



## PARISH OF ST HELIER



## Minutes

**MINUTES OF THE ROADS COMMITTEE MEETING – A- AGENDA**

**HELD IN THE ASSEMBLY ROOM ON  
WEDNESDAY, 22 FEBRUARY 2023 AT 9.30AM**

<b>PRESENT</b>	<b>Constable S Crowcroft (SC)</b> <b>Mr J Lagadu (JL)</b> <b>Mr B Manning (BM)</b> <b>Mr J Baker (JB)</b> <b>The Very Rev'd M Keirle (MK)</b> <b>Mr T Vibert (TV)</b>
<b>IN ATTENDANCE</b>	<b>Mr Andrew Sugden (Chief Executive Officer) (AS)</b> <b>Mr P Pearce (Procureur du Bien Public) (PP)</b> <b>Mr G Jennings (Procureur du Bien Public) (GJ)</b> <b>Mr A Sty (Infrastructure Manager) (AS)</b> <b>Mr S Alves (Head of Infrastructure) (SA)</b> <b>Mrs A Roberts (Parish Secretary) (AR)</b> <b>Miss E Sheehan (Minutes) (ES)</b> <b>Mr C Burgher (Town Centre Manager) (CB)</b>
<b>APOLOGIES</b>	<b>Mr K Proctor (KP)</b>
<b>DECLARATION OF INTEREST</b>	(JB) owns a property at Castle Quay
<b>OPEN MEETING</b>	Having been previously circulated, the 'A' Agenda Minutes of the meetings held on 7 <sup>th</sup> December 2022 and 11 <sup>th</sup> January 2023 were agreed, with some minor amendments to the draft's.
<b>MATTERS ARISING</b>	
<b>09/2023 VERBAL UPDATE BY THE TOWN CENTRE MANAGER AND DRAFT 2023 EVENT PLAN</b>	Previous minute 02/2023 refers.  (SC) asked if a letter had been sent to Genuine Jersey to thank them on their tremendous success with the Christmas Market. If not could this be done.
<b>10/2023 AGENDA ITEM PROCESS</b>	(TV) asked ten days ago for an item to be added to the agenda and was advised this was insufficient time to get the report actioned on time for the meeting. He asked that a new system be implemented as the current one is not adequate, and had we still had the AOB, he could have brought his item up then as he has people who voted for him waiting on an answer.  (SC) asked AS to talk with SA to address this issue.
<b>11/2023 TOWN MANAGER REPORT</b>	Previous minute 122/2022 refers.  (JB) sked if a letter had been written to the Minister Deputy Binet regarding the two-way cycling and if a response had been received. (SA) was not aware a letter had been written, but he will look into the matter.
<b>12/2023 DISCUSSION LED BY THE CONSTABLE IN RELATION TO RECENT CORRESPONDENCE IN RELATION TO</b>	Previous minute 01/2023 refers.  (AS) said they have done some research and Guernsey have their fair share of graffiti. They issue a £1,000 reward via crime stoppers for any reports ending in conviction. Belfast contracts out routine policing and encourages street art. We approached the probation service, and they envisaged some problems and counter resistance. We also contacted

<b>GRAFFITI</b>	JEC, who only remove graffiti when it is offensive. (SC) suggested a piece be put in the Town Crier with an update on the graffiti problem and how we deal with it.
<b>13/2023 TRANSFER OF LAND TO THE PARISH AT CLAREMONT HOUSE, TOWER ROAD DEVELOPMENT FOR THE PURPOSE OF WIDENING THE PAVEMENT ON TOWER ROAD</b>	<p>The Parish has been approached by the developer of Claremont House on Tower Road as the development is due to be completed in the summer this year. There is a "Planning Obligation Agreement" in place, in which it is incumbent on the developer to cede some land to the Parish (highlighted yellow on the plan on the right-hand side). The land ceded is to widen the existing footpath that is in Parish ownership. The Roads Committee is asked to agree in principle to the ceding of the land to the Parish for the purpose of widening the footpath. Officer recommendation is for Committee to accept this offer. The transfer of the land will be subject to Parish Assembly approval. The cost to construct the footpath and all associated legal costs are to be borne by the vendor - there will be no cost to the Parish. The footpath will be constructed in accordance with Parish requirements. Parish Officers will be liaising with the developer at no cost to the Parish.</p> <p>(SC) asked that a continuous pavement be added to our conditions. (SA) was under the impression that this was the intention of the developers.</p> <p>(JL) asked the benefit of the 1.9m<sup>2</sup> piece of land. (SC) said there would be no particular advantage to having this piece of land it was included with the 15.2m<sup>2</sup> proposal of land being ceded to the Parish.</p> <p>(GJ) said if the Roads Committee were not minded to except this land as part of the road we would end up with a little street which couldn't be part of the road legally, so it is logical to ask first if the roads committee wish this land to incorporate it into the highway and maintain it and then to ask the Parish Assembly to go through the actions to acquire it.</p> <p>The transfer was approved unanimously by the Roads Committee and will go to a future Parish Assembly.</p>
<b>14/2023 TO VIEW LA RUE DE L'ETAU PROPOSED ZEBRA CROSSINGS</b>	<p>(SA) asked the Committee to consider the States of Jersey Development Company's (SoJDC) proposal for crossings to be at road level in accordance with the wishes of residents and members of the "Waterfront Residents Association Group". Committee is to formally agree which option they wish. Please note that SoJDC has designed and provided a Road Safety Audit based on the requirement of keeping the crossings at road level (not raised on a speed hump). If Committee is of the view that the crossings should be raised to be at the same levels of the pavement, there will be a cost implication for the redesign of the crossings to address surface water drainage being impeded by the raised crossing points. The Road Safety Audit, as produced, would also require amendments to suit the revised design. Delivery of the crossings will also then be delayed and significantly more expensive, as thoughts will need to be given to addressing the road surface water drainage. Improvements to include 20mph speed limit and speed enforcement.</p> <p><b>Option 1:</b> Provide the crossings at road level and the pavements to be dished locally to crossing level.</p> <p><b>Option 2:</b> Provide the crossing on a raised speed hump as per the original design by IHE.</p> <p>(SC) wanted to express that he would like this done as soon as possible</p> <p>(MK) People seem to assume that wherever there is a raised crossing, it is part of the pavement, and they just walk across it without looking at</p>

