or other relevant parties may be invited to attend and contribute from time to time as agreed.

**Timescales**

The consultation period will last between January and September 2021. The planning application for the main hospital is planned to be submitted to the Government of Jersey in September 2021 and will be published online. Planning applications for other associated works, such as the Relocation of Health Services and Site Preparation works are scheduled to be submitted at stages in the intervening period between January and September 2021.





	<p style="text-align: center;"><b>Parish of St Helier</b></p> <p style="text-align: center;"><b>Constable acts on Requête vote</b></p>	
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**Thursday 11<sup>th</sup> February 2021**

Last night the Parish of St Helier broke new ground with its Parish Assembly by holding the largest Parish Assembly in decades, with well over 200 attending and voting. This was achieved through meticulous planning to ensure the limited number of people able to attend the Town Hall followed strict safety protocols agreed with Public Health, alongside more than 180 attending online.

The Assembly overwhelmingly supported the two propositions contained in the Requête, full details of which can be found on the Parish website, [www.sthelier.je](http://www.sthelier.je).

Following the vote, the Constable has this morning written to Senator Farnham, the Minister responsible for the hospital project, setting out the Parish's position, withdrawing all existing permission from the Parish to undertake works of any nature connected with the future hospital on Parish land, and asking that the Minister, his agents, contractors and advisers respect the position of the Parish and refrain from 'interfering' with any area of Parish land connected with the hospital project.

Constable Crowcroft said: "It is obviously important that I make the Minister aware of the Parish's position following last night's Assembly. I have also instructed my officers to continue to engage with the hospital team to progress discussions to enable a proposal to be brought to a future Parish Assembly, and hope that the Minister and his advisers will be able to present these proposals to an Assembly in the near future."

The Constable concluded his letter to the Minister, saying: "I hope that we will be able to work together with colleagues and Parish Deputies to progress this matter with the urgency that I appreciate is important to all involved".

For more information, please contact Jason Turner, Chief Executive Officer,  
at [jason.turner@posh.gov.je](mailto:jason.turner@posh.gov.je) or 811820.



## **IN THE PARISH OF ST HELIER**

### **IN THE MATTER OF THE LOI (1804) AU SUJET DES ASSEMBLEES PAROISSIALES (AS AMENDED)**

#### **And in the Matter of an Access Route in connection with the new Overdale Hospital Project**

### **TO THE CONNÉTABLE, PRESIDENT OF THE PARISH ASSEMBLY OF ST HELIER**

## **REQUÊTE**

#### **WHEREAS:**

- A. On 17 November 2020 and after a short debate the States Assembly voted by 34 votes to 7 (the Connétable of St Helier abstaining) to approve the acquisition by compulsory purchase if necessary of Parish land and property (among other private properties) identified in the drawing in red colouring on the plan annexed hereto ("the Land").
- B. The Land comprises roadway parking facilities, numerous trees, sizeable but as yet imprecisely defined parts of the People's Park, the century-old Westmount bowling green with its clubhouse, carpark, gardens and workshops, the historic rocky outcrop on Gallows Hill, and associated verges, amenities and appurtenances.
- C. The Ministers responsible for the new Overdale Hospital Project claim that the Land is part of what is required by them to create a suitable access from the Esplanade and elsewhere to the proposed new hospital.
- D. At no time has the Parish Assembly been given either the opportunity to consider sufficient detail of what the acquisition will involve in the way of vehicular, amenity, cultural or community impact or the opportunity to give its approval either to said acquisition itself or the possible financial or other terms (if any) on which it might take place.

- E. Despite persistent requests by Parishioners for precise and sufficient detail the Ministers responsible for the Overdale Project have consistently and without justification failed or refused to provide the detail upon which the Parish might evaluate the proposed acquisition and make an informed decision.
- F. Having learned what information can be deduced from such material as has come into the public domain, very many Parishioners are of the view that the proposed access route to the new hospital, and the works associated therewith, will cause disproportionate and irreparable damage to what is one of the few distinctive and important parts of the island's capital, and should be rigorously opposed.
- G. In the process of selecting Overdale as the only site for approval by the States Assembly the Ministers concerned have purposely but unjustifiably, and contrary to due process, discounted one or more alternative sites equally or more suitable for the new hospital than Overdale, with minimal adverse impact on the community and surroundings.

**WHEREFORE:**

The undersigned Parishioners require the Connétable as President of the Parish Assembly, within the space of 'une quinzaine de jours' as prescribed by Article 9 of the above Law (as amended), to convene a Parish Assembly in order that his Parishioners may debate and vote upon the following:

1. That the Parish should not allow any further interference with the Land or any part of it by the Ministers responsible for the new hospital project or by their agents, contractors or advisers unless and until such time as the Parish has confirmed at a further Parish Assembly that it has received the details it requires concerning the matters referred to in Recital D above and is satisfied with the merits of creating an access in accordance with the details provided.
2. That in the meantime the Parish is required to take, or join others in taking, whether by legal proceedings or otherwise, such action as may be necessary or desirable to resist any attempt by the Public to acquire the Land pending the evaluation by the Parish of the details referred to in item 1 above.

Dated this 29<sup>th</sup> day of January 2021.

