



PARISH OF ST HELIER

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ROADS COMMITTEE MEETING

Wednesday 15 March 2023 at 9.30am

Meeting held in the **OLD MAGISTRATES COURT**

A G E N D A

'A' AGENDA – OPEN TO THE PUBLIC

- A1. Apologies.
- A2. Declarations of interest.
- A3. To approve minutes of meetings held on 22 February 2023 ('A' Agenda items).
- A4. Matters arising.
- A5. For decision: Clare Street Development public realm improvements - Saville Street works (Presentation by developer).
- A6. For decision: To agree the location of additional bicycle racks outside the new 'One Government building' in Parade Road.
- A7. For information: Speeding enforcement update from Honorary Police.
- A8. For information: La Grande Route du Mont a L'Abbe update on speeding
- A9. For information: update on St John's Road safety improvements (Verbal).
- A10. For decision: To consider recent planning applications.
- A11. For information: Reports:
 - Live matters report.
 - Streets Inspector report.
- A12. Agreed decisions

'B' AGENDA ITEMS

- B1. To approve minutes of meetings held on 22 February 2023 ('B' Agenda items).
- B2. Matters arising.
- B3. Lodging items for forthcoming Roads Committee meetings.

Dates of 2023 meetings:

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

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



PARISH OF ST HELIER



Minutes	
<u>MINUTES OF THE ROADS COMMITTEE MEETING – A- AGENDA</u>	
<u>HELD IN THE ASSEMBLY ROOM ON</u>	
<u>WEDNESDAY, 22 FEBRUARY 2023 AT 9.30AM</u>	
PRESENT	Constable S Crowcroft (SC) Mr J Lagadu (JL) Mr B Manning (BM) Mr J Baker (JB) The Very Rev'd M Keirle (MK) Mr T Vibert (TV)
IN ATTENDANCE	Mr Andrew Sugden (Chief Executive Officer) (AS) Mr P Pearce (Procureur du Bien Public) (PP) Mr G Jennings (Procureur du Bien Public) (GJ) Mr A Sty (Infrastructure Manager) (AS) Mr S Alves (Head of Infrastructure) (SA) Mrs A Roberts (Parish Secretary) (AR) Miss E Sheehan (Minutes) (ES) Mr C Burgher (Town Centre Manager) (CB)
APOLOGIES	Mr K Proctor (KP)
DECLARATION OF INTEREST	(JB) owns a property at Castle Quay
OPEN MEETING	Having been previously circulated, the 'A' Agenda Minutes of the meetings held on 7 th December 2022 and 11 th January 2023 were agreed, with some minor amendments to the draft's.
MATTERS ARISING	
09/2023 VERBAL UPDATE BY THE TOWN CENTRE MANAGER AND DRAFT 2023 EVENT PLAN	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.
10/2023 AGENDA ITEM PROCESS	(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.
11/2023 TOWN MANAGER REPORT	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.
12/2023 DISCUSSION LED BY THE CONSTABLE IN RELATION TO RECENT CORRESPONDENCE IN RELATION TO	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

GRAFFITI	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.
13/2023 TRANSFER OF LAND TO THE PARISH AT CLAREMONT HOUSE, TOWER ROAD DEVELOPMENT FOR THE PURPOSE OF WIDENING THE PAVEMENT ON TOWER ROAD	<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 1.9m² piece of land. (SC) said there would be no particular advantage to having this piece of land it was included with the 15.2m² 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>
14/2023 TO VIEW LA RUE DE L'ETAU PROPOSED ZEBRA CROSSINGS	<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>Option 1: Provide the crossings at road level and the pavements to be dished locally to crossing level.</p> <p>Option 2: 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>
15/2023 PROPOSED OLD TRINITY HILL RESULTS OF CONSULTATION FOR RPZ ZONE	<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>
16/2023 SEALE STREET TOWN HALL PARKING SPACES	<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.
17/2023 TO REVIEW THE PROPOSED REVISED 'EMBARGO POLICY'	<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>
PLANNING APPLICATIONS	
18/2023 SOMERSET LODGE, SOMERSET PLACE, THE PARADE, ST HELIER, JE2 3QH	<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 22nd February (refer documentation attached)</p>
19/2023 LAND SOUTH OF THE	RETROSPECTIVE: Formalise the public footpath to access National Trust woodland. Construct land-retaining parking area. Formalize garden

FARM HOUSE, PALM GROVE, ST HELIER, JE2 3ZZ	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 approved the draft comments detailed in the planning report dated 22 nd February (refer documentation attached)
20/2023 37 QUEEN STREET, ST HELIER, JE2 4WD	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. The Roads Committee approved the draft comments detailed in the planning report dated 22 nd February (refer documentation attached)
21/2023 SOUTH HILL OFFICES, SOUTH HILL	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. The Roads Committee approved the draft comments detailed in the planning report dated 22 nd February (refer documentation attached)
22/2023 FIELD H1140, WOODLANDS FARM, LA RUE DE MAUPERTUIS, ST HELIER, JE2 3HG	Construct 2 new agricultural buildings 1 livestock / cow shed and 1 slurry store The Roads Committee approved the draft comments detailed in the planning report dated 22 nd February (refer documentation attached)
23/2023 10, WINCHESTER STREET, ST HELIER, JE2 4TH	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 nd February (refer documentation attached)
24/2023 WEST HILL HOTEL, WEST HILL, ST HELIER, JE 3HB	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 nd February (refer documentation attached)
25/2023 PALM SPRINGS NURSING HOME, LE MONT DE LA TRINITE, ST HELIER, JE2 4NJ	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 nd February (refer documentation attached)
26/2023 HILL COTTAGE, ST JOHNS ROAD, ST HELIER, JE2 3LE	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 nd February (refer documentation attached)
27/2023 40 KING STREET, ST HELIER, JE2 4WE	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 nd February (refer documentation attached)
28/2023	Change of use of commercial unit 4 from Class A - shop to Café and

BLOCK D – COMMERCIAL UNIT 4, ANN COURT DEVELOPMENT SITE, PROVIDENCE ST, ST HELIER	Wellness centre The Roads Committee approved the draft comments detailed in the planning report dated 22 nd February (refer documentation attached)
29/2023 SALVATION ARMY HALL, MINDEN STREET, ST HELIER, JE2 4WR	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 nd February (refer documentation attached)
30/2023 TRI NA NOG, POONAH LANE, ST HELIER, JE2 3XP	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 nd February (refer documentation attached)
31/2023 SOUTH WEST ST HELIER, WATERFRONT, LA ROUTE DE LA LIBERATION, ST HELIER, JE2 3WF	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 nd February (refer documentation attached)
32/2023 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 approved the draft comments detailed in the planning report dated 22 nd February (refer documentation attached)
33/2023 INFORMATION REPORTS	The committee had no comment.
34/2023 AGREED DECISIONS	<ul style="list-style-type: none"> • AS & SA to discuss new process adding items to agenda. • Write letter to Minister Deputy Binet regarding the two-way cycling signage at Charing Cross. • AR to discuss with Roads Committee whether to keep minutes in current format or amend to Parish Assembly format.(word for word) • Graffiti article to appear in Town Crier • Approved transfer of land at Tower Road • Approved Option 2 raised speed humps La Rue De L'Etau • Refused proposed new RPZ area Trinity Hill • Postponed Embargo for further investigation
NEXT MEETING	
	The next meeting will take place on Wednesday 15 th 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 road 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/2022/1573

P/2022/1600

P/2022/1614

- 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.je/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.