	<p>the traffic.</p> <p>(JB) said the majority of residents are against the raised humps, but he feels very strongly that we need these humps, which are required to slow the traffic down and stop speeding in the area.</p> <p>(JL) personally, do not like road humps anywhere on the island as they cause a lot of damage to vehicles, making them unsafe. He added that we must encourage the public, not J walk on the road.</p> <p>(SC) asked SA what the time difference in delivery would be should we want the humps, and AS replied about 2-3 months.</p> <p>Option 2: To Provide the crossing on a raised speed hump was approved by the Roads Committee 5 votes to 1.</p>
<b>15/2023 PROPOSED OLD TRINITY HILL RESULTS OF CONSULTATION FOR RPZ ZONE</b>	<p>(SA) explained he Parish received a petition from some residents on Old Trinity Hill requesting the parish to consider the introduction of a small RPZ scheme on the road. A consultation was undertaken in November 2023 to consider 7 RPZ spaces (leaving 2 visitors' spaces to the south) and placing some additional cycle parking to the north. The Parish will be required to consult with the IHE Minister over this proposal and if successful, the new zone will have to be written up by Law officers. This is likely to take 6-12 months to be added to legislation.</p> <p>(SC) introduced Amanda Nomond, a resident of Trinity Hill, who said the majority of people responding to the survey did not actually live on Trinity Hill and that the 20-minute spaces at the bottom of the hill are always full of delivery drivers forcing people to park in the area outside her house. As a result, she has had to resort to renting a space at the tennis courts. She has recently bought an electric vehicle and would like to be able to charge it outside her house rather than drop it else were to charge.</p> <p>Another resident who lives on Trinity Hill who does have a parking space with her property thought the idea of an RPZ area on Trinity Hill would affect the business as there would be no were for people to park when using the facilities. In addition, the introduction of RPZ would cause more problems than it would fix, as it would cause more illegal parking on yellow lines etc.</p> <p>(JB) The RPZ scheme needs looking at as they are highly subsidised at a considerable loss to the Parish and cost to the ratepayer.</p> <p>(GJ) thought the cycle parking be better placed at the bottom of the hill outside the business.</p> <p>(TV) and (JL) had both visited the area and looked at the area by the bike rack and noted two bollards that seemed to be complete nonsense. They are of no purpose and suggested moving them to where the shops are. Also, reducing the car spaces by 7 in this area will make it harder for people who want to use the business.</p> <p>The Roads Committee unanimously voted against introducing an RPZ area on Trinity Hill.</p>
<b>16/2023 SEALE STREET TOWN HALL PARKING SPACES</b>	<p>The Roads Committee were asked to note the introduction of a set of bollards to the parking spaces allocated to the Town Hall on Seale Street. The Town Hall has 3 parking spaces on Seale Street which are regularly parked in by unauthorised vehicles. This behaviour continues even when enhanced parking enforcement measures are put in place. The impact is that Parish vehicles, contractors and/or visitors are regularly unable to park in these allocated parking spaces. In 2022, the Constable proposed the introduction of bollards to physically prevent unauthorised vehicles from parking in one of the 3 spaces allocated to the Town Hall. The intention is for this place to be allocated on a</p>

	booking system with only a limited set of keys issued.
<b>17/2023 TO REVIEW THE PROPOSED REVISED 'EMBARGO POLICY'</b>	<p>(SA) explained the St Helier summer embargo came into existence approximately 15 to 20 years ago. The reason for the embargo was to improve the appearance of St Helier for the tourist season by limiting scaffolding and major road/construction works. The summer embargo was split into 2 separate embargos. The first from the 1st May to 1st October and second from 1st July – 1st September. The Christmas Embargo has no specific dates but again this is to ensure St Helier looks its best during the busy festive period and not hindering the instalment and switch on of the Christmas lights. Scope of policy change since the embargo came into play, St Helier has changed and grown. A lot of roads on the embargo list were specified due to proximity of a nearby hotel, protecting areas from unsightly scaffolding for tourists visiting the island. A significant number of these hotels have now been developed into other uses or no longer exist, raising the question as to whether the embargo needs to be in place in these areas. The embargo as it stands is confusing for contractors and property owners alike. The new proposed embargo list cuts the embargo down to one embargo period instead of two, to simplify the embargo and the overlapping of the periods. The department proposes to reduce the embargo list by 40 Streets. The precinct areas would remain the same as these are the busiest areas for locals and tourists alike. The department proposes that the new embargo dates would be from 1st June – 1st September.</p> <p>(SC) suggested keeping Kensington Place, St Johns Road and St Saviours Road on the embargo list and look at giving an extra month at the beginning and end.</p> <p>(CB) said he receives lots of complaints about scaffolding being up a long time and looking unsightly. The main reason for this is due to the weather.</p> <p>(JB) If the scaffolding needs to be up for longer than expected, they could advertise on the Tarpaulins, and a percentage of the cost could be given to the government as they do in Italy.</p> <p>(BM) agrees with JB that something needs to be put on scaffolding to make it look a lot tidier. He also suggested placing scaffolding over the roof of a property so building works can still commence despite bad weather.</p> <p>(JL) said scaffolders are required to have their name on the scaffolding for health and safety reasons. The membrane used is just mesh and could be used for advertising.</p> <p>(SC) suggested postponing this item, as we need some public consultation on the matter. The current system does not seem to be working very well. We need to look at taking some streets out of the embargo, reducing the scaffolding and looking at the fees paid.</p> <p>(SC) Thanked Geraint Jennings for his long service, first as a Roads Committee member and then as Procureur du Bien Public. (GJ) thanked the Committee for his round of applause.</p>
<b>PLANNING APPLICATIONS</b>	
<b>18/2023 SOMERSET LODGE, SOMERSET PLACE, THE PARADE, ST HELIER, JE2 3QH</b>	<p>Change of use of first floor from retail to 1 2-bed residential unit.</p> <p>The Roads Committee approved the draft comments detailed in the planning report dated 22<sup>nd</sup> February (refer documentation attached)</p>
<b>19/2023 LAND SOUTH OF THE</b>	RETROSPECTIVE: Formalise the public footpath to access National Trust woodland. Construct land-retaining parking area. Formalize garden