And signed by the following in the following schedules:



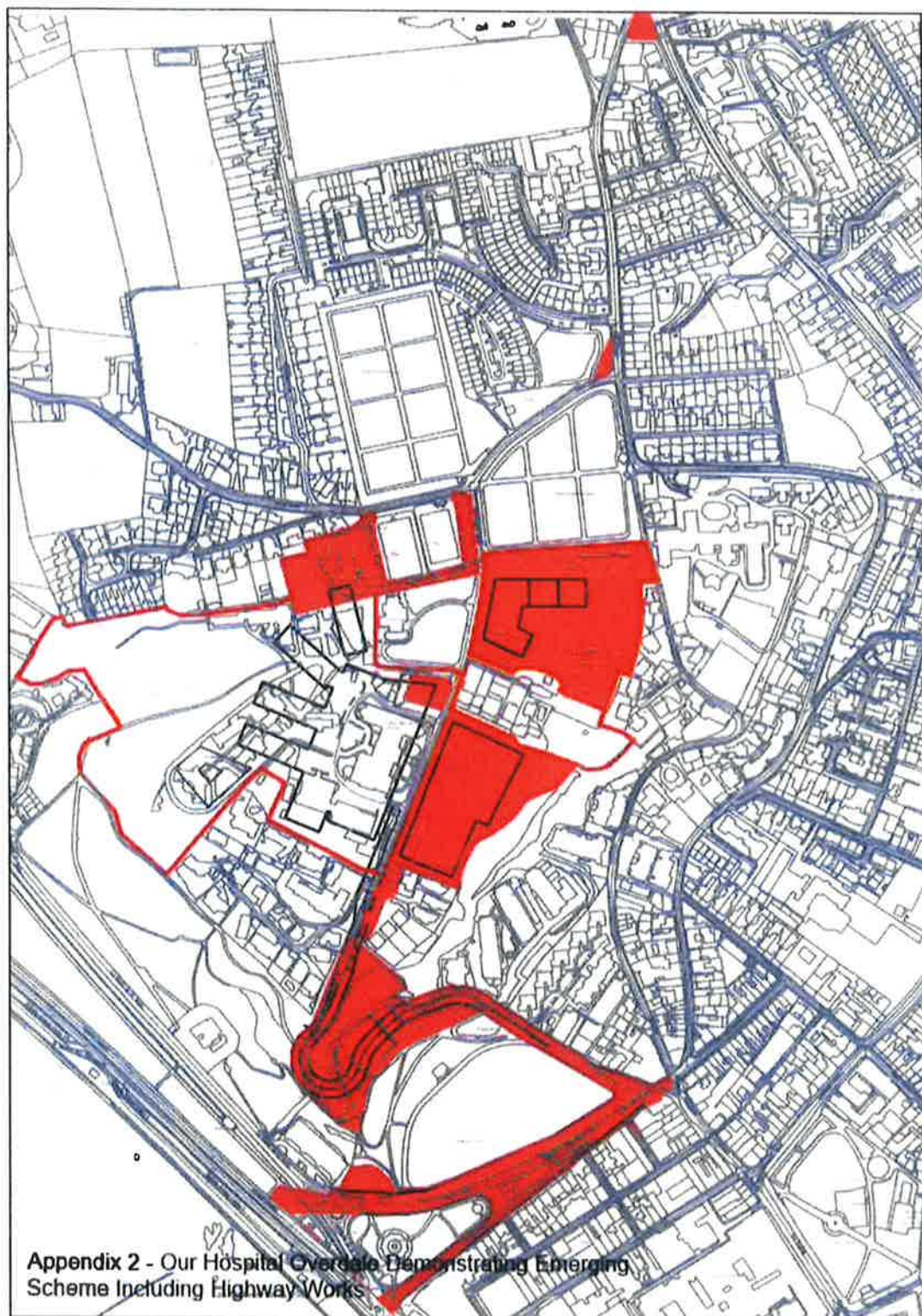
**Requete signed by the following schedules (29th day of January 2021)**

Olaf Blakeley	Penelope Kathryn Pilnick
Niamh Fountaine	Irene Icardi
John Gallagher	Neville Andrew Benbow
Paul James Embery	Norman De La Haye
Soraya Zadel	Frank Dearie
David Cartwright	Stephen Pilnick
Valerie Cartwright	
Gillian Ann Blanchet	
Alan Robert Mason	
Susan Janetta Le Ruez	
Stephan J Beddoe	
Robert Weston	
Mark R Taylor	
Rosemary De La Haye	
Nick Marvin	
John Patterson	
Tobias Cook	
Francis Le Poidevin	
Christine M Lloyd	
Roy Moulin	
Rosemary Hamon	
Louisa Blanchet	
Lorna Phillips	
Katherine Louise Benbow	
Annette Vickers –Roberts	
Tamara Vanmeggelen	
Luc Pajot	
Clive Broadhead	



Appendix 1 - Compulsory Purchase - Plan Showing Land to be Acquired if Necessary - Overdale

## Appendix 2: Our Hospital Overdale Demonstrating Emerging Scheme Including Highway Works







**Requête regarding an access route in connection with the new Overdale Hospital Project**

**Statement by the Constable and Procureurs du Bien Public**

The Requête served on the Parish on 1<sup>st</sup> February 2021 sets out two propositions for the Parish Assembly to consider.

The Constable has been engaged in discussions on this matter with local residents and Government Ministers for some time. He appreciates the concerns of those affected by the proposals, and the impact on the local neighbourhood and environment.

