



**PARISH OF ST HELIER**

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## **ROADS COMMITTEE MEETING**

**Wednesday 10 May 2023 at 9.30am**

Meeting held in the **ASSEMBLY ROOM**

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

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

- A1. Apologies.
- A2. Declarations of interest.
- A3. To approve minutes of meetings held on 12 April 2023 ('A' Agenda items).
- A4. Matters arising.
- A5. For information: La Collette Waste Management site (Presentation)
- A6. For decision: to approve in principle road resurfacing and road projects list for the financial year 1 May 2023 to 30 April 2024.
- A7. For decision: To consider recent planning applications.
- A8. For information: Reports:
  - Live matters report.
- A9. Agreed decisions

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

- B1. To approve minutes of meetings held on 12 April 2023 ('B' Agenda items).
- B2. Matters arising.
- B3. Lodging items for forthcoming Roads Committee meetings.

#### **Dates of 2023 meetings:**

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 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   |  |
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| <b><u>MINUTES OF THE ROADS COMMITTEE MEETING – A- AGENDA</u></b><br><b><u>HELD IN THE OLD MAGISTRATES COURT ON</u></b><br><b><u>WEDNESDAY, 12<sup>th</sup> APRIL 2023 AT 9.30AM</u></b> |  |
| <b>PRESENT</b>  | <b>Constable S Crowcroft (SC)</b><br><b>Mr J Lagadu (JL)</b><br><b>Mr T Vibert (TV)</b><br><b>Mr K Proctor (KP)</b><br><b>Mrs H Hubbell (HH)</b>   |
| <b>IN ATTENDANCE</b>  | <b>Mr Andrew Sugden (Chief Executive Officer) (AS)</b><br><b>Mr P Pearce (Procureur du Bien Public) (PP)</b><br><b>Mr J Baker (Procureur du Bien Public) (JB)</b><br><b>Mr A Sty (Infrastructure Manager) (AS)</b><br><b>Mr S Alves (Head of Infrastructure) (SA)</b><br><b>Mrs A Roberts (AR)</b><br><b>Miss E Sheehan (Minutes) (ES)</b><br><b>Deputy Jonathan Renouf (Minister for the Environment) (JR)</b><br><b>Kevin Pilley (Head of Place and Spatial Planning) (KP)</b><br><b>Jude Lindsey (JDC) (JL)</b><br><b>Richard Simmonds (Waterman Infrastructure and Environment Ltd) (Remotely)</b><br><b>Tristen Dodd (Infrastructure &amp; Environment) (TD)</b><br><b>George Walker (GW) (Remotely)</b><br><b>Juliet Harshaw (JH) (Remotely)</b>   |
| <b>APOLOGIES</b>  | <b>The Very Rev'd M Keirle (MK)</b>  |
| <b>DECLARATION OF INTEREST</b>  | John Baker is a resident of La Rue de L'Étau   |
| <b>OPEN MEETING</b>   | Having been previously circulated, the 'A' Agenda Minutes of the meeting held on 15 <sup>th</sup> March 2023 were agreed.  |
| <b>MATTERS ARISING</b>  |  |
| <b>48/2023</b><br><b>PRESENTATION ON</b><br><b>THE PROPOSED NEW</b><br><b>PARKING STANDARDS</b>   | <p>Deputy Jonathan Renouf and Kevin Pilley from the Government of Jersey's Strategic Policy, Planning and Performance team presented to the Committee as part of the consultation process, proposals on the new parking standards.</p> <p>The presentation focused on the following 4 Sustainable Transport Zones (STZs):</p> <p><b>St Helier town Centre, Town of St Helier and Les Quennevais, Accessible Local Centres and Other Areas.</b></p> <p><b>Cycle Parking and Standards:</b> Minimum level provision per dwelling, 1 Bed – 2, 2 Bed – 3, 3 Bed – 4 and 4 Bed – 5 (all zones)</p> <p><b>Motorcycle parking: standard:</b> Minimum level provision for schemes of ten or more homes 0.1 (all zones)</p> <p><b>Car parking: standards for St Helier Town Centre:</b> Maximum level of provision 1 Bed – 1, 2 Bed – 1, 3 Bed – 1 and 4 Bed – 1.</p> <p><b>Car parking: minimum standards for Town of St Helier:</b> 1 Bed – 0.25, 2 Bed – 0.25, 3 Bed – 0.25 and 4 Bed – 0.5</p> <p><b>Car parking:</b> specification, car parking space, 2.5 x 5.0m, garages are not included as part of car parking provision unless over 3.0 x 6.0m. Spaces adjacent to a home capable of expansion, 3.7 x 6.2m, 10% of car parking spaces allocated for people with disabilities, for extensions, the level of parking should relate to the potential occupancy of the whole development Car parking: electric vehicle charge points (EVCPs)</p> <p><b>Car parking:</b> electric vehicle charge points (EVCPs), 20% active EVCP</p> |