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 Heller'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>

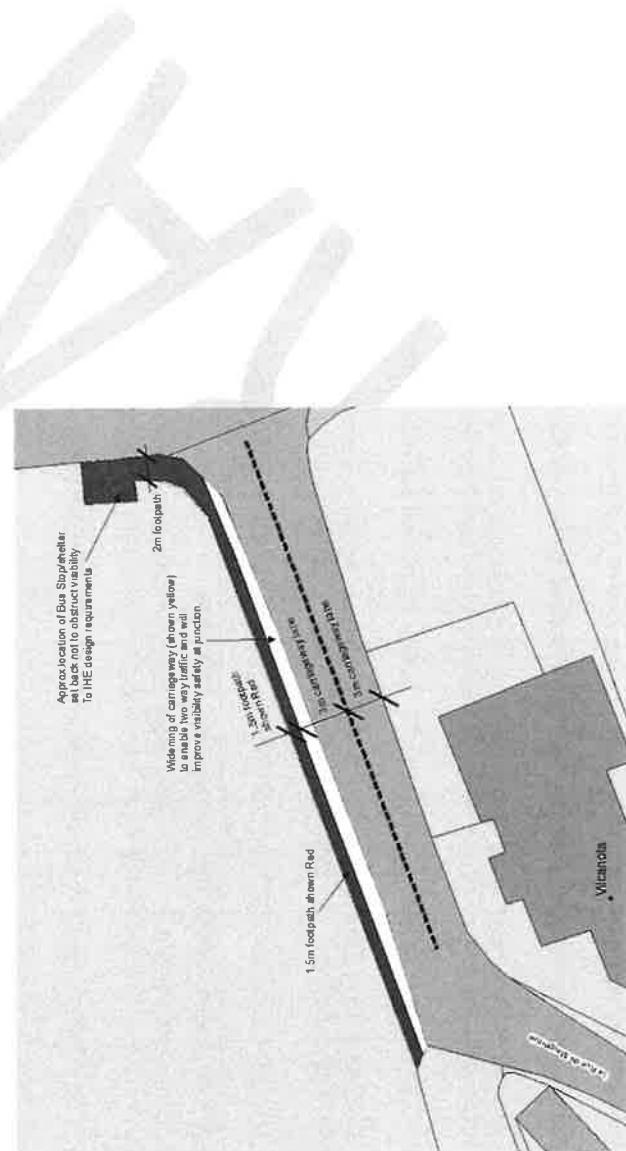
5. Field H1140, Woodlands Farm, La Rue de Maupertuis, St Helier, JE2 3HG

Construct 2 new agricultural buildings 1no. livestock / 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>

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 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 storeroom. These added facilities may encourage more residents to cycle.

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

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

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

General remarks:

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

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

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

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

11. The applicant must remove obsolete service boxes that are no longer used to provide a service to the applicant's site or alternatively realign/renew service boxes, liaising with the appropriate utility company. Obsolete 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.je/travel/roads/pages/roadhousingdevelopment.aspx>. Everything in the visibility areas so formed, including gates, pillars, walls and plant growth, to be permanently restricted in height to 900 mm above road level in perpetuity.

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

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

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

<Road Committee for your comments please>

8. Palm Springs Nursing Home, Le Mont de la Trinité, St Helier, JE2 4NJ

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

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

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

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

<Road Committee for your comments please>

9. Hill Cottage, St John's Road, St Heller, 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.

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.je/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.
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.je/citizen/planning/pages/PlanningApplicationDetail.aspx?s=1&r=P/2022/1726>

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

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 cafes and public toilets.

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

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

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

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

Split in accommodation being:

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

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

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

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

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

- 1,704 no. residential cycle spaces (*long-stay residential cycle parking*) which is equivalent to one cycle space per bedroom. (*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 Helier Marina, as well as the Esplanade which extends the existing treatment fronting the IFC.

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

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

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

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

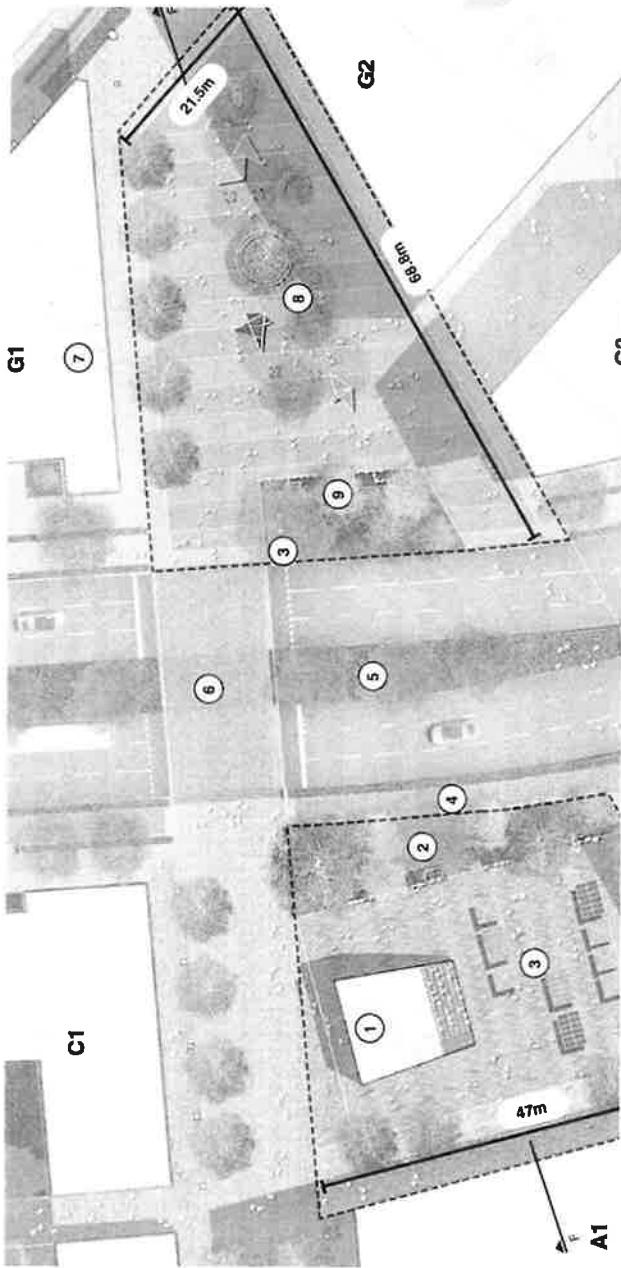
8. **Slipway:** It is noted that the slipway is to be relocated; however, Committee expresses concern that the proposed relocation of the slipway will hamper direct access to the inner road, and Committee requests that the applicant ensures that the direct access to the inner road is still possible without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

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

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

Central and Esplanade Squares – primary pedestrian route:

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



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

Secondary Streets

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

These secondary routes will include:

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

The Lane

The applicant is proposing to create the lane that is a sheltered pedestrian axis running north to south, connecting the Park to the Leisure Centre and the Castle Street junction. The lane runs through four parcels, each one no more than 60m in length and further broken down by connections to Rue de l'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 precedents and prioritises cycle and pedestrian movement.

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

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

Arcades:

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

Roads Committee concern:

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

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

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

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

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

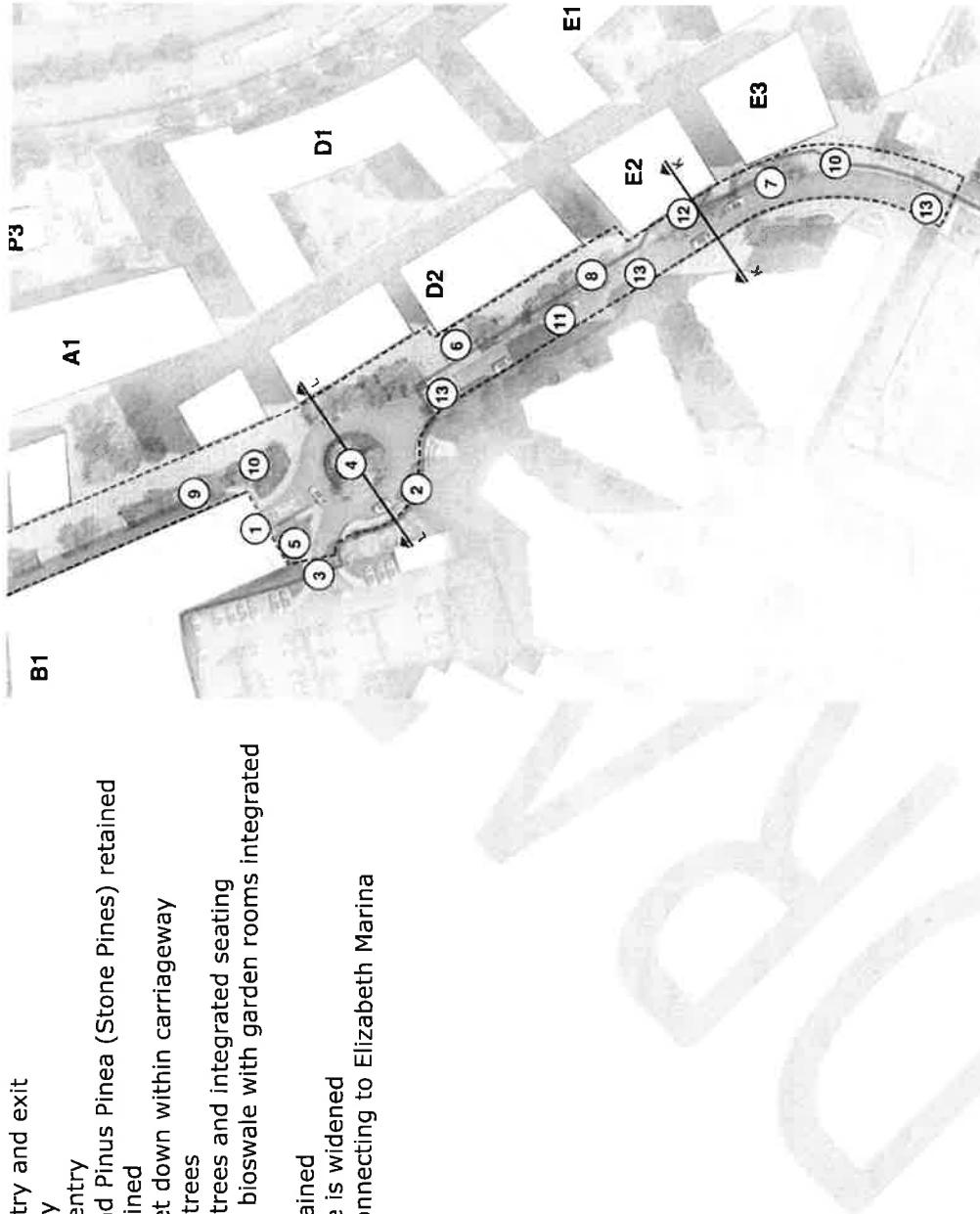
It is important that the applicant provides sufficient litter bin provision in the public areas and ensures that there is in place a cleaning/sweeping regime for the publicly accessible areas. There should be a plan in place on how these public areas will be serviced and maintained.