The Constable is pleased to facilitate a Parish Assembly to consider the matters set out in the Requête.

Whether the Parish Assembly approves the propositions in the Requête or not, the Constable fully intends to bring the matter back to a future Parish Assembly, consistent with the procedure laid down concerning the purchase or sale of Parish land, which are always considered, and voted upon, by a Parish Assembly.

It is important in the meantime that the Constable and Procureurs du Bien Public are able to consider any offer and/or proposal from the Government regarding the Parish land eventually identified as being required for the proposed access road, before being in a position to recommend it or otherwise to a Parish Assembly.

The oath of office taken by the Procureurs du Bien Public requires them to take decisions and make recommendations in the best interests of the Parish. Work will continue, under the direction and oversight of the Constable and Procureurs du Bien Public, to understand the Government's proposals, including any financial offer, for the Parish land under consideration.

A further Parish Assembly will be arranged to consider this matter as soon as practicable after receiving a proposal from Government.

Simon Crowcroft  
Connétable

Peter Pearce  
Geraint Jennings  
Procureurs du Bien Public





**1. 5, Glen Rest, Duhamel Place, St. Helier, JE2 4TP****RP/2020/1623**

*REVISED PLANS to P/2018/1030 (Demolish part of site. Construct 3 No. two bed residential units with associated parking and landscaping. Convert existing office and construct third floor to create 1 No. one bed and 3 No. two bed residential units and amenity space. 3D model available): Extension to Unit 6 to create additional habitable space. Material alteration from copper cladding to vertical stained timber slats. Various alterations to fenestrations to all elevations.*

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

- Roads Committee comments from the previous application stands: Ref: P/2018/1030. The previous application subsequently received planning permission. Committee makes the below further comments as part of this amended application as it is noted that this revised application is to modify the third floor Unit 6 accommodation with an additional habitable space.
  - That a refuse separation and recycling strategy is agreed in conjunction with the Parish.
  - That the requirements of the Highway Encroachments (Jersey) Regulations 1957 are strictly complied with.
  - That no doors may open outwards over 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.
  - That the "Up and Over" door is of a type which does not encroach over the footpath or Highway when being opened or closed, or when fully open. Should it be a new vehicular access from a Parish by-road, kerb and footpath must be lowered by the Parish at the applicant's expense.
  - 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.
  - That any windows bordering the Public Road or Footpath shall be of a type whose opening lights do not open beyond the face of the building. The applicant should note that contravening this condition will mean that the Parish will take action against the applicant/owner under the Highways Encroachments (Jersey) Regulations 1957.
  - 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.
- The Parish notes that the artistic 3D image on the cover of the Design Statement seems to show some artistic features to the elevation encroaching out beyond the site boundary. The applicant must ensure that the building is within the site boundary, it must not encroach out onto the public pavement

- 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.
- 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.
- 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.
- The applicant is to pay for road and footpath partial reinstatement of Duhamel Place and Craig Street for the extent of the development site boundary as this development will require services being taken into the building which may require excavation of the road and pavement. The applicant to pay for full resurfacing for the full extent of the service trenches (not just patching up trenches).

<https://www.gov.je/citizen/planning/pages/PlanningApplicationDocuments.aspx?s=1&r=RP/2020/1623>

## **2. 9 Apollo Hotel, St. Saviour's Road, St. Helier, JE2 4GJ**

**P/2020/1656**

*Demolish existing buildings. Construct 91 No. one bed and 4 No. two bed residential units with under croft parking, bicycle stores and associated landscaping. 3D Model available.*

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

- Committee notes that the proposals is for the existing property to be demolished and replaced with 91 No one bed and 4 No 2 bed residential units. A total of 95 units of accommodation is being provided with 23 No car parking spaces comprising of 14 No general spaces, 4 No disabled spaces (1 will have EVCP), 1 No space is dedicated to a car club space and 4 No spaces with electrical charging (EVCP) – giving a total of 6 EVCP points. 103 No cycle parking spaces are being provided around the site.
- Committee requests that electric charging points are increased to provide the infrastructure to enable all car parking spaces to have charging points. Parking for bicycles are to be provided with electric charging points for electric bicycles.
- Committee expresses concerns with the very low number of car parking spaces being provided for this development and request that the applicant explores ways to increase the parking provision
- Applicant to have in place car club agreement with a car club provider. Details of the proposed car club should be provided and form part of the Planning submission and be conditioned that the car club is provided.



- Applicant is to contribute towards improving the cycle route from the site to link to the existing cycle network routes. The applicant to work with Infrastructure, Housing and Environment to improve the cycle route.
- The applicant to consider provision of motorcycle parking with electric charging.
- That the refuse store and collection arrangements are agreed in detail with the Parish Refuse Manager.
- That a refuse separation and recycling strategy is agreed in conjunction with the Parish.
- 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/PlanningApplicationDocuments.aspx?s=1&r=P/2020/1656>

### **3. Mayfair Hotel, St. Saviours Road, St. Helier, JE2 4LA**

**P/2020/1677**

*Demolish existing development to construct 137 One Bed and 67 Two bed residential units with associated basement parking and landscaping. Alter vehicle access onto Ann Street. 3D Model available*

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

- Committee notes that this development is located North of the current live application for the Ann Street Brewery (271 new apartments). The Mayfair site is adjacent and linked to the Ann Street Brewery site proposed development. The public realm areas are linked. The Mayfair Hotel site proposal is to demolish and replace the existing 222 bed and two low rise residential units of accommodation of De Quetteville Court and the existing 70 surface car parking with a new comprehensive redevelopment of the site, to provide 204 new apartments in three blocks (67 x 1-bed units and 137 x 2-bed units) with all units proposed as affordable housing (social rented or discounted purchase properties).