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|   | <p>provision (one in five spaces), 80% passive EVCP provision (remainder to be cabled), five or fewer spaces, one active EVCP per dwelling (where required, spaces for car clubs: all with active EVCP, spaces for disabled parking: all with active EVC</p> <p><b>Flexibility:</b> any variation from adopted standards will require justification, support for sustainable transport measures, examples such as car clubs, pool cars or cycle hire schemes, variation from maximum standards might relate to intended use or occupants, requires justification in a travel plan.</p> <p><b>The committee asked the following:</b></p> <ul style="list-style-type: none"> <li>• What discussions have taken place with developers on the impact on the quality and quantity of units being built.</li> <li>• On some of the sites there will be no parking, does this include somewhere for maintenance services, delivery services and trades.</li> <li>• Is there a basis for these policies from other authorities and if you have this hybrid approach have you looked at other examples and how would this apply to refurbished office and heritage buildings?</li> <li>• If we are encouraging disabled people to live in town to be close to amenities and have a disabled adapted car, they seem to have fallen through the net.</li> <li>• Why are we being asked to adopt new parking standards ahead of a parking strategy being debated by the states?</li> </ul> <p>The committee was informed there is a relationship between the amount of space that the Island can provide and the diverse types of facilities within homes. The Government is discussing the draft standards with developers, Andium Homes and the JDC. Consultation closes the middle of this month when the responses will be reviewed.</p> <p>It is in the guidance that there must be provision for services, and the developer will need to demonstrate that the building can be serviced.</p> <p>Authorities in the UK have their own parking standards, some use minimum standards and some maximum standards, however we need to adopt an approach which is suitable for Jersey. Refurbished and heritage buildings always have their challenges, and the guidance will cover this but there will be occasions where compromises will be made.</p> |
| <p><b>49/2023</b><br/><b>PRESENTAION ON</b><br/><b>PROPOSED NEW</b><br/><b>LIGHTING SCHEME, LA</b><br/><b>RUE DE L'ETAU</b></p> | <p>The committee was asked to consider the States of Jersey Development Company's (JDC) proposal to provide new street lighting from the granite crossing point up to the roundabout adjacent to the Radisson Blu hotel. The new street lighting will be placed on the pavement that is to be adopted by the Parish and the new lamp posts transferred to the Parish. (JDC) is proposing that the new lamp posts (5 no. in total) are 'Bega lamp post style'.</p> <p>The (JDC) is reviewing the remaining street lighting, as there is currently a mismatch of styles along La Rue de L'Etau. They advised that they have consulted directly with the JEC who maintain, and service the Parish's Street lighting and they have confirmed that they can service both the light and column.</p> <p>The committee raised the following points:</p> <ul style="list-style-type: none"> <li>• The design of the light should be in keeping with a marine environment.</li> <li>• The offset is 600 millimetres from the back of the curb, which for a public space requires a minimum of 1000 millimetres.</li> <li>• The impact of the use of LED lighting on neighbours and wildlife</li> </ul> <p>The (JDC) confirmed that in placing the lights 600 millimetres from the back of the curb there is still plenty of room for the people to pass. This type of LED lighting has been used in many residential areas throughout the UK and overseas and there should be no negative impact from their use, as when the modelling was undertaken it was identified where light spill would be and the cone shaped light faces downwards preventing any backlighting affecting residential properties.</p> <p>The committee agreed to adopt the new street lighting scheme on condition the JDC commits to ensuring both new and existing street lighting match. The street lighting provided is to be wired directly and not from the existing fuse board. The Committee is aware that replacing the street lighting will result in La Rue de L'Etau being excavated, and the Parish will require the road to be reinstated to a high standard.</p>  |