<b>FARM HOUSE, PALM GROVE, ST HELIER, JE2 3ZZ</b>	associated with The Farm House and The Cottage. AMENDED DESCRIPTION: RETROSPECTIVE: Formalise the access path to woodland for the National Trust for woodland maintenance and associated maintenance equipment. Construct land-retaining parking area. Formalize garden associated with The Farm House and The Cottage.
<b>20/2023 37 QUEEN STREET, ST HELIER, JE2 4WD</b>	The Roads Committee approved the draft comments detailed in the planning report dated 22 <sup>nd</sup> February (refer documentation attached) Change of use of the first, and in part, second floor from Class A - Retail to create 2 1-bed and 2-bed residential units.
<b>21/2023 SOUTH HILL OFFICES, SOUTH HILL</b>	The Roads Committee approved the draft comments detailed in the planning report dated 22 <sup>nd</sup> February (refer documentation attached) Demolish existing buildings on site, excluding former military barracks. Construct 6 1-bed, 69 2-bed and 6 3-bed residential units. Create associated courtyard garden with basement below for 70 car parking spaces, all with electric charging points, and x220 cycle storage. Re-use the former military barracks as a resident's amenity space. Carry out rock stabilisation works to the surrounding landform. Re-model and upgrade adjacent park and children's playground including public toilets. Create 2 pedestrian crossings on South Hill and 1 pedestrian crossing on Pier Road. 3D model available.
<b>22/2023 FIELD H1140, WOODLANDS FARM, LA RUE DE MAUPERTUIS, ST HELIER, JE2 3HG</b>	The Roads Committee approved the draft comments detailed in the planning report dated 22 <sup>nd</sup> February (refer documentation attached) Construct 2 new agricultural buildings 1 livestock / cow shed and 1 slurry store
<b>23/2023 10, WINCHESTER STREET, ST HELIER, JE2 4TH</b>	RETROSPECTIVE: Change of use from Class 'J' - 'residential care home' to create 1 6-bed residential unit. The Roads Committee approved the draft comments detailed in the planning report dated 22 <sup>nd</sup> February (refer documentation attached)
<b>24/2023 WEST HILL HOTEL, WEST HILL, ST HELIER, JE 3HB</b>	Conversion and alteration of hotel and staff accommodation into 47 dwellings, including two-storey extension and demolition of structures, with associated vehicle parking and landscaping. Alter vehicular and pedestrian access onto West Hill. The Roads Committee approved the draft comments detailed in the planning report dated 22 <sup>nd</sup> February (refer documentation attached)
<b>25/2023 PALM SPRINGS NURSING HOME, LE MONT DE LA TRINITE, ST HELIER, JE2 4NJ</b>	Demolish existing Nursing Home, dwelling and outbuildings. Construct 3 1-bed, 9 2-bed and 43-bed residential units with associated parking and landscaping The Roads Committee approved the draft comments detailed in the planning report dated 22 <sup>nd</sup> February (refer documentation attached)
<b>26/2023 HILL COTTAGE, ST JOHNS ROAD, ST HELIER, JE2 3LE</b>	Extend and convert existing dwelling to create 4 no. one-bedroom residential units with associated access ways, storage, parking and gardens. The Roads Committee approved the draft comments detailed in the planning report dated 22 <sup>nd</sup> February (refer documentation attached)
<b>27/2023 40 KING STREET, ST HELIER, JE2 4WE</b>	Construct third floor to create 1 two-bed residential unit. Change of use of first and second floors from Class A - Shop to create 4 2-bed residential units. Replacement of existing façade. The Roads Committee approved the draft comments detailed in the planning report dated 22 <sup>nd</sup> February (refer documentation attached)
<b>28/2023</b>	Change of use of commercial unit 4 from Class A - shop to Café and