A basement car parking is being provided for 54 car parking spaces, which includes 4 disabled bays, 6 electric spaces and 1 car club space i provided.

233 cycle storage spaces are also proposed, comprising 217 for residents and 16 for visitors). A new footpath and cycle route links north-south through the site, and there are further areas of amenity space and landscape proposed.

- Committee requests that car parking provision is increased as Committee feel that residents should be entitled to own a car if they wish, there is an opportunity to increase car parking provision with this major development by increasing the basement.
- The applicant should also consider motorcycle parking facility with electric charging for electric motorcycles.
- Committee notes that active electric charging facilities are proposed the infrastructure needs to be in place to expand electric charging to all parking spaces.

- Applicant is to have in place car club agreement with a car club provider. Details of the proposed car club should be provided and form part of the Planning submission and be conditioned that the car club is provided.
- The Committee welcomes the introduction of 233 cycle parking spaces. Committee requests that electric charge points or charging lockers for batteries be provided for e-cycles.
- Committee requests that the applicant works with Infrastructure, Housing and environment to work in a way to link the site to the existing cycle routes (Routes 5 & 9).
- The applicant to work with Infrastructure, Housing and environment to fund the provision of sheltered bus stops.
- It is noted that a dedicated adjacent to the new vehicular access which is to be used for loading and unloading and the applicant advises that the within the internal roads through the development will also be able to be used for loading/unloading activity.
- Committee notes that the proposed new footpath in Brooklyn Street will be set into the applicants site, Committee requests that this new footpath is transferred to the Parish at no cost to the Parish as part of a Planning Obligation Agreement. It is noted the green verge being proposed next to the footpath and the trees being planted, this area is on the Parish road, therefore agreement needs to be in place on the types of trees, and the landscaping in this area.
- The finishes to the public footpath are to be agreed with the Parish where it affect Parish by-roads and with IHE where it affects Government roads.
- It is also noted that the footpath is along St Saviours Roads is also in the applicant site, the applicant will need to liaise with the Government of Jersey IHE department to discuss possibility of transferring the footpath to the Government of Jersey.
- 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.
- The Committee expects that the pedestrian are to have precedence over the motorists exiting or entering the site, therefore the footpath is to be continuous across entrances please.
- Committee suggests that the applicant considers placement of speed humps and zebra crossing (such as humped crossing) within the internal roads to ensure that traffic speeds are kept low. The humps should conform to "**Highways (Road Humps) (Jersey) Regulations 2002**" so that they are suitable for emergency services.
- Committee request as public realm improvement that consideration be given to placing a children's playground within the development and that a water feature is also considered.

- The Committee expresses concern on the policing of the public areas and questions the applicants policing authority.
- The car parking within the development should be secured primarily for residents any surplus car parking should be offered for rent to residents in the areas.
- The Committee requests that the proposed amenity spaces/gardens remain accessible for the public access in perpetuity.
- The footpaths to Ann Street and Brooklyn Street are to be resurfaced, and widened where ever possible – the exact design, specification and details are to be agreed with the Parish.
- Where the carriageway surface has been damaged and disturbed due to the development the section of the road is to resurfaced – the extent is to be agreed with the Parish. Therefore prior to the working commencing on site, a full detailed conditions survey is to be undertaken by the applicant by an independent surveyor on the conditions of the carriageway and agreed with the Parish.
- The Committee welcomes the proposed crossing points: 1 No. in Ann Street, 1 No. in Brooklyn Street and 1No. in St Saviours Road which should be Jersey Crossings. The applicant to fund and provide the zebra crossing study and implementation of the crossing points which may require lightings. The study is to be submitted to the Parish for the crossing to Ann Street and Brooklyn Street with road safety Audits undertaken for the crossings at which time the Parish will submit the reports to the Infrastructure Minister for his approval.

The crossing point across St Saviours Road are to be agreed with Infrastructure, Housing and Environments, the Roads Committee recommends that these are zebra crossing for children safety to access the schools and college in St Saviour.

- The provided crossing points are to be sufficient enable cycles to cross, therefore consideration is to be given to shared use zebra crossing points.
- 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.
- 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.
- 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.

- 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.