11. Rue de l'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.

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>



Date of request: 15 March 2023	Road reference & title of report: 224 Savile Street Public Realm improvements
Address: Clare Street Development public realm improvements - Savile Street	Requested by: Developer
Location map: 	Photograph/street view: 
Brief introduction/summary: The developer and their design team are here today to present to the Committee proposals for the public realm for Savile Street and are seeking Roads Committee approval.	
Committee to consider: <ol style="list-style-type: none">1. If the public realm will result in any loss of parking (This is to be clarified by the applicant).2. Impact on Neighbourhood Improvement area proposal.3. Officers support the use of granite to pave the footpaths.4. Clarification of provision of green areas (trees).5. Footpath widening wherever possible.6. Pedestrian priority – continuous footpaths across entrances.	
Safety Audit level: Road safety Audits will be required for any crossings or highway changes that will impact on public safety. Levels 1, 2 and 3.	Anticipated budget cost to implement: No cost to Parish – all costs to be borne by developer / owner
Legislation affected: Any crossing proposed will require formal approval from the Infrastructure Minister.	Will an additional report be required? No
Will public consultation be required? Yes developer will need to liaise with neighbours to advise of upcoming works.	Is this to go back to Roads Committee? No



PARISH OF ST HELIER INFRASTRUCTURE

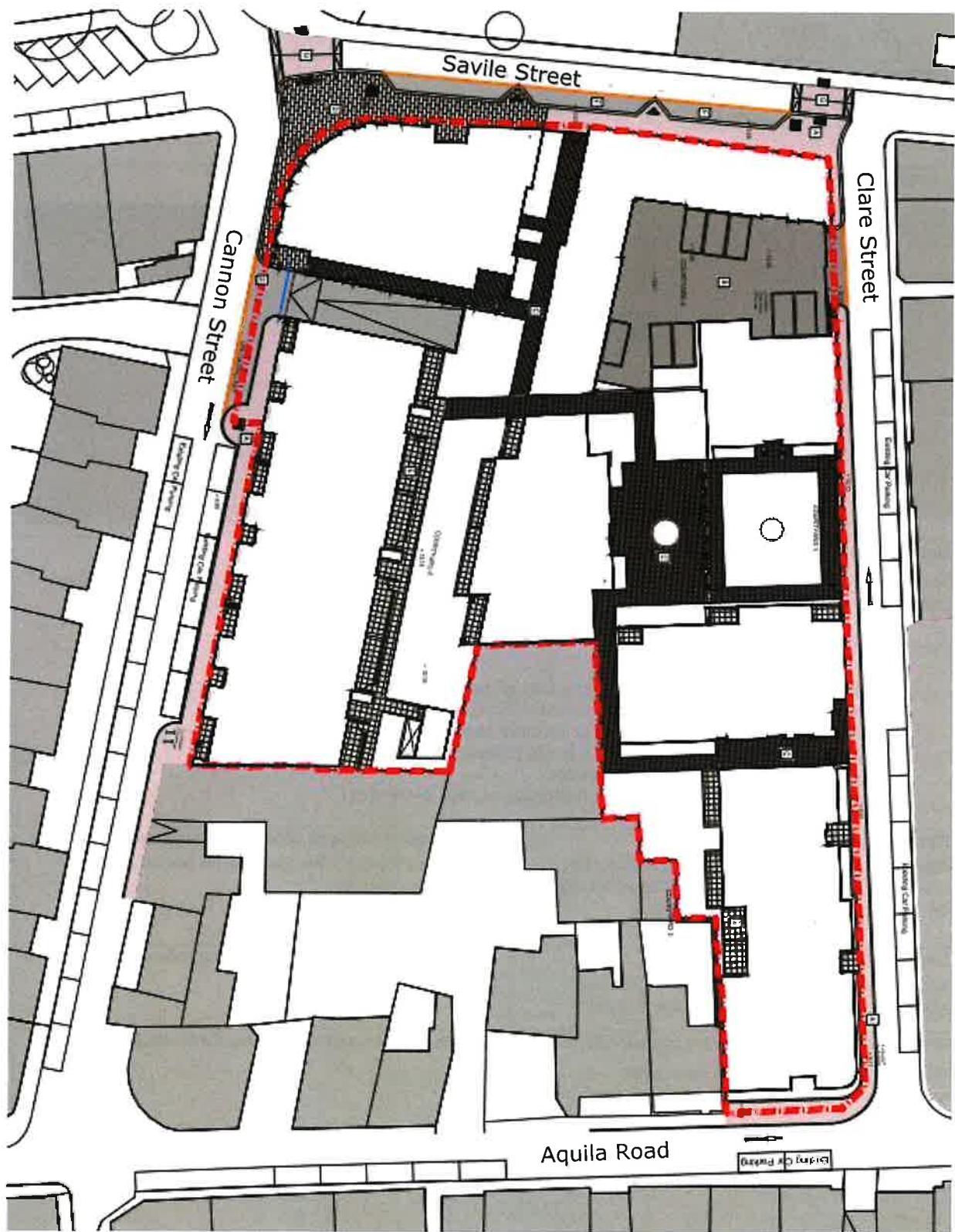
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Roads Committee Report

Savile Street public realm improvements

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Appendix 1: Proposed Paving works:





PARISH OF ST HELIER INFRASTRUCTURE

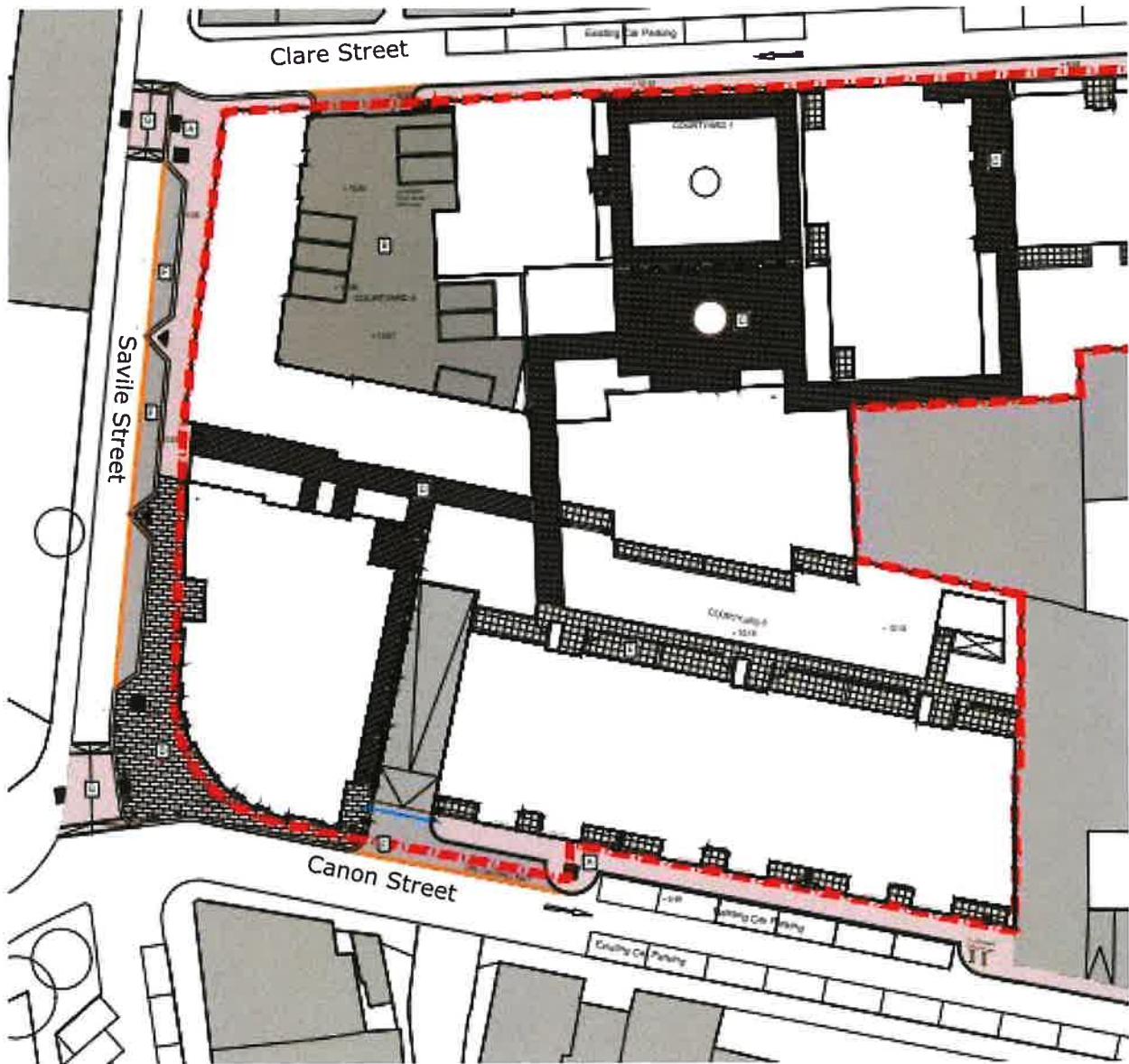
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Roads Committee Report