<b>BLOCK D – COMMERCIAL UNIT 4, ANN COURT DEVELOPMENT SITE, PROVIDENCE ST, ST HELIER</b>	Wellness centre  The Roads Committee approved the draft comments detailed in the planning report dated 22 <sup>nd</sup> February (refer documentation attached)
<b>29/2023 SALVATION ARMY HALL, MINDEN STREET, ST HELIER, JE2 4WR</b>	Change of use from Class C - Office to create 1 1-bed temporary residential unit. Install courtyard staircase to refurbished 1no. 3-bed residential unit  The Roads Committee approved the draft comments detailed in the planning report dated 22 <sup>nd</sup> February (refer documentation attached)
<b>30/2023 TRI NA NOG, POONAH LANE, ST HELIER, JE2 3XP</b>	Create 6 1-bed residential and construct one-storey extension to east elevation on ground floor level. Install fence and bike store to east elevation. Various internal alterations to all 3 floors.  The Roads Committee approved the draft comments detailed in the planning report dated 22 <sup>nd</sup> February (refer documentation attached)
<b>31/2023 SOUTH WEST ST HELIER, WATERFRONT, LA ROUTE DE LA LIBERATION, ST HELIER, JE2 3WF</b>	LINE APPLICATION (with all matters reserved). Demolish existing structures. Phased construction of new development comprising up to 1001 residential units with basement car park; retail, commercial, leisure, arts and cultural facilities; public and private open spaces; new pedestrian and vehicular access; other associated landscaping, infrastructure and highways alterations including relocated slipway and works to the sea wall. 3D model available.  The Roads Committee approved the draft comments detailed in the planning report dated 22 <sup>nd</sup> February (refer documentation attached)
<b>32/2023 6A LA COLOMBERIE, ST HELIER, JE2 4QB</b>	Change of use of ground floor from Class A - Retail to Class B - Café and Restaurant to allow sale of cakes and eat-in dining. Install flue to North elevation.  The Roads Committee approved the draft comments detailed in the planning report dated 22 <sup>nd</sup> February (refer documentation attached)
<b>33/2023 INFORMATION REPORTS</b>	The committee had no comment.
<b>34/2023 AGREED DECISIONS</b>	<ul style="list-style-type: none"> <li>• AS &amp; SA to discuss new process adding items to agenda.</li> <li>• Write letter to Minister Deputy Binet regarding the two-way cycling signage at Charing Cross.</li> <li>• AR to discuss with Roads Committee whether to keep minutes in current format or amend to Parish Assembly format.(word for word)</li> <li>• Graffiti article to appear in Town Crier</li> <li>• Approved transfer of land at Tower Road</li> <li>• Approved Option 2 raised speed humps La Rue De L'Etau</li> <li>• Refused proposed new RPZ area Trinity Hill</li> <li>• Postponed Embargo for further investigation</li> </ul>
<b>NEXT MEETING</b>	
	The next meeting will take place on Wednesday 15 <sup>th</sup> March 2023.

## **PLANNING REPORT FOR ROADS COMMITTEE REVIEW – 22 February 2023**

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### **1. Somerset Lodge, Somerset Place, The Parade, St Helier, JE2 3QH**

*Change of use of first floor from retail/ to 1 No. two-bed residential unit.*

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

1. Committee notes this application is for a change of use of the existing first-floor retail unit into a 1 no. two-bed residential unit. On the ground floor, the retail unit will remain though with some alterations to the staircase for access to the proposed new flat. There is no cycle or car parking provided for the property.

2. Committee requests that the applicant provides cycle parking with electric charging for the unit of accommodation.

3. That the refuse store/collection arrangements, refuse separation and recycling strategy be agreed in detail with the Parish's Refuse Manager, it being noted that the proposed car parking space will affect the refuse facility

<https://www.gov.je/citizen/planning/pages/PlanningApplicationDetail.aspx?s=1&r=P/2022/1573>

### **2. Land South of The Farm House, Palm Grove, St Helier, JE2 3ZZ**

*RETROSPECTIVE: Formalise the public footpath to access National Trust woodland. Construct land-retaining parking area. Formalize garden associated with The Farm House and The Cottage. AMENDED DESCRIPTION: RETROSPECTIVE: Formalise the access path to woodland for the National Trust for woodland maintenance and associated maintenance equipment. Construct land-retaining parking area. Formalize garden associated with The Farm House and The Cottage.*

The Roads Committee supports this application subject to:-

1. Committee supports the proposal to create an access footpath to provide a public access route across the open land area linking the private lane to National Trust footpath.

2. Applicant is to be aware that the pathway is to be gifted to the National Trust not the Parish, as the pathway does not link to a Parish by-road due to the proposed pathway being landlocked between two private lanes and the National Trust's existing access footpath leading down to Vallée des Vaux.

3. Applicant may need to check the legality of forming the proposed access route as it will potentially introduce public access through the two private lanes.

<https://www.gov.je/citizen/planning/pages/PlanningApplicationDetail.aspx?s=1&r=P/2022/1600>

<Committee no note that the Constable has submitted a written response supporting this application>

### **3. 37 Queen Street, St Helier, JE2 4WD**

*Change of use of the first, and in part, second floor from Class A - Retail to create 2no. one-bed and 1no. two-bed residential units.*

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

**P/2022/1614**

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

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

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

- Committee requests that cycle parking area be sufficient in size to accommodate larger cycles, such as cargo cycles.
- That the refuse store/collection arrangements, refuse separation, and recycling strategy are agreed in detail with the Parish Refuse Manager, it being noted that the proposed car parking space will affect the refuse facility.
- That notwithstanding the above comments, this submission should be referred to Infrastructure, Housing and Environment since the road in front of the property is a Government main road.

<https://www.gov.ie/citizen/planning/pages/PlanningApplicationDetail.aspx?s=1&r=P/2022/1614>