- Applicant is to note that the cost for removal and relocation of any street furniture or utilities for example: lamppost, bollards, bike racks, etc. and subsequent making good to road and pavement surfaces due to this application is to be at the applicants cost. Relocation of street furniture must be agreed with the Parish in advance prior to any work commencing on site.
- That the requirements of the Highway Encroachments (Jersey) Regulations 1957 are strictly complied with. Planning approval does not give permission for a structure to encroach on the highway or footway.
- That any windows bordering the Public Road or Footpath shall be of a type whose opening lights do not open beyond the face of the building. The applicant should note that contravening this condition will mean that the Parish will take action against the applicant/owner under the Highways Encroachments (Jersey) Regulations 1957.
- 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.
- The construction process and site servicing arrangements must be discussed with Parish of St Helier Infrastructure Department and Government of Jersey Infrastructure, Housing & Environment department at development stage
- That the refuse store and collection arrangements are agreed in detail with the Parish Refuse Manager.
- That a refuse separation and recycling strategy is agreed in conjunction with the Parish.
- 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/PlanningApplicationDocuments.aspx?s=1&r=P/2020/1677>

**(Committee should look at this application on the Planning website – it is the North site adjacent Ann Street Brewery)**

**4. 1, Highlands House, Halkett Street, St. Helier, JE2 4WJ**

**P/2020/1700**

*Change of use from (Class A) Shop into (Class B) Café and Restaurant with al fresco area. Alterations to fenestrations to West elevation to include bi-*

*folding doors and new entrance.*

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

- Committee notes that the proposal is for a change of use from a Shop to a Café/Restaurant.
  - Committee notes that the applicant is seeking to apply for Chose Publique (alfresco) permission, the applicant will need to formerly apply for this by going on the Parish website <https://www.sthelier.je/transport-and-streets/al-fresco-dining/> and downloading the application form to make a formal request to the Parish by providing the information necessary for the Parish to determine the request. The alfresco area being applied for on this Planning application is on Parish land and therefore must not form part of the planning application and any permission granted by the Planning department must exclude the alfresco area which is on Parish land.
  - The applicant will also need to contact the Parish of St Helier Parish Secretary, as the applicant will need to apply in due course for liquor licence in order to sell/serve alcohol. The applicant will need to apply to the Parish Assembly and then to the Licencing bench.
  - That the refuse store and collection arrangements are agreed in detail with the Parish Refuse Manager.
  - That a refuse separation and recycling strategy is agreed in conjunction with the Parish.
- <https://www.gov.je/citizen/planning/pages/PlanningApplicationDocuments.aspx?s=1&r=P/2020/1700>

**5. Pinocchio's, La Route de St. Aubin, St. Helier, JE2 3SD**

**P/2020/1701**

*Change of use from (Class B) restaurant and construct second floor to create 2 No. 1 bed, 5 No. 2 bed and 1 No. 3 bed residential units with associated parking.*

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

- Committee notes that this is for a change of use form restaurant to residential to create 2 No 1 bed units, 5 No 2 Bed units and 1 No 3 bed unit a total of 8 No units of accommodation. 8 No car parking spaces are being provided (of which 1No being a visitor space). Car parking is provided in Bellozanne Avenue which is a private road.
- Committee requests that the car parking spaces are provided with electrical charging.
- The applicant is to provide cycle parking for the units of accommodation; this may require some changes to the entrance area to accommodate cycles. Visitor cycle spaces should also be considered. Cycle charging facility is to be provided for electric cycles.
- That the refuse store and collection arrangements are agreed in detail with the Parish Refuse Manager.
- That a refuse separation and recycling strategy is agreed in conjunction with the Parish.

- 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/PlanningApplicationDocuments.aspx?s=1&r=P/2020/1701>

**6. Nelson House, 30, David Place, St. Helier, JE2 4TD****P/2020/1716**

*Change of use of ground, first and second floor offices to form habitable accommodation. Various alterations to fenestration.*

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

- Committee notes that the proposal is for a change of use of the existing ground, first and second floor. The proposed development will re-purpose the existing offices within the building to provide a series of studio, 1 and 2 bedroom apartments over 3 floors; a total of 19 units of accommodation are being provided, together with residents' amenity spaces, There will be a total of 17 car parking spaces in under-croft parking to include one electric charging space and secure bicycle parking for 22 cycles
- Committee requests that the all car parking spaces are provided with electrical charging.
- The applicant to consider provision of motorcycle parking with electric charging.
- The cycle parking provided is to also have electric charging for electric cycles.
- That the refuse store and collection arrangements are agreed in detail with the Parish Refuse Manager.
- That a refuse separation and recycling strategy is agreed in conjunction with the Parish.
- 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/PlanningApplicationDocuments.aspx?s=1&r=P/2020/1716>

**7. The Town House Pub and Restaurant, 57 New Street, St. Helier, JE2 3RA****P/2020/1726**

*Change of use from Class M (Public House) to create 6 no. studio, 12 no. one bed and 8 no. two bed residential units with associated parking. 3D Model available*

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

- The applicant presented their proposals at a Roads Committee meeting on 12 August 2020 which was generally supported. Committee notes that the submitted drawings are slightly different to what was presented to Roads Committee. It is understood that this development will be conversion of an existing building with the main walls kept in place, to provide 30 units of accommodation (13 No 1 bed + 9 No 2 bed + 9 No studio units).



There will be the provision of 39 No cycle parking within the ground floor with three charging points and 10 No car parking spaces each with electrical charging, the car parking is provided with the use of stacking system.