Savile Street public realm improvements

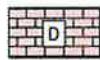
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Close up of area:



Key:

GRANITE PUBLIC PAVEMENT



Natural granite paving; 600 x 300 x 80mm thick;
Pedestrian traffic only; Laid to a running bond; Colour:
'Jersey Pink'.

Nominal build up as follows:

- 80mm thick natural granite pavers
- 8mm mortar joints
- Laying course: fully bedded 30mm
- 100mm of 20mm DBM
- Sub-base: 20mm Type 1

Refer to SE spec and details for Sub-base and capping layer thickness requirements. Subject to site investigations.

TRAFFIC TABLE



Nominal build up as follows:

- 40mm thick tarmacadam
- Binder course: 175mm thick
- Sub-base Type 1: 200mm thick
- Sub-base and capping layer thickness may vary subject to investigations

PUBLIC PAVEMENT



Nominal build up as follows:

- Surface course: 25mm thick red tarmacadam
- Binder course: 50mm thick
- Base Course: 100mm thick
- Sub-base and capping layer thickness vary subject to investigations



Date of request: 15 March 2023	Road reference & title of report: Road ref: 172 Proposed bicycle parking outside of the Government of Jersey's One Office Parade Road & Parade Gardens footpath (Parish)
Address: Parade Road & Parade Gardens	Requested by: Developer
Location map: 	Photograph/street view:
Proposal: Roads Committee is asked to consider, and if deemed acceptable, approve the proposed locations of the cycle racks that are being proposed by the developer of the new 'One Government' Office on the former Cyril le Marquand site.	
<ul style="list-style-type: none">11 no. cycle stands are proposed on Parade Road on the eastern pavement along the One Government building. It should be noted that pedestrians will need to walk behind the cycle stands, moving them away from the pavement edge but still within the Government site.15 no. stands will be placed along the western side of Parade Gardens, replacing the 5 no stands and resulting in an increase of 9 spaces in the same location. Please note that the western footpath along the length of Parade Gardens is in Parish ownership. The Parade carriageway and (granite) paving on the opposite side of Parade Gardens is under the ownership of the Government of Jersey's Infrastructure, Housing and Environment department.	
The proposed cycle racks will be stainless steel Sheffield Cycle Stands as already used in public areas – for an example please see the ones in Old Street.	
See Appendix 1 for proposed locations.	
Officer comments: Officer recommendation is that the request for the cycle racks be approved, with a suggestion to widen some of the spaces sufficient for cargo cycles.	
Safety Audit level: Not required	Anticipated budget cost to implement: Nil – no cost to PoSH



PARISH OF ST HELIER INFRASTRUCTURE

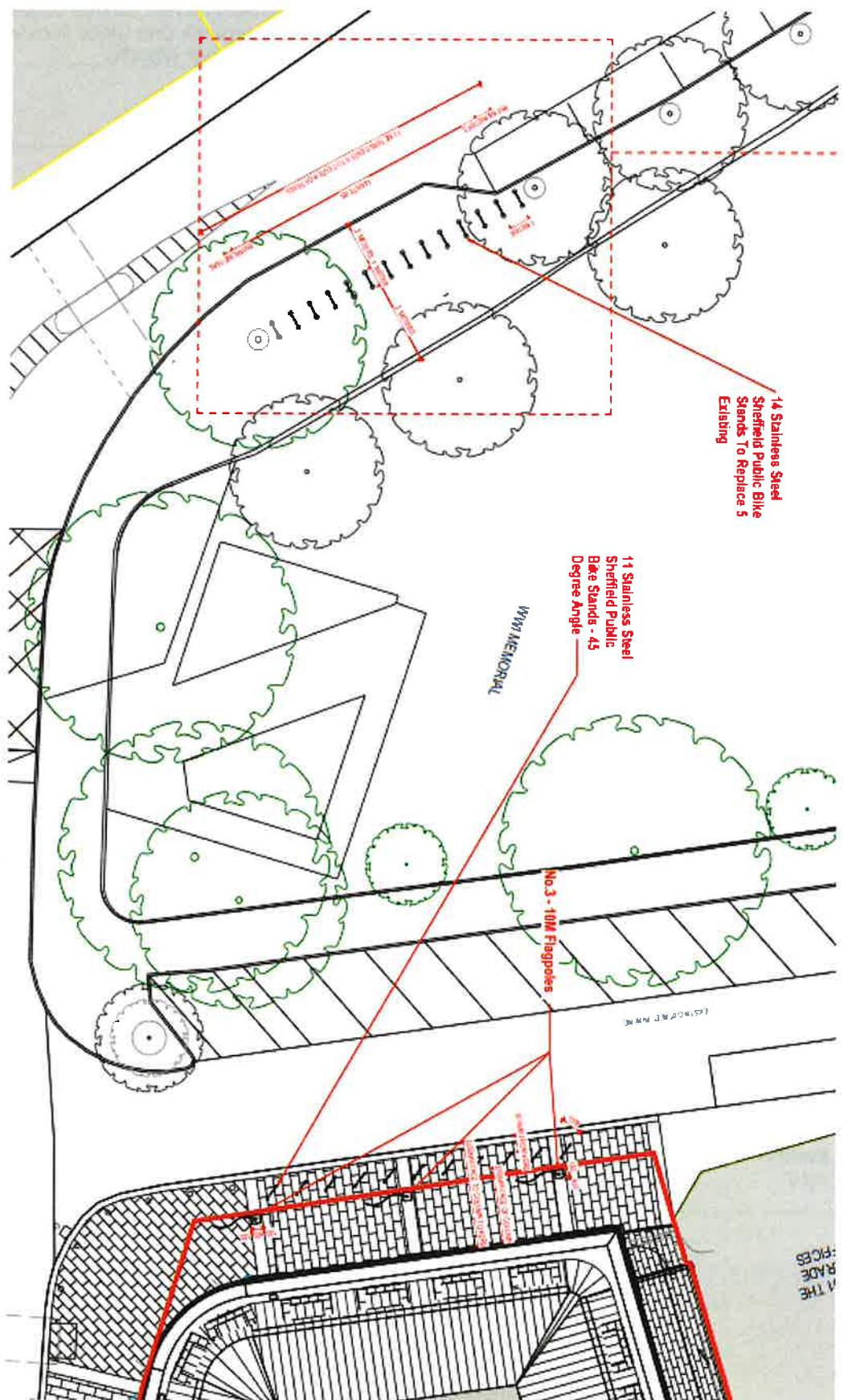
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Roads Committee Report

Parade Road & Parade Gardens bicycle parking

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Appendix 1: Proposed location of bicycle racks:





**PARISH OF ST HELIER
INFRASTRUCTURE**

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

Roads Committee Report

Speed Enforcement update

Page 1 of 3

Date of report: 15 March 2023	Road reference & title of report: St Helier Honorary Police Speed Enforcement update
Address: N/A	Requested by: Roads Committee
Brief introduction/summary: Roads Committee members requested information on the speed enforcement that has been undertaken in St Helier by the Parish Honorary Police. Listed below is the enforcement undertaken to date, the data provided by the Honorary Police Administrator.	
Honorary Police speed checks in 2022:	
Date	Road
24.01.22	Rue de L'Etau
24.01.22	St Mark's Road
24.01.22	Bath Street
25.01.22	Bath Street
25.01.22	Val Plaisant
26.01.22	La Grande Route de St Jean
26.01.22	La Grande Route de Mont à' l'Abbé
26.01.22	Val Plaisant
04.02.22	La Grande Route de St Jean
04.02.22	Vallée des Vaux
23.02.22	St Aubin's Inner Road
24.02.22	La Grande Route de St Jean
23.03.22	Simon Place
23.03.22	Bath Street
23.03.22	St Saviour's Road
23.03.22	Queen's Road
07.04.22	New St John's Road
07.04.22	Old St John's Road
11.04.22	La Grande Route de St Jean
13.04.22	La Grande Route de St Jean
13.04.22	Mount Bingham
15.04.22	La Grande Route de St Jean
15.04.22	New St John's Road
19.04.22	La Grande Route de St Jean
19.04.22	Vallée des Vaux
19.04.22	New St John's Road
19.04.22	Stopford Road
19.04.22	St Mark's Road
19.04.22	New St John's Road
19.04.22	Vallée des Vaux
19.04.22	Val Plaisant
27.04.22	Vallée des Vaux
28.04.22	La Grande Route de St Jean
29.04.22	Vallée des Vaux
13.06.22	Val Plaisant
13.06.22	Great Union Road
13.06.22	La Grande Route de St Jean
14.06.22	Val Plaisant
25.06.22	Victoria Avenue
25.06.22	Tunnel
25.06.22	Les Ruisseaux
27.06.22	Victoria Avenue
27.06.22	Tunnel
28.06.22	Val Plaisant
01.07.22	Pierson Road
01.07.22	Stopford Road



PARISH OF ST HELIER INFRASTRUCTURE

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

Roads Committee Report Speed Enforcement update

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08.07.22	La Grande Route de St Jean
08.07.22	La Route de St Aubin
11.07.22	Pierson Road
13.07.22	Pierson Road
13.07.22	Bath Street
13.07.22	La Route de St Aubin
14.07.22	Pierson Road
14.07.22	Val Plaisant
15.07.22	Pierson Road
15.07.22	Val Plaisant
18.07.22	Les Ruisseaux
18.07.22	La Grande Route de Mont à l'Abbé
21.07.22	Les Ruisseaux
21.07.22	Mount Bingham
21.07.22	Rue de l'Etau
21.07.22	Queen's Road
26.07.22	Pierson Road
26.07.22	Belmont Road
26.07.22	Mount Bingham
27.07.22	Belmont Road
27.07.22	Victoria Avenue
27.07.22	Les Ruisseaux
17.08.22	Great Union Road
17.08.22	Val Plaisant
17.08.22	Grands Vaux
30.08.22	Great Union Road
30.08.22	Les Ruisseaux
30.08.22	Victoria Avenue
17.09.22	La Grande Route de Mont à l'Abbé
17.09.22	Grands Vaux
17.09.22	Great Union Road
17.09.22	Aquila Road
17.09.22	Old St John's Road
30.09.22	Old St John's Road
08.10.22	Val Plaisant
08.10.22	St Mark's Road
08.10.22	Belmont Road
08.10.22	Mount Bingham
11.10.22	Stopford Road
11.10.22	Bath Street
24.10.22	Grands Vaux
24.10.22	Vallée des Vaux
24.10.22	Les Ruisseaux
24.10.22	Val Plaisant
25.10.22	Les Ruisseaux
25.10.22	Mont Cochon
25.10.22	La Route de St Aubin
26.10.22	Les Ruisseaux
26.10.22	Val Plaisant
26.10.22	Great Union Road
28.10.22	Great Union Road
28.10.22	Pierson Road
28.10.22	Vallée des Vaux
31.10.22	Great Union Road
31.10.22	Les Ruisseaux
25.11.22	La Grande Route de St Jean
25.11.22	Tunnel
25.11.22	Mont Millais
30.11.22	Grands Vaux
30.11.22	Les Ruisseaux



Location of Speed Indication Devices for 2022:

From	To	Road
30.12.21	11.02.22	La Grande Route de Mont à l'Abbé
10.01.22	13.02.22	Stopford Road
31.01.22	11.02.22	St Mark's Road
31.01.22	12.02.22	Val Plaisant
22.03.22	18.05.22	Vallée des Vaux
23.03.22	26.04.22	Havre des Pas
22.03.22	09.04.22	La Grande Route de Mont à l'Abbé
22.03.22	24.05.22	Pier Road
17.06.22	05.07.22	Oaklands Lane
17.06.22	28.07.22	Belmont Road
17.06.22	29.07.22	Union Street
27.05.22	28.07.22	Val Plaisant
25.05.22	21.09.22	Vallée des Vaux
03.08.22	17.09.22	Pierson Road
03.08.22	31.08.22	Havre des Pas
03.08.22	19.09.22	Rue de L'Etau
10.10.22	08.11.22	Pier Road
10.10.22	10.11.22	Parade Road
10.10.22	09.11.22	Saville Street
10.10.22	10.11.22	Old St John's Road
10.10.22	09.11.22	St Saviour's Road

About the St Helier Honorary Police service:

The Parish is always on the lookout for volunteers to join the St Helier Honorary Police; Committee members are encouraged to promote parishioners to join.

Honorary Police Officers not only provide a valuable service to their parish and community, they also gain confidence from the duties undertaken and learn new skills through the training they receive and situations they experience - skills that transfer directly to the workplace include communication and negotiation skills, calmness under pressure, problem-solving, management skills and many more.



About St Helier's Honorary Police:

The role of the Honorary Police in each parish is to maintain law and order in the community. Honorary policing is a voluntary service that has been part of Jersey life for hundreds of years and is considered to be the envy of many communities outside the Island.

There are many ways in which you can serve the community by joining the Honorary Police, who perform more duties than just road checks, attending road accidents and policing public events - they also provide help, advice and solutions in many situations of a minor nature where a formal investigation by the States of Jersey Police may not be required.

There is a friendly welcome to anyone who may be able to give a little time to the Parish as an Honorary Police Officer. If you are aged between 20 and 69, are a resident of St Helier, have some spare time and would like to help the community and become more involved, please contact St Helier's Honorary Police Administrator at mark.hutcheson@sthelier.je or on 811890.

St Helier's Honorary Police consists of 10 Centeniers, 11 Vingteniers and 33 Constable's Officers, all of whom work entirely on an unpaid voluntary basis. The term of office for all police ranks is three years, with Constable, Centeniers, Vingteniers and Constable's Officers being elected by the whole Parish.

More information about what the team does can be found on the Parish of St Helier's website, here: [St Helier Town Hall | Honorary Police](#).



**PARISH OF ST HELIER
INFRASTRUCTURE**
Town Hall, PO Box 50, St Helier, JERSEY, JE4 8PA

Roads Committee Report

La Grande Route du Mont à l'Abbé
speeding enforcement
Page 1 of 2

Date of request: 15 March 2023	Road reference & title of report: 114 La Grande Route du Mont à l'Abbé speeding enforcement update																				
Address: La Grande Route du Mont à l'Abbé	Requested by: Roads Committee member																				
Location map: 	Photograph/street view: 																				
<p>Brief introduction: Roads Committee member requested specific data on La Grande Route du Mont à l'Abbé detailing the number of road speed checks carried out thereon.</p> <p>The road is a 15mph Green Lane with a series of existing road humps, constructed in accordance with Highways (Road Humps) (Jersey) Regulations 2002. The Roads Committee member has been approached by a resident complaining about speeding in the Lane.</p> <p>Background and statical data has been provided in this report to highlight the extent of the perceived speeding issues. Honorary Police are here today to brief Committee.</p>																					
<p>Collision record: Below are the recorded road traffic accidents since 1st January 2020:</p> <table border="1"> <thead> <tr> <th>incidentdatetime</th> <th>roadname</th> <th>IncidentTitle</th> <th>FinalIncidentTypeDetailText</th> </tr> </thead> <tbody> <tr> <td>03/12/2021 18:00</td> <td>LA GRANDE ROUTE DU MONT A L'ABBE</td> <td>Pedal Cycle v pedestrian</td> <td>RTC - Death / Injury</td> </tr> <tr> <td>18/10/2022 07:44</td> <td>LA GRANDE ROUTE DU MONT A L'ABBE</td> <td>single Vehicle rtc</td> <td>RTC - Damage Only</td> </tr> <tr> <td>17/11/2022 16:08</td> <td>LA GRANDE ROUTE DE MONT A LABBE</td> <td>RTC damage only</td> <td>RTC - Damage Only</td> </tr> <tr> <td>10/01/2023 15:40</td> <td>LA GRANDE ROUTE DU MONT A L'ABBE</td> <td>RTC</td> <td>RTC - Damage Only</td> </tr> </tbody> </table>		incidentdatetime	roadname	IncidentTitle	FinalIncidentTypeDetailText	03/12/2021 18:00	LA GRANDE ROUTE DU MONT A L'ABBE	Pedal Cycle v pedestrian	RTC - Death / Injury	18/10/2022 07:44	LA GRANDE ROUTE DU MONT A L'ABBE	single Vehicle rtc	RTC - Damage Only	17/11/2022 16:08	LA GRANDE ROUTE DE MONT A LABBE	RTC damage only	RTC - Damage Only	10/01/2023 15:40	LA GRANDE ROUTE DU MONT A L'ABBE	RTC	RTC - Damage Only
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PARISH OF ST HELIER INFRASTRUCTURE

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

Roads Committee Report

La Grande Route du Mont à l'Abbé

speeding enforcement

Page 2 of 2

- The pedestrian and cyclist: Pedestrian walked out of private driveway I into passing cyclist.