### **4. South Hill Offices, South Hill, St Helier**

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

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

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

- 220 no. total spaces (occupier) located in the basement podium level (*utilising a double stacker storage system for standard cycles and a dedicated area for non-standard cycles*). Cycle charging facilities will also be provided to support the use by residents of electric bicycles
  - 8 no. inclusive parking spaces are proposed for larger specialist cycles
  - Visitor cycle spaces are provided: seven visitor cycle stands (14 spaces) to the west of the South Pavilion and north-east of the North Pavilion. A further eight new stands (16 spaces) in the South Hill Play Park car park
2. **Rock Face and other legal matters:** The applicant is to be aware that the Parish of St Helier is currently in discussion with the owner/developer regarding the existing rockface and other contractual matters that need to be resolved prior to work commencing on site; Parish property is affected due to some of the matters requiring formal approval from Parish Assembly. Contracts to be in place before any work commencing on Parish property/land.
3. **Car Parking:** There will be 63 no. residential car parking spaces and 7 no. car club spaces provided, whilst visitor spaces to be catered for by existing Parish on-street public car parking spaces on South Hill and the public car park adjacent to the playground. There is no allowance for visitor spaces within the applicant's site. It is noted that the applicant will provide 100% electric car charging points which is welcomed.
- Committee expects to see some visitor spaces - particularly for servicing the accommodation and commercial unit incorporated into the design. The applicant should consider making some of the spaces visitor spaces; these can also be used by tradesmen/deliveries to service the accommodation.
4. **On-street parking:** It is noted that the applicant makes reference to the South Hill's on-street car parking as visitor spaces. Though it is acknowledged that these spaces could be used by visitors to the applicant's site, these spaces can also be used by visitors to the playground or surrounding area; therefore these spaces should not be relied on to make up for the lack of visitor spaces provided on this development's site. The applicant must not rely on these spaces being available in perpetuity; at some time in the future Parish Roads Committee may make changes to these spaces, or indeed remove them, although there is currently no intention to do this at this stage.
- This comment is also valid for the public car park at the northern end of the site. Although this is a Parish public car park, this could change in the future and therefore relying on this car park as visitor spaces for the development is questionable.
5. **Electric car club:** The Committee supports the introduction of the proposed 7 no. electric car club spaces. We would like to see at least one year's membership offered to all residents in the development free of charge when they first move in to encourage the use of the club.
6. **Commercial servicing:** An off-street servicing bay would be provided between the North Pavilion and the access road into the podium level. The applicant should note that it is important to monitor and control the unloading bay to ensure that it is available for the Parish refuse vehicle on bin collection day, otherwise bin collection will not be possible due to the Parish not being able to stop on the road because of South Hill's incline.
- The size of the bay is stated to have been designed to suit refuse vehicles used by the Parish of St Helier and the bay should have direct access to the bin holding area to facilitate waste collections – the final design is to be agreed with the Parish Refuse Manager.
7. **Public toilet:** It is noted that there will be a public toilet provided; however, there are no details on the construction and design. The applicant is to provide details of the proposed new toilet block as there is only an indicative layout shown with the toilet facility being located within the Parish playground.
- The applicant will need to clarify the location and ownership of this new toilet structure, which the Parish assumes will be a Parish property as it is located within Parish land (playground), in which case design and specifications need to be agreed with the Parish in detail due to the proposed toilets needing to be fully compliant for disabled use and to incorporate baby changing facilities; the design/material and sanitaryware must also be maintenance-free and all designed for public environment.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

25. That the requirements of the Highway Encroachments (Jersey) Regulations 1957 are strictly complied with. Planning approval does not give permission for a structure to encroach on the highway or footway.

26. That no part of the foundations of the building may project under the public highway. The applicant should note that contravening this condition will mean that the Parish will take action against the applicant/owner under the Highways Encroachments (Jersey) Regulations 1957.

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

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<Road Committee for your comments please>

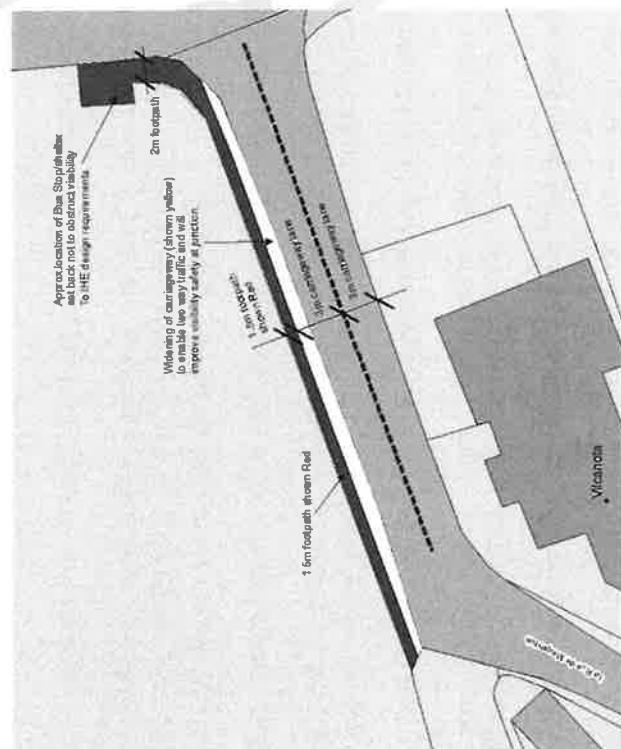
### **5. Field H1140, Woodlands Farm, La Rue de Maupertuis, St Helier, JE2 3HG**

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

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

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

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



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

<Road Committee for your comments please>

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### **6. 10, Winchester Street, St Helier, JE2 4TH**

**RETROSPECTIVE:** Change of use from Class 'J' - 'residential care home' to create 1 no. 6 bed residential unit.

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

1. Committee notes that the proposal is for a change of use from a residential Care Home to 1 no. six-bed unit of accommodation.
2. Committee requests that cycle parking is provided at a ratio of one cycle space per bedroom, and the cycle parking needs to be sufficient in size to accommodate larger cycles such as cargo cycles. Cycle parking is to include electric charging.
3. It is noted due to site constraints the ability to provide onsite vehicle parking is not possible.
4. That the refuse store/collection arrangements, refuse separation and recycling strategy be agreed in detail with the Parish's Refuse Manager, as it is noted that the proposed car parking space will affect the refuse facility.