- Committee notes the provision of the 10 No car parking spaces, however no visitor spaces are provided and no unloading facility/servicing space is provided for servicing the building/units of accommodation. The applicant should seek to see if a servicing bay can be incorporated.
- Committee appreciates that it is not possible to create additional car parking on the site which is due to the proposals for the building being a conversion therefore Committee requests that car share scheme is put in place and the applicant should consider negotiating this with a car club provider.
- The car parking spaces should be conditioned that they remain for the use/ownership of the units of accommodation.
- Applicant should consider if there is scope to provide motorcycle parking.
- The Committee expects that the pedestrian are to have precedence over the motorists exiting or entering the site, therefore the footpath is to be continuous across entrances please.
- Committee notes the proposals for Craig Street however the final details are to be discussed and agreed with the Parish in detail once Planning permission is obtained as the widened footpath will need to be extended for the length of the visibility splay to remove the risk of cars parking too close to the entrance which will affect visibility exiting the development. Final details to be agreed with the Parish – applicant is to be aware that Parish may request that the widened footpath is extended and as part of these works the applicant is to also be aware that they may need to resurface the footpath. The carriageway will need to be resurfaced for the whole width in the event that services are taken from Craig Street. The applicant is to liaise with the Parish to agree the scope of works and specification.
- Committee notes and welcomes that the applicant is providing electric charging for all car parking spaces and providing 3 charging points for cycles.
- That the garage door is of a type which does not encroach over the footpath or Highway when being opened or closed or when fully opened.
- That no doors may open outwards over the Public Highway.
- 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.
- 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.

- 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.

- 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.

- Applicant is to note that the cost for removal and relocation of any street furniture or utilities for example: lamppost, bollards, bike racks, etc. and subsequent making good to road and pavement surfaces due to this application is to be at the applicants cost. Relocation of street furniture must be agreed with the Parish in advance prior to any work commencing on site.
- That the requirements of the Highway Encroachments (Jersey) Regulations 1957 are strictly complied with. Planning approval does not give permission for a structure to encroach on the highway or footway.
- That any windows bordering the Public Road or Footpath shall be of a type whose opening lights do not open beyond the face of the building.
- The applicant confirmed that they have discussed and agreed the refuse store and collection arrangements with the Parish Refuse Manager.
- The applicant confirmed that they have discussed and agreed the refuse separation and recycling strategy in conjunction with the Parish.
- The Parish requests that a POA contribution for walking and cycling contributions, for a shelter at the nearest bus stop, the Applicant is to liaise with Infrastructure, Housing and Environment to agree contribution for the POA for the bus shelter and walking and cycling contribution.
- The construction process and site servicing arrangements must be discussed with Parish of St Helier Infrastructure and with Growth, Housing and Environment at development stage.
- That the refuse store and collection arrangements are agreed in detail with the Parish Refuse Manager.
- That a refuse separation and recycling strategy is agreed in conjunction with the Parish.
- 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/PlanningApplicationDocuments.aspx?s=1&r=P/2020/1726>

**8. 27, Vauxhall Street, St. Helier, JE2 4TJ****P/2020/1738**

*Demolish existing building forming Northern portion of site, constructing 11 no. residential units. Alterations to listed building forming Southern portion of site, to form 1 no. residential dwelling.*

The Roads Committee does not support this application for the following reasons:-

- Committee notes that the site forms the corner of Vauxhall Street and Winchester Street. The proposal is for the demolition of the rear of the building to form 11 No units of accommodation and for the existing listed building which is currently used as a vehicle workshop to be converted to a unit of accommodation – this will result in 12 No units of accommodation. However no car parking is being provided. 10 No cycle spaces are provided in the open yard.
  - The committee notes that there is no car parking provision being provided and minimal cycle provision is being provided which is not acceptable to the Committee. Cycle parking should be increased so that there is sufficient for occupiers of the units of accommodation and visitor cycle parking should also be provided. The cycle parking should be undercover with electric charging. This may require the applicant to remodel the proposal to provide sufficient space for cycle parking for residents and it may require less density to provide better amenity space cycle parking.
  - The Applicant should consider if motorcycle parking can be provided seeing that there is no car parking provision.
  - There is potential to provide a car parking space for the three bedroom unit where the vehicle workshop is located, which the applicant should reconsider which will require reconfiguring the unit of accommodation.
  - It is noted that there is an illegal encroachment on First Floor with balconies and build out over the public footpath, applicant to revisit the scheme and ensure that there is no illegal encroachment over the public footpath. Under no circumstances are balconies to encroach over the public footpath.
  - The applicant must remove obsolete service boxes that are no longer used to provide a service to the applicant's site or alternatively realign/renew service boxes liaising with the appropriate utility company. Obsolete dished kerb and footpath entrances are to be removed with the kerbs and footpath lifted, which will result in making good to the asphalt for the full width and length of the dished area as a minimum. Applicant is to be aware that depending on the location of the property that red and/or black asphalt may be required for making good to the footpath. Although in some instances, the applicant may need to reset granite footpath paving.
- The specification and extent of the remedial works must be agreed in advance with the Parish of St Helier Infrastructure department. Only Parish approved contractors are permitted to work on the public road/footpath. All remedial works are to be at the cost of the applicant.
- Applicant is to note that the cost for removal and relocation of any street furniture or utilities for example: lamppost, bollards, bike racks, etc. and subsequent making good to road and pavement surfaces due to this application is to be at the applicants cost. Relocation of street furniture must be agreed with the Parish in advance prior to any work commencing on site.