The others were very minor:

- Single vehicle clipped hedge/wall.
- The other two were wing mirror clashes as vehicles passed each other in the narrow road.

Traffic volume & speed:

Below are the traffic survey results:

Date	Total number of vehicles	At correct speed and within guidelines	*Parish Hall reportable	*Court reportable
30.12.21 to 11.02.22	2,886	2,481	404	1
22.03.22 to 09.04.22	2,672	2,280	391	1

***Note:** we have no way of knowing what number of vehicles travelling at high speed are emergency services on Grade 1 response and therefore being recorded as excessive speeding.

Based on last survey: 85th percentile speed is: **19 mph**.

Why is the 85th percentile speed important:

The 85th percentile speed is the single most influential indicator of what is safe and reasonable.

The 85th percentile speed is the speed at or below which 85 per cent of the drivers travel on a road segment. Motorists travelling above the 85th percentile speed are exceeding the safe and reasonable speed for road and traffic conditions.

Update:

The Honorary Police will have an SID back out and undertake speed detection patrols over the coming few weeks in the area.

Enforcement undertaken since 2022:

1	January 2022	16 vehicles monitored of which all at correct speed
2	July 2022	29 vehicles monitored of which 27 correct speed & 2 over speed limit
3	September 2022	40 vehicles monitored of which all at correct speed

Future enforcement:

Based on the statistical evidence and accident history this area is a low priority when compared to other St Helier roads.

However, the Honorary Police are committed to continuing policing of this road as and when they can with the resources that they have available.

1. 26, Great Union Road, St Helier, JE2 3YA

Change of use of ground floor office space to form 1 no. one-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 Ground Floor office unit into 1 no. one-bed residential unit. The site does not have the space to accommodate car parking; however, the applicant is providing a store room to accommodate 2 no. cycle parking spaces and the bins.
2. Committee requests that the applicant provides cycle parking with electric charging and sufficient space to accommodate a cargo bicycle.
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/2023/0047>

2. St Joseph's Residential & Nursing Home, St John's Road, St Helier, JE2 4XZ

Change of use from Class J (residential institutions) to Residential (over 55's accommodation).

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 Nursing and Residential Care Home to residential accommodation for over 55's. The proposal is to re-categorise the existing 20 no. flats (all one-bed units) from Class J institutional units to over 55's rented flats. There are no changes proposed to the existing units.
2. Committee requests that the applicant provides dedicated cycle storage for a mix of standard and larger cargo cycles for the units of accommodation with electric charging facility.
3. There are no details on the car parking facilities being provided for the units. Committee requests that one parking space per unit be provided; if this cannot be accommodated then there should be a car-share club in place for residents to access with at least 12 months membership provided for each resident in the units. Car parking spaces provided are to include electric charging facility.
4. 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.
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/2022/1637>

3. 9, Great Union Road, 1-3 Devonshire Lane, St Helier, JE2 3YA

Demolish existing buildings. Construct two commercial units, 12 no. two-bed and 8 no. one-bed residential units with associated parking. Close existing three vehicular accesses and create new vehicular access onto Devonshire Lane. 3D model available.

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

1. Committee notes that the proposal is for the demolition of the existing commercial units and replacing this with 2 no. smaller commercial units on part of the Ground Floor and 20 no. units of accommodation on the remaining Ground and Upper floors consisting of 6 no. one-bed units and 14 no. two-bed units.
24 no. cycle parking spaces are provided with 8 no. electric bike charging spaces, including a cycle maintenance area. The applicant advises that additional bicycles can be stored in the resident storage units provided for each residential unit.
8 no. car parking spaces are provided for the new residential units.

The applicant states that the existing vehicular access into 9 Great Union Road will be retained through the existing junction that provides access to the two cottages and the existing land uses at 9 Great Union Road. This route is planned to provide vehicular and pedestrian access into 3 no. car parking bays and the 24 no. cycle parking spaces. No changes are proposed to this vehicular access route.

A new vehicular and pedestrian access junction is proposed off the one-way Devonshire Lane to provide access to the proposed 5 no. car parking spaces (two of which are planned to be EVCP); however, it is noted that the applicant advises that infrastructure will be in place to extend electric charging to the remainder of the parking spaces.

It is noted that the existing two independent residential cottages which do not have an allocated car parking space on the redevelopment site will be retained. No parking will be provided for the two cottages.

There will be provision of an unloading bay within the site accessed via Devonshire Lane for servicing of the site.

2. Committee does not support the use of Devonshire Lane as an access to the site due to Devonshire Lane being very narrow; therefore, adding further vehicular access will intensify the problem for vehicles in Devonshire Lane, especially as the applicant has an opportunity here to amend the design so that Great Union Road is the access for parking, loading bay etc, it being a more accessible and wider road.
3. The lack of car parking is of great concern; if the car parking cannot be improved, the applicant should be providing, as a minimum, some car club parking spaces, and ensuring that all residents who live in the property are offered a minimum of 12 months free membership.
4. There is an undersupply of cycle parking. The applicant should be providing one cycle parking space per bedroom; although it is acknowledged that the storage space in the accommodation units claims to accommodate an additional cycle, this has not been quantified. There should also be cycle parking provisions for the commercial units provided and visitor cycle spaces.

If this application is approved by the Planning Department, the Roads Committee would request that the following is made as a 'condition' on the Planning Approval:

5. Committee requests that cycle parking area be sufficient in size to accommodate larger cycles, such as cargo cycles. The applicant is to confirm that there is sufficient capacity to accommodate this and at least one cycle per bedroom. There should also be provision of cycle parking for the commercial units.

6. It should also be noted that Devonshire Lane has an embargo in place as it was fully resurfacing in 2022; therefore, no opening of the carriageway is permitted for 3 years (up to 2025). However, if there is a need to excavate the road (i.e. for services), then the carriageway and affected pavements for the full width and length will need to be resurfaced at the cost of the applicant – not patched.
 7. The users of the car parking spaces currently shown off Great Union Road will be expected to reverse into the parking space, because parking front-face will cause a serious risk to pedestrians walking on the footpath. The Committee requests that if the application is approved there is a condition imposed on the applicant that cars parking in these spaces must reverse into the parking space - if this cannot be conditioned then the Committee has serious safety concerns.
 8. The Roads Committee will expect the applicant to contribute to public realm improvements in the vicinity, as the Parish is planning to resurface and improve Aquila Road.
 9. 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.
 10. The construction process and site servicing arrangements must be discussed with Parish of St Helier's Infrastructure department at development stage.
 11. 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.
 12. The kerb and footpath must be lowered by either the Parish of St Helier or the Parish-approved 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.
13. 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.
 14. 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.
14. 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 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.

15. Applicant is to note that the cost for removal and relocation of any street furniture or utilities, for example, 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.

16. 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.

17. 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.

18. That the refuse store/collection arrangements, refuse separation, and recycling strategy are 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/2022/1554>

<For Committee attention: Please note application is recommended for no support due to the plan to use the narrow Devonshire Lane as access to the majority of car parking and also no off-street unloading for refuse vehicles off GUR>

4. Elizabeth Harbour, La Route du Port Elizabeth, St Helier, JE2 3NW

Redevelopment of existing operations at Elizabeth Harbour, to include revised access, demolition of existing infrastructure such as the passenger terminal building, the inbound customs inspection facility and the vehicle security search building. The construction of a new passenger terminal building, an inbound Customs inspection facility, and a vehicle security search building, a distribution centre, and the creation of a new Lo-Lo (lift-on lift-off) facility, which includes dredging a new berth pocket, a new suspended deck and land reclamation, to create new hardstanding, and relocation of the crane from New North Quay.