<https://www.gov.je/citizen/planning/pages/PlanningApplicationDetail.aspx?s=1&r=P/2022/1629>

### **7. West Hill Hotel, West Hill, St Helier, JE2 3HB**

*Conversion and alteration of hotel and staff accommodation into 47 No. dwellings, including two-storey extension and demolition of structures, with associated vehicle parking and landscaping. Alter vehicular and pedestrian access onto West Hill.*

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

1. Committee notes the application is for:
    - 47 units of accommodation (29 no. one-bed and 18 no. two-bed units)
    - 1 No. Bus shelter (but on the wrong side of the road) - bus no 19 is only southbound and so the shelter needs to be on the other side
    - 72 no. cycle parking spaces (11 spaces with electric charging, i.e. 10%)
    - 65 no. car parking spaces including 4 no. disabled spaces (10% of the parking spaces are to have electric charging facility). Visitor spaces
  2. **Bus Shelter:** The Committee welcomes the provision of a bus stop; however, the bus stop is located on the wrong side of La Grande Route du Mont à l'Abbé as it needs to be located for the southbound no 19 bus. A section of the road will require widening into the site to enable a footway to be constructed opposite the site with a crossing point, which is to be a legal crossing point (Jersey Crossing).
- The pedestrian crossing must be a legal crossing (not a courtesy crossing). This will require the applicant to produce a technical paper and independent Road Safety Audits (RSA) (Levels 1,2 and, once the crossing has been installed, a Level 3 audit will be necessary).
- The technical paper and RSA's produced will need to be issued to the Parish so that the Parish can consult with the IHE Infrastructure Minister to request approval. The request for the crossing is to come from the Parish Roads Committee as the Highway Authority for South Hill. The applicant must consider that the crossing at the bottom of South Hill may need to be a toucan crossing due to cyclists requiring access to access the site.
- The cost to produce the technical paper(s), RSA, and the implementation/installation of the crossing are to be at the full cost of the applicant.

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

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

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

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

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

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

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

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

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

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

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

**General remarks:**

8. That any new or altered access must be surfaced in a hardbound material, such as concrete or asphalt (not loose stone or gravel) within 2m of the public highway, and all surface water generated on the area is to be disposed of within the site by soakaway or other appropriate means. This is a Parish of St Helier set condition which must be undertaken by the applicant prior to the parking space being used.
9. The kerb and footpath must be lowered by the Parish of St Helier or approved Parish contractor at the expense of the applicant. This is a Parish of St Helier set condition which must be undertaken by the applicant prior to the parking space being used. The Parish will not allow access across the footpath by the applicant/owner without this work being undertaken first - this is to avoid damage to the kerbstones from vehicle movement.

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

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

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

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

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

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

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

14. That the requirements of the Highway Encroachments (Jersey) Regulations 1957 are strictly complied with. Planning approval does not give permission for a structure to encroach on the highway or footway.

15. That no part of the foundations of the building may project under the public highway. The applicant should note that contravening this condition will mean that the Parish will take action against the applicant/owner under the Highways Encroachments (Jersey) Regulations 1957.

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

<Road Committee for your comments please>

**8. Palm Springs Nursing Home, Le Mont de la Trinité, St Helier, JE2 4NJ** **P/2022/1665**  
Demolish existing Nursing Home, dwelling and outbuildings. Construct 3no. 1-bed, 9no. 2-bed and 4no. 3-bed residential units with associated parking and landscaping.

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

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

<https://www.gov.je/citizen/planning/pages/PlanningApplicationDetail.aspx?s=1&r=P/2022/1665>

<Road Committee for your comments please>

### **9. Hill Cottage, St John's Road, JE2 3LE**

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

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

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

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

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

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

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

1. Committee notes that the proposal is for a change of use of the first and second floors from retail/shop to residential to create 4 no. two-bed units. The site is restricted and therefore not able to accommodate car parking. 10 no. cycle parking spaces are being provided and 1 no. space for a cargo cycle. The applicant also provides a cycle repair area.
2. Committee requests that cycle parking spaces include an electric charging facility for electric cycles.
3. That the refuse store/collection arrangements, refuse separation and recycling strategy is agreed in detail with the Parish's Refuse Manager.
4. That notwithstanding the above comments, this submission should be referred to Infrastructure, Housing and Environment since the road in front of the property is a Government main road.

<https://www.gov.je/citizen/planning/pages/PlanningApplicationDetail.aspx?s=1&r=P/2022/1657>

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

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

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

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

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

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

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

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

1. Committee notes that the proposal is for a change of use from office space to create 1 no. one-bed unit (not forming part of the application). There are a total of 3 no. units on the site including the proposed additional unit. Within the site there will be a combined total of 6 no. bedrooms.
2. The applicant is to provide cycle parking and electric charging facility for the occupier of the proposed unit based on one cycle space per bedroom. The cycle space should be sufficient in size to accommodate ideally a cargo bike. There could be scope to create cycle storage in the courtyard.

Committee requests that the applicant also provides cycle parking for the existing units as it is noted there is no cycle parking facilities provided for those occupiers (therefore a total of 6 no. cycle parking spaces)

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

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

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

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

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

1. Committee notes that the proposal is for converting the existing building that currently has 2 no. one-bed units, 2 no. bedsits and 1 no. 3-bed unit, constructing an extension to the east elevation and demolition of the existing garage, and creating parking for three cars which is accessed via Poonah Lane. The new accommodation will consist of 3 no. one-bed units and 1 no. 3 bed unit.

There will be parking for three cars and some cycle storage space, though it is not clear how many cycles will be accommodated.

2. Committee requests that cycle parking is provided at a ratio of 1 no. cycle parking space per bedroom (a total of 5 no. spaces). The cycle parking spaces should have with electric charging facility, and be sufficient in size to accommodate cargo cycles.
3. It is noted that the existing garage is to be demolished and provision of 3 no. car parking spaces are proposed; the applicant has not indicated parking space dimensions and, looking at the plans, the Committee questions whether there is sufficient space to park three cars as each parking spaces needs to be a minimum of 2.4m wd x 4.8m long - what is indicated will likely result in unacceptable overhanging across the footpath.

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

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

6. The Committee note that there has been no visibility line indicated or assessed on the application. The applicant must comply with the visibility requirements as set out in '**Access onto the Highway – Standards and Guidance**' as produced by Infrastructure, Housing and Environment department, available online at: <https://www.gov.je/travel/roads/pages/roadhousingdevelopment.aspx>.
- Everything in the visibility areas so formed, including gates, pillars, walls and plant growth, to be permanently restricted in height to 900 mm above road level in perpetuity.