- That the requirements of the Highway Encroachments (Jersey) Regulations 1957 are strictly complied with. Planning approval does not give permission for a structure to encroach on the highway or footway.
- That any windows bordering the Public Road or Footpath shall be of a type whose opening lights do not open beyond the face of the building.
- That the refuse store and collection arrangements are to be agreed in detail with the Parish Refuse Manager, the proposed facility is inadequate and unacceptable especially as the doors open out onto the public footpath and are an illegal encroachment.
- That a refuse separation and recycling strategy is agreed in conjunction with the Parish.

<https://www.gov.je/citizen/planning/pages/PlanningApplicationDocuments.aspx?s=1&r=P/2020/1738>

**(Committee to comment on this please - please refer to planning application as the applicant is not providing car parking and only minimal cycle parking, there is illegal encroachments over the footpath that is not acceptable)**

**9. 13-17 Woodford House, Peter Street, St. Helier, JE2 4SP**

**P/2020/1743**

*Change of use of ground, first and second floor (Class C) Office into 2 No. one bed and 3 No. two bed residential units.*

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

- Committee notes that the proposal is for the change of use converting the interior use of the ground, first and second floors of Woodford House from office spaces into 5 apartments. The existing third floor remains unaltered (currently 3 units of accommodation) The proposal is for: 1 No 2 bed on Ground floor, 2 No one bed on first Floor and 2 No one bed units on Second floor. Making a total of 8 No units of accommodation in the building. The external envelope of the building will not change.
- The applicant confirms that there will be shared bike storage area is provided with the provision for eight bikes and all with electric charging facilities.
- There is no car parking provided, as there is no scope to add this to the development, however the site is located in the core retail area and in close proximity to good walking and bus routes.
- That the requirements of the Highway Encroachments (Jersey) Regulations 1957 are strictly complied with. Planning approval does not give permission for a structure to encroach on the highway or footway.
- That any windows bordering the Public Road or Footpath shall be of a type whose opening lights do not open beyond the face of the building. The applicant should note that contravening this condition will mean that the Parish will take action against the applicant/owner under the Highways Encroachments (Jersey) Regulations 1957.
- That no door(s) may open outwards over 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.

- That the refuse store and collection arrangements are agreed in detail with the Parish Refuse Manager.
- That a refuse separation and recycling strategy is agreed in conjunction with the Parish.

<https://www.gov.je/citizen/planning/pages/PlanningApplicationDocuments.aspx?s=1&r=P/2020/1743>

**10. 26, David Place, St. Helier, JE2 4TD****P/2020/1754**

*Change of use of ground and first floor from Class K - surgery and construct first floor extension to West elevation to create 2 no. two bed residential units. Various internal alterations to second and third floor to convert existing 1 no. one bed residential unit into 1 no. two bed residential unit. Various external alterations.*

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

- Committee notes that the proposal is for the change of use of the ground floor and First Floor surgery to 2 No. two bedroom units of accommodation. The existing second and third floors will remain. A total of 3 units of accommodation will be provided in the building. There is no car parking or cycle parking provided.
- The Committee requests that the applicant provides secure cycle parking for occupants with the provision of electrical cycle charging.
- That the refuse store and collection arrangements are agreed in detail with the Parish Refuse Manager.
- That a refuse separation and recycling strategy is agreed in conjunction with the Parish.
- 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/PlanningApplicationDocuments.aspx?s=1&r=P/2020/1754>

**11. 15 - 17, New Street, St. Helier, JE2 3RA****P/2020/1795**

*Change of use of first, second and third floors to create 3 no. two bed residential units. Retain retail to ground floor.*

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

- Committee notes that the proposal is for a change of use of retail/office to units of accommodation on first, second and third floors (3 No two bedroom units of accommodation). No Car Parking and cycle parking is provided on the plans
- The Committee appreciates that it is not possible to add car parking, however Committee requests that the applicant provides secure cycle parking for occupants with the provision of electrical cycle charging.

- That the refuse store and collection arrangements are agreed in detail with the Parish Refuse Manager.
- That a refuse separation and recycling strategy is agreed in conjunction with the Parish.
- 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/PlanningApplicationDocuments.aspx?s=1&r=P/2020/1795>

**12. 19 – 21 First Island House, Peter Street, St. Helier, JE2 4SP****P/2020/1818**

*Change of use from Class C - office to create 9 no. one bed, 8 no. two bed and 4 no. three bed residential units with associated parking.*

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

- Committee notes that the proposal is for a change of use of office to units of accommodation 9 No one bedroom, 8 No two bedroom and 4 No three bed units – a total of 21 units of accommodation are being proposed. 11 No Car Parking spaces are being provided and 6 No cycle parking in the basement 13 cycle spaces on ground Floor – total of 19 cycle parking spaces with electric charging provided.
- Committee request that cycle parking be increased to ensure there is sufficient to occupiers of the units of accommodation, consideration should be given to visitor cycle spaces.
- Committee notes that only 11 car parking spaces are being provided for 21 units of accommodation, therefore Committee request that consideration be given to making one parking space as a shared car club space and that the applicant puts in place an agreement for a club car provider to run the scheme. Details of the scheme should be provided as part of the Planning process.
- The applicant is to provide electric charging points for the car parking spaces.
- The applicant should consider seeing if there is any scope to add motorcycle spaces.
- That no doors may open outwards over the Public Highway.
- 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.
- 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.

- 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.

- 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.