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

1. Committee notes that the development is for:
 - The relocation of the LoLo operation. The LoLo berth is future-proofed for larger vessels, with the ability to increase operational capacity across the consolidated RoRo and LoLo freight operation through asset and land use flexibility and future cargo operating technologies.
 - The relocation of the passenger terminal building.

- The proposals include a new shared-use path for pedestrians and cyclists to access the port, off Rue de l'Etau. It would run in a southwest direction alongside Elizabeth Marina to the new passenger terminal building and would replace the current pedestrian access along the footway of La Route du Port Elizabeth. The Scheme would also include a new shared crossing of La Route du Port Elizabeth south of the junction with Rue de l'Etau.
 - The provision of 18 no. bicycle parking spaces.
 - The provision of 108 no. car parking spaces.
2. **Travel Plan:** The main core of a Travel Plan is its package of measures, which can be a mixture of different kinds of actions or incentives (soft measures) and infrastructure improvements (hard measures). A Travel Plan is not intended to be a static document and is part of a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant.

Roads Committee comments: Roads Committee welcomes the introduction of the Travel Plan and the measures to address some of the key challenges. The applicant should identify and commit to having a Travel Plan Coordinator who will ensure that the Travel Plan is implemented, and the measures detailed in the Travel Plan, and subsequently confirmed for taking forward, are put into practice.

It will be the responsibility of the Travel Plan Coordinator to ensure that staff are provided with information to encourage the use of the public transport network and sustainable transport options and to deliver the Action Plan.

Roads Committee notes that there will be an overall reduction of car parking compared to the existing site. It is therefore very important that the Travel Plan proposals are actioned to encourage alternative travel as the reduction of the available car parking will likely result in more demand for the nearby private car park.

3. **Pedestrian/Cycle route:** There are four designated cycle routes within the study area around Elizabeth Harbour (Cycle Routes 1, 1a, 5 and 9).

The applicant proposes to create a new shared pedestrian and cycling route between Rue de l'Etau / La Route du Port Elizabeth and the new passenger terminal building. This will run from a crossing of La Route du Port Elizabeth south of the Rue de l'Etau / La Route du Port Elizabeth roundabout, in a southeast/northwest direction parallel to Rue de l'Etau.

It will then run southwest towards Elizabeth Marina before running along the marina frontage and the boundary of the Scheme. Zebra crossings will be provided across the new port access junction and a new crossing of La Route du Port Elizabeth will also be provided to link into existing NMU facilities in the vicinity of Albert Pier and along La Route du Port Elizabeth.

Roads Committee comments: It is understood that the new harbour will be approximately 390 metres which is 70 metres further away than the existing, therefore it is important to ensure that the walking (and cycling) route are safe and easily walkable.

4. **Cycle parking:** Secure cycle parking for 18 bicycles is proposed at the new passenger terminal building, an increase of 10 compared to the provision at the existing passenger terminal building.

Roads Committee comments: Roads Committee requests that the number of bicycle parking spaces is increased to encourage staff who work at the harbour to have access to dedicated cycle parking and shower facilities. The cycle parking provided needs to be sufficient in size to cater for cargo bicycles and provision of cycle charging should be considered.

5. **Public Transport:** There are currently no bus services provided at Elizabeth Harbour. The closest bus stop is at Liberation Bus Station, which is approximately an 800m walk from the passenger terminal building. The applicant advises that there are no changes to public transport provision as a result of the proposed redevelopment.

Roads Committee comments: Roads Committee requests that the applicant, working with Liberty Bus, considers extending the Town Centre circular route to also pick up at the new harbour for those passengers who have mobility issues which make walking a challenge. The additional 70m distance will be a further barrier for those with mobility issues, therefore it is important to consider bus routes to feed into the harbour area for those who will find it difficult to walk or cycle the added distance.

6. **Car Parking:** The existing Elizabeth Harbour passenger terminal building, located at the southern end of La Route du Port Elizabeth, has a car park with a total of 77 spaces and five Blue Badge spaces. A pick-up/drop-off loop is also provided in this car park, along with coach and taxi parking.

There is off-road parking available for distribution centre staff off La Route du Port Elizabeth alongside Rue de l'Etau. This is not formally marked out but appears to provide spaces for around 80 vehicles.

The Elizabeth Restricted Zone Trailer Park within Elizabeth Harbour provides 86 trailer parking spaces for RoRo trailers, but this is purely associated with operational ferry movements.

The proposed car parking provision:

Car Park Area	Designation	Total Capacity	Blue Badge Bays
Short Stay Car Park (replaces Elizabeth Harbour Car Park)	Visitors	23	7
Drop off loop (Taxi Rank opposite)	Visitors / staff	7	0
Coach and Bus Bays (located next to the Short Stay Car Park)	Visitors	7	0
Car Park (located next to the Coach and Bus Bays)	Visitors	15	0
Port User Car Park	Staff	78	0

- A new short-stay car park will replace the existing Elizabeth Harbour car park, will be for visitors only and will have 23 spaces, including 7 accessible parking spaces.
- A new drop-off loop will be located adjacent to the new passenger terminal building and will have a total capacity of 7 standard spaces, with a short taxi rank opposite. The proposed car parking, drop off, taxi and coach and bus bays will be managed by PoJ to prevent abuse of use.
- 7 new coach and bus bays will be provided, located adjacent to the Short Stay Car Park.
- An additional visitor car park for longer stays is also being proposed (next to the coach and bus bays) which will include 15 standard spaces.
- The largest car park being proposed is the Port User Car Park located northeast of the site. This will be for port users, which could include those working in distribution centres and other port-related functions. This will include 78 standard spaces.

27 of the car parking spaces and four of the coach parking spaces will be equipped with ducting so that EV charging points can be added in the future, depending on EV charging demand.

Roads Committee comments: Committee welcomes the applicant's Car Park Management Plan which is to work in hand with the Travel Plan. It is noted that the car parks will be controlled via Pay-by-Phone with the Elizabeth Harbour car park, whilst also accepting GoJ Scratch cards, to accommodate visitors.

7. **Freight: Access to and from the proposed new freight harbour zone (Lo-Lo) facility on New North Quay:** The proposed redevelopment of Elizabeth Harbour involves relocating the port's Lolo operation from New North Quay to Elizabeth Harbour, to consolidate all port activities to Elizabeth Harbour.

To segregate passengers from commercial activities two separate accesses to the port are proposed, one for passengers and one for freight.

The new freight access is proposed to be at the southern end of La Route du Port Elizabeth. Outbound freight vehicles would continue to route south on La Route du Port Elizabeth after the roundabout junction with Rue de l'Etau, as per existing arrangements. They would then proceed through a restricted zone gate and weighbridge and access the new trailer parking spaces whilst waiting to depart on outbound ferries. A freight operator, vehicle repair, and refuelling area would be located to the northwest of the trailer parking spaces.

All inbound ferry arrival vehicles (arriving on the Island) will roll off the ferry and use lanes provided to the south of the outbound facilities. These lanes take vehicles to Immigration Control and the new inbound Customs inspection facility. Vehicles then exit the harbour via a T-junction onto La Route du Port Elizabeth to the south of the Albert Pier junction.

Roads Committee comments: The current status of, primarily, freight users utilises this section of the New North Quay for docking the ship, discharging, and then delivering directly out to Island clients, followed by returning directly to the New North Quay without using Elizabeth Harbour. However, it should be noted that with the proposed move this traffic will undoubtedly have an increased impact on freight traffic movements in the Elizabeth Harbour area. This may not necessarily be detrimental; however, Committee feels that this should be considered as an increase by the applicant.

8. **Public realm suggested improvement to pier:** Committee understands that the long-term solid pier of Elizabeth Harbour to the west of the area, closest to Elizabeth Castle, was designed with a public walkway/promenade alongside, overlooking the birthed vessels and with good views towards vessels entering and departing the harbour through the 'small roads' marine route. With the proposed new location of the harbour terminal, It is felt that it could be feasible to open this area of the upper section of the pier for public access to the end of the pier.

Roads Committee requirements:

9. 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.
 10. 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.
 11. 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.

12. 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.
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13. 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.

14. 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.

15. That the applicant must comply with the visibility requirements as set out in '**Access onto the Highway – Standards and Guidance**' as produced by Infrastructure, Housing and Environment which is available online at: <https://www.gov.je/travel/roads/pages/roadhousingdevelopment.aspx>. Everything in the visibility areas so formed, including gates, pillars, walls and plant growth, to be permanently restricted in height to 900 mm above road level in perpetuity.
16. 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.
17. 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.
18. That notwithstanding the above comments, this submission should be referred to Infrastructure, Housing and Environment this proposal will impact on Government main roads.