7. That the requirements of the Highway Encroachments (Jersey) Regulations 1957 are strictly complied with. Planning approval does permit a structure to encroach on the highway or footway.
8. That any new or altered access must be surfaced in a hardbound material, such as concrete or asphalt (not loose stone or gravel), within 2m of the public highway, and all surface water generated on the area is to be disposed of within the site by soakaway or other appropriate means. This is a Parish of St Helier set condition which must be undertaken by the applicant prior to the parking space being used.
9. The kerb and footpath must be lowered by the Parish of St Helier or approved Parish contractor at the expense of the applicant. This is a Parish of St Helier set condition which must be undertaken by the applicant prior to the parking space being used. The Parish will not allow access across the footpath by the applicant/owner without this work being undertaken first; this is to avoid damage to the kerbstones from vehicle movement.

The applicant must contact the Parish of St Helier's Infrastructure department prior to undertaking any work to the public highway to agree the extent of work and specific detail and specification. The applicant is to be aware that only Parish-approved contractors are permitted to work on the public road/footpath. All necessary works are to be at the cost of the applicant.
10. That a line of 50mm wide split blocks shall be laid flush at the junction between the private land and the rear of the public footpath for the width of the site. This is a Parish of St Helier set condition which must be undertaken by the applicant/owner prior to the parking space being used.

The applicant must contact the Parish of St Helier's Infrastructure department prior to undertaking any work to the public highway to agree the extent of work and specific detail and specification. The applicant is to be aware that only Parish-approved contractors are permitted to work on the public road/footpath. All necessary works are to be at the cost of the applicant.
11. The applicant must remove obsolete service boxes that are no longer used to provide a service to the applicant's site, or alternatively realign/renew service boxes, liaising with the appropriate utility company. Obsolete dished kerb and footpath entrances are to be removed with the kerbs and footpath lifted, which will result in making good the asphalt for the full width and length of the dished area as a minimum. Applicant is to be aware that depending on the location of the property red and/or black asphalt may be required for making good the footpath, although in some instances, the applicant may need to reset granite footpath paving.
- The specification and extent of the remedial works must be agreed in advance with the Parish of St Helier's Infrastructure department. Only Parish-approved contractors are permitted to work on the public road/footpath. All remedial works are to be at the cost of the applicant.
12. Applicant is to note that the cost for removal and relocation of any street furniture or utilities, e.g. lampposts, bollards, bike racks etc, and subsequent making good to road and pavement surfaces due to this application, is to be at the applicant's cost. Relocation of street furniture must be agreed with the Parish in advance prior to any work commencing on site.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Split in accommodation being:

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

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

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

- 2 no. GP practices
  - 1 no. dental practice
  - 1 no. day nursery
  - 1 no. Art-House cinema (*this is proposed to be located in Plot A1 fronting the Central Square, 2,168m<sup>2</sup> of Art, culture and community space is to be located on the ground floor*)
  - Flexible arts, culture & community space
  - 1 no. large convenience store
  - 6 no. smaller local retail units
  - 4 no. restaurants
  - 2 no. bars
  - 10 no. cafés
  - 1 no. swimming pool complex (*this includes a 25m pool, training pool, flumes, slides, kidzone and gym facilities. A 25m outdoor pool will also be located within the new Les Jardins de la Mer.*)
6. **Cycle parking provision:** The Committee notes that there will be:
- 1,704 no. residential cycle spaces (*long-stay residential cycle parking*) which is equivalent to one cycle space per bedroom. (*Split across dedicated cycle stores and residential lockers. Access is via dedicated cycle lifts in Blocks C1 and E1 cores or via the B1 basement ramp.*)
  - 368 no. short-stay cycle parking (*short-stay cycle parking accommodates a revision of 54 existing spaces as well as an additional 314, of which 58 no. are e-bike hire*)

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

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

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

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

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

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

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

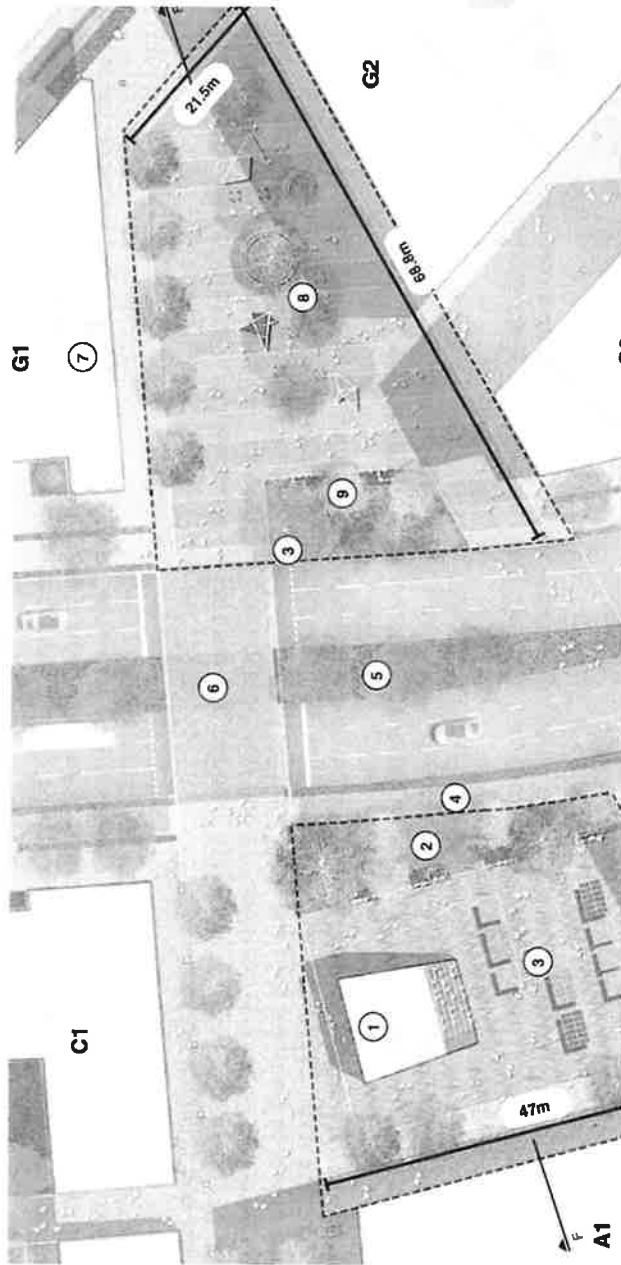
8. **Slipway:** It is noted that the slipway is to be relocated; however, Committee expresses concern that the proposed relocation of the slipway will hamper direct access to the inner road, and Committee requests that the applicant ensures that the direct access to the inner road is still possible without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