- Applicant is to note that the cost for removal and relocation of any street furniture or utilities for example: lamppost, bollards, bike racks, etc. and subsequent making good to road and pavement surfaces due to this application is to be at the applicants cost. Relocation of street furniture must be agreed with the Parish in advance prior to any work commencing on site.
- That the requirements of the Highway Encroachments (Jersey) Regulations 1957 are strictly complied with. Planning approval does not give permission for a structure to encroach on the highway or footway.
- That any windows bordering the Public Road or Footpath shall be of a type whose opening lights do not open beyond the face of the building.
- That the refuse store and collection arrangements are agreed in detail with the Parish Refuse Manager.
- That a refuse separation and recycling strategy is agreed in conjunction with the Parish.

<https://www.gov.je/citizen/planning/pages/PlanningApplicationDocuments.aspx?s=1&r=P/2020/1818>

### **13. Derelict site to rear of 69 New Street, Duhamel Lane, St. Helier**

**P/2020/1819**

*Demolish dilapidated structures, retaining existing granite wall to East elevation. Construct 1 No. two bed and 2 No. one bed residential dwellings with associated parking and amenity space. 3D Model available.*

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

- Committee notes that the development will comprise the demolition of the existing dilapidated building to construct a new building comprising of 1

No 2 bed and 2 No one bed units of accommodation, off the private road "Duhamel Lane". Parking for 2 cars is provided and 3 bicycle parking spaces.

- Committee requests that the car parking spaces are provided with electric charge points and that electric charge points are provided for the cycle for electric cycles.
- That the refuse store and collection arrangements are agreed in detail with the Parish Refuse Manager.
- That a refuse separation and recycling strategy is agreed in conjunction with the Parish.

<https://www.gov.je/citizen/planning/pages/PlanningApplicationDocuments.aspx?s=1&r=P/2020/1819>

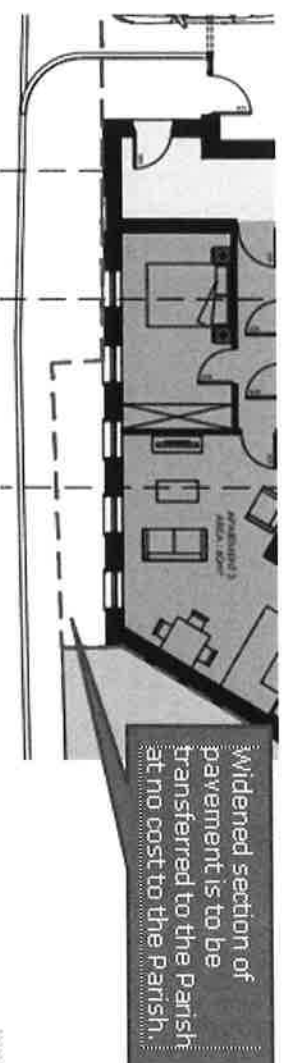
**14. Former Jersey Monumental Co site &, 1-3 Val Plaisant extending to Garden Lane, 82 New P/2020/1832 Street, St. Helier, JE2 3TE**

*Demolish warehouse to West elevation (Garden Lane). Change of use of ground floor from office and retail/ showroom (New Street and Val Plaisant), construct extension to West elevation and restore existing apartments on New Street to create 3 no. one bed and 9 no. two bed residential units with associated parking. Create vehicular access onto Garden Lane. 3D Model available*

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

- Committee notes that this application is for the demolition of the existing office and retail/showroom to form 3 No one bed units and 9 No two bed units of residential accommodation – total of 12 Units of accommodation is being created. 4 No car parking spaces, 1 No motorcycle space are being proposed. There is proposal for 21 bicycle parking spaces in the shared cycle/bin and services store. The proposal also includes 3 hoops for 6 bicycles on New Street (IHE Road). It should be noted that access to the car parking is via the Garden Lane.
- It is noted that only 4No car parking spaces and 1 No Motorcycle parking spaces is being provided for this development of 12 No units of accommodation, the car parking spaces should each have an electric charging point as well as a charge point for the motorcycle space. The applicant should consider making one of these spaces being part of a car share club.
- It is noted and welcomed that the footpath will be widened; this widened section of the footpath should be transferred to the Parish at no cost. The Roads Committee requests that the Planning department make this conditional and set this as a Planning Obligation Agreement.





• It is noted that the applicant has indicated the visibility line – which falls short of the 25m visibility splay, this may require the applicant to adjust the entrance to enable 25m to be achieved. 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.

- That the requirements of the Highway Encroachments (Jersey) Regulations 1957 are strictly complied with. Planning approval does not give permission for a structure to encroach on the highway or footway.
  - That any windows bordering the Public Road or Footpath shall be of a type whose opening lights do not open beyond the face of the building.
  - 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.
  - 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.
- 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.

- 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.

- Applicant is to note that the cost for removal and relocation of any street furniture or utilities for example: lamppost, bollards, bike racks, etc. and subsequent making good to road and pavement surfaces due to this application is to be at the applicants cost. Relocation of street furniture must be agreed with the Parish in advance prior to any work commencing on site.
- That the refuse store and collection arrangements are agreed in detail with the Parish Refuse Manager.
- That a refuse separation and recycling strategy is agreed in conjunction with the Parish.

<https://www.gov.je/citizen/planning/pages/PlanningApplicationDocuments.aspx?s=1&r=P/2020/1832>