<https://www.gov.je/citizen/planning/pages/PlanningApplicationDetail.aspx?s=1&r=P/2023/0062>

<For Roads Committee attention >

PARISH OF ST HELIER
INFRASTRUCTURE



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

ROADS COMMITTEE: LIVE MATTERS REPORT
 Prepared: Head of Infrastructure
 Issue date: 06 March 2023
 Version: 02/23

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

#	Request Date	R/Com ref	Detail/description	Status	Officer	Approx. due date	%
1	16.04.21	N/A	ROUSSEL STREET: JEC contacted the department to provide on street electric charging point in Roussel Street.	Awaiting legislations changes – this is with IHE – out of our control.	AS	TBC	95
2	27.01.21	4/21	SOUTH HILL PARKING NEAR TA: South Hill parking – request for additional parking.	No further progress	AS	TBC	20
3	11.11.20	127/20	VALLEE DES VAUX GARDENS: Renaming the gardens.	No further progress, this can be looked at with the proposals for Vallée des Vaux	TBC	TBC	0
4	11.11.20	98/20, 84/20	PARKING POLICY: Committee to agree to a parking policy for St Helier:	No further progress	SA	TBC	0
5	14.10.20	86/20, 44/20, 265/19, 172/19, 202/18	ST JOHNS ROAD: This is an IHE Road, one PoSH Roads Committee member and Officer sit in the IHE lead project board.	Update to be given in due course – with IHE team	AS	TBC	80
6	20.05.20	29/20	LE MASURIER DEVELOPMENT, BATH STREET AND RUE DE FUNCHAL: Public realm works	On hold as Cameron no longer trading – waiting on update from developer.	AS	N/A	95
7	20.05.20	28/20	ANN COURT PUBLIC REALM IMPROVEMENTS: Providence Street (Parish ownership) and the new public square. Access to Providence Street, will be closed.	Providence street is closed works are on-going. Proposal will go to RCom to formalise on the restriction on Providence street in April 2023.	AS	April 23	50
8	12.02.20	29/20, 36/19	PHASE 2: SPEED LIMIT REVIEW: Committee agreed to Implementing full speed limit changes to all 59 no. Roads at Sept RCom meeting.	Waiting legislation changes. In the mean time Infrastructure working out programme to advise IHE.	AS	TBC	60
9	06.09.21	N/A	LA RUUELLE RAUVET: Investigate closing this road to motor vehicles access. Proposal to come to Roads Committee.	Proposal to make this road as no access to motor vehicles is to go to Committee in the Future, as the road is currently very narrow and not sufficient for pedestrians and cars.	AS	TBC	0
10	15.09.21	N/A	UNION STREET: SC requested the relocation of the Road Name sign Infront of the WW1 memorial	Relocation of sign is not straightforward, investigating placing it on nearby lamp post.	AS	TBC	0
11	Sept 21	N/A	LA POUQUELEYE: Crossing outside school requested.	Crossing out for pricing and waiting final sign off from IHE Minister. Note: will need to be planned for Summer school holidays. Funding to be allocated in 2023/24 costing (No funding at the moment available).	AS	July/Aug 23	30



PARISH OF ST HELIER

INFRASTRUCTURE

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

ROADS COMMITTEE: LIVE MATTERS REPORT

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Version: 02/23

#	Request Date	R/Com ref	Detail/description	Status	Officer	Approx. due date	%
12	2018	N/A	HAVRE DES PAS - RPZ: Request for RPZ Zone in HdeP area	This request has been included in the project register for 2022/23. Waiting on Constable to approve appointment of traffic engineers.	SA	2022/23	0
13	17.01.22	N/A	GROSVENOR STREET Email from the Constable reference unloading bay	Request for unloading bays on Grosvenor Street. We will commission Traffic Engineer report. To be placed into the 2023/24 project list for consideration.	AS	TBC	0
14	02.11.21	N/A	ROADS LAW REVIEW GROUP Officer attending regular meeting with IHE and other island parishes reps.	Regular meeting with PoSH officer and other island parishes to discuss proposed law changes to roads laws – No further update	AS	TBC	N/A
15	11.11.21	N/A	USC STORE, DON STREET Public realm improvements	Out for pricing for removal of the tarmac/concrete entrances to change to Granite in accordance with POA.	AS	TBC	10
16	September	N/A	GREAT UNION STREET Review street with Community Support team to look at introducing 15 min time restricted parking.	SA to meet with Community Support manager to review and draft proposals for RCom	SA	TBC	0
17	September	N/A	SCAFFOLD EMBARGO REVIEW Department is reviewing the embargo list	Going to RCom Feb 23	AS	TBC	0
18	Jan 23	N/A	GROVE STREET Investigate give way line & no through road sign	Enquiry out to provide give way sign and no through road, this will go to suture RCom in due course	AS	TBC	10
19	Feb 23	N/A	DORSET STREET Request for cycle stand	To be installed during school Easter half term.	AS	TBC	30
20	Feb 24	N/A	TOWN HALL Request for cycle stands directly outside the Town Hall	York Street is an IHE Road however department will view feasibility of cycle stands for visitors to the Town Hall. Consideration	AS	TBC	0

Streets Inspector issues for last month:

- Routine Inspections carried out and work forwarded to Roads team & contractors
- Service meeting with IHE
- Utilities meeting
- Day to day enquiries from the public regarding general issues
- Dealing with scaffold & general works requests
- Begin onboarding of new assistant streets inspector
- Al-Fresco Checks of Havre Des Pas businesses
- Liaising with principal contractors taking over Camerons projects & permits

Scaffolding & Trafficworx updates:

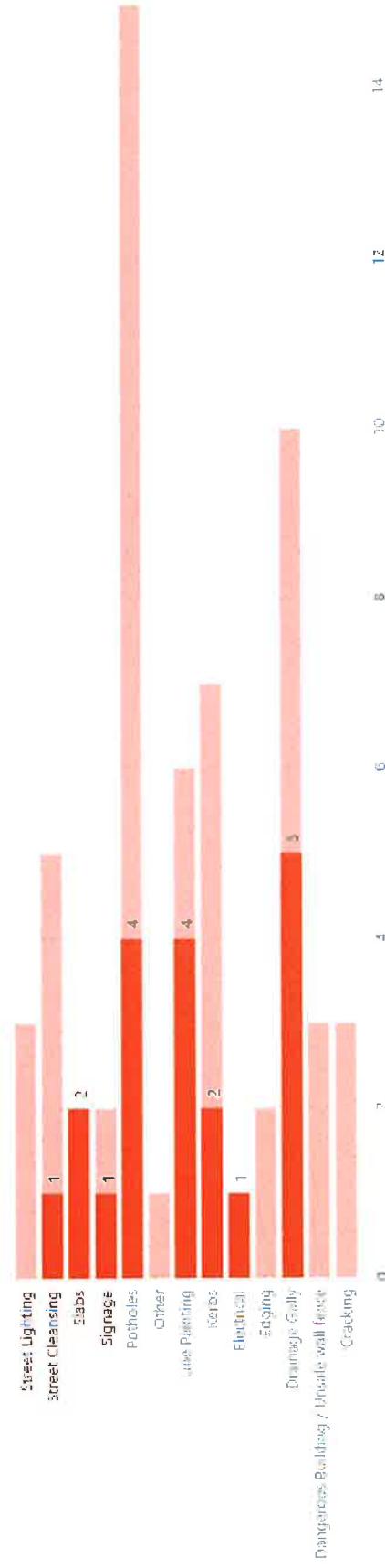
- 1 Number of live scaffolds in St Helier as of this month.

73

- 2 Number of traffic works requests processed in St Helier for this month.

58

[Back to report](#) | COUNT OF INFRASTRUCTURE FAULTS BY ISSUE



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Vacancies: highlighted yellow above

Vingtaine	Name	Surname	Report date
Vingtaine du Mont à l'Abbé	vacant		
Vingtaine du Mont à l'Abbé	Mr Mario	Pirozzolo	
Vingtaine de la Ville	Ms Fiona	Mesney	
Vingtaine de la Ville	vacant		
Vingtaine du Haut du Mont au Prêtre	Mr Eberhard	Stegenwalner	
Vingtaine du Haut du Mont au Prêtre	Ms. Sarah	Richardson	
Vingtaine du Mont Cochon	Mr Bob	Morris	
Vingtaine du Mont Cochon	Mrs Eileen	Morris	
Vingtaine du Bas du Mont au Prêtre	vacant		
Vingtaine du Bas du Mont au Prêtre	Mr Darren	O'Toole	
Vingtaine de Rouge Bouillon	Mr Martyn	Gallagher	
Vingtaine de Rouge Bouillon	Mr Michael	Channing	

14

12

10