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

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

#### Central and Esplanade Squares – primary pedestrian route:

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



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

**Secondary Streets**

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

These secondary routes will include:

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

**The Lane**

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

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

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

**Arcades:**

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

**Roads Committee concern:**

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

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

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

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

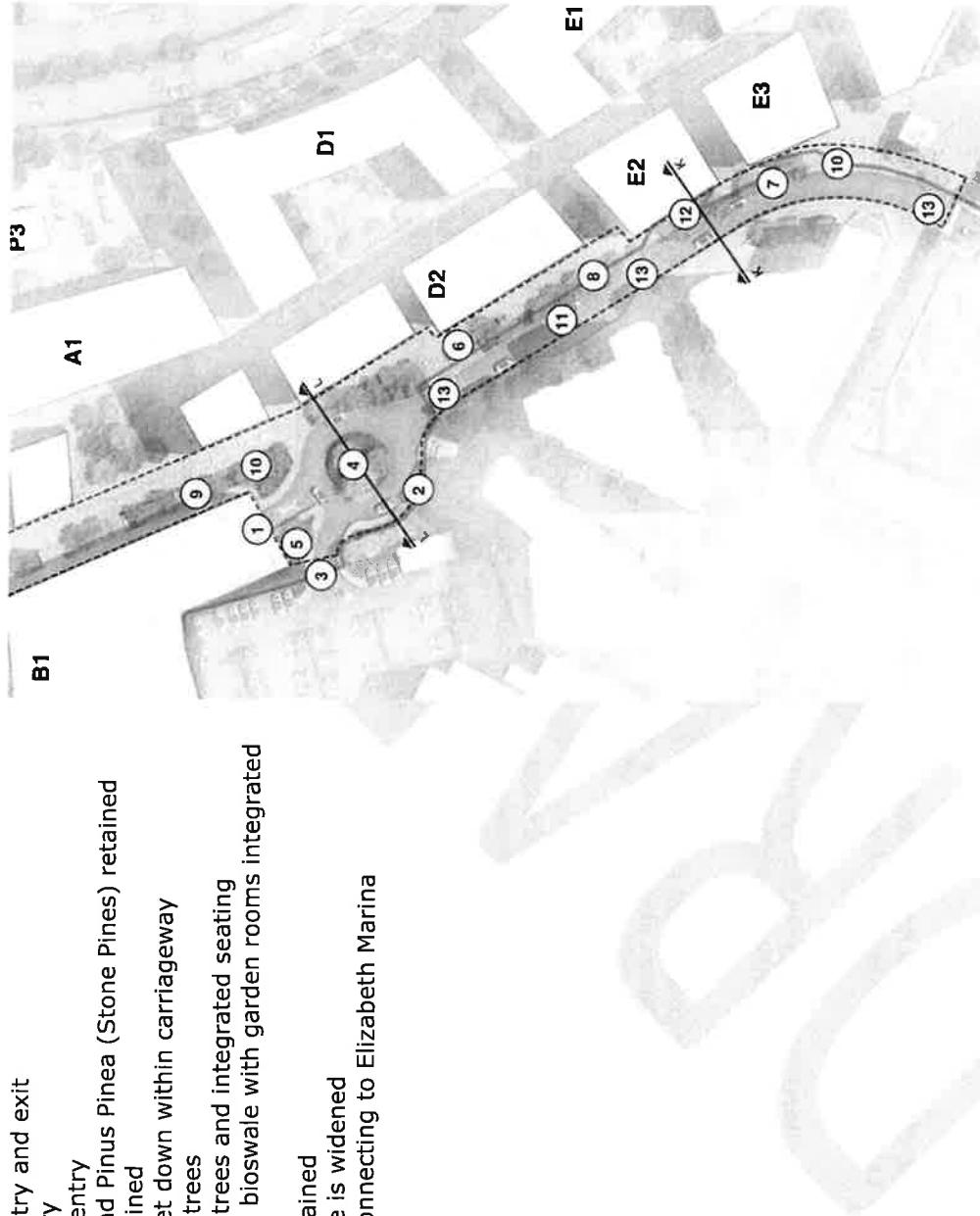
However, if the proposal is to eventually transfer ownership of the open public areas to a highway authority (Parish or Government), then the applicant will need to ensure that the construction of the pedestrianised area and the lighting being developed are compliant with the requirements of the highway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

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

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

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

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



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

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

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

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

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

17. A strategy to clean the façade of the building without the necessity for external equipment which must be operated from the roadway must be developed. It is noted that the applicant is exploring this with a view to ensuring that façade cleaning of the whole building can be undertaken without the need to close off sections of roads and public thoroughfares and squares. This should be made a condition on any approval granted.
18. That notwithstanding the above comments, this submission should be referred to Infrastructure, Housing and Environment department since the road in front of the property is a Government main road.

<https://www.gov.ie/citizen/planning/pages/PlanningApplicationDetail.aspx?s=1&r=PP/2021/1969>

<Road Committee for your comments please>

### **15. 6a, La Colomberie, St. Helier, JE2 4QB**

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

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

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

<https://www.gov.ie/citizen/planning/pages/PlanningApplicationDetail.aspx?s=1&r=P/2023/0002>