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| <p><b>50/2023<br/>PRESENTATION N<br/>PROPOSALS ST JOHNS<br/>ROAD SAFETY<br/>IMPROVEMENTS</b></p> | <p>Tristan Dodd from the Government of Jersey presented proposals on St Johns Road safety improvements. A St John's Road Safety Improvement Board was formed to work with the IHE technical team to consider road safety issues and to develop safety improvements. The committee are asked to consider the latest proposals for the lower section of St John's Road, together with the implications and decide how best to move forward. Feedback was obtained on the original option, however, residents on West Park Avenue and Parade Road did not favour a gyratory system and so there is now modified option.</p> <p><b>Original Option</b><br/>One-way northbound - Southern Closure Only – Footway widened on east and west to 1.5m – West Park Avenue one-way system reverse.</p> <p><b>Modified Option</b><br/>One-way northbound - Southern Closure Only, Footway widened on east and west to 1.5m, Footways widened with public realm improvements on Parade Road, with West Park Avenue kept one-way north.</p> <p><b>Existing</b><br/>Narrow footways, poor conditions for pedestrians and cyclists and poor conditions for traffic and on-street parking</p> <p><b>Proposed</b><br/>Carriageway narrowed and footways widened, introduction of traffic calming/20mph, surface treatments, quality materials and street trees (where possible) with parking removed.</p> <p>The extent to which traffic would be redistributed is difficult to predict, a 3-month trial to gauge the impact of the new arrangement is due to commence in the summer school holidays when traffic is lighter, (allowing drivers to adjust) and then extending into the early autumn (once schools return). The trial run would be advertised with an exhibition and letter drop to stakeholders, setting out the proposals, reasoning, and potential long-term benefits. The trial run would be implemented using temporary 'bolt' down bollards, speed cushions and signs and road markings There would be a traffic survey undertaken before implementation and during the trial, as well as a road safety assessment of the temporary proposals and observations whilst in-use.</p> <p>The committee were keen to progress a long-standing safety concern of the lower end of St John's Road and recognise that any resolution to the current concerns was likely to be unpopular for certain sections of the community. There was a wide-ranging debate in relation to Parade Road, in which matters such as road safety, care home and the school were discussed. The Committee were satisfied that the solution proposed was developed by Government professionals who had assessed it as the most viable option. They further recognised that the safety of St John's Road required a partnership approach with I&amp;E, whilst recognising that the Committee's decision making was limited to Parade Road and West Park Avenue.</p> <p>Consideration was given by the committee to I&amp;E's expectation is that much of the traffic coming down St John's Road will likely move to using Westmount Road (path of least resistance principle); there was also recognition that the only way to assess the impact and effectiveness of the proposal would be by commissioning a practical trial.</p> <p>The committee gave their approval for the trial to go ahead and stressed it is important to undertake the trial in term time.</p> <p>The committee acknowledge the hard work and dedication that former Roads Committee Member, the late Barry Le Feuvre had put into the St Johns Road Safety improvement scheme</p> |
| <p><b>51/2023<br/>TREE PROTECTION<br/>PROCESS</b></p>  | <p>The Constable requested that this matter be brought to the committee's attention as members may want to contribute to the consultation process which ends on 23 April 2023. Committee members are encouraged to review the proposed changes to legislation which would require anyone wishing to chop back or cut down a tree to seek planning permission.</p> <p>The committee agreed the following response be made on their behalf and that they would also respond to the consultation individually:</p> <ul style="list-style-type: none"> <li>• The committee is supportive of the proposed 'tree protection process'</li> </ul>   |



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|   | <p>and requests that an Island map is produced showing the trees will be protected.</p> <ul style="list-style-type: none"> <li>• Developers should provide a detailed survey of the trees within their site as part of the Planning submission process.</li> <li>• The committee questioned how Planning will enforce the 'tree protection process' - will Officers have sufficient experience to check that developers/landowners are not contravening/bypassing the process?</li> </ul> |
| <b>PLANNING APPLICATIONS</b>  |   |
| <b>52/2023</b><br><b>P/2023/0082</b><br><b>12, BELMONT ROAD,</b><br><b>ST HELIER, JE2 4SA</b>                       | <p>Change of use of the ground floor from Class A shop to residential use and reinstate the entire property as 1 No. four bed dwelling.</p> <p>The Roads Committee approved the draft comments detailed in the planning report dated 12<sup>th</sup> April (refer documentation attached)</p>   |
| <b>53/2023</b><br><b>P/2023/0187</b><br><b>CHANCEAUX, LA</b><br><b>VALLEE DES VAUX, ST</b><br><b>HELIER JE2 3GA</b> | <p>Convert existing lower ground floor studio flat into 1 no. one bed unit with single storey flat roof extension to South of Flat 1, amenity space and storage. Install 3no. rooflights to North elevation.</p> <p>The Roads Committee approved the draft comments detailed in the planning report dated 12<sup>th</sup> April (refer documentation attached)</p>  |
| <b>54/2023</b><br><b>INFORMATION</b><br><b>REPORTS</b>  | <p>The committee had no comment.</p>  |
| <b>55/2023</b><br><b>AGREED DECISIONS</b>   | <ul style="list-style-type: none"> <li>• Adopted the proposed street lighting scheme at the Waterfront.</li> <li>• Approved the trial of St John's Road safety improvements.</li> <li>• Supportive of the tree protection process</li> </ul>  |
| <b>NEXT MEETING</b>   |   |
|   | <p>The next meeting will take place on Wednesday 10<sup>th</sup> May 2023.</p>  |



**1. 12, Belmont Road, St. Helier, JE2 4SA**

**P/2023/0082**

*Change of use of the ground floor from Class A shop to residential use and reinstate the entire property as 1 No. four bed dwelling.*

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 shop to residential use to convert the property back to a 4-bed dwelling (Previously lodging accommodation above the former shop). There is no car parking provided as the property does not have scope for car parking to be provided. However, cycle parking store is provided.
2. Committee requests that the applicant provides electric charging for the cycle parking 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.

<https://www.gov.je/citizen/planning/pages/PlanningApplicationDetail.aspx?s=1&r=P/2023/0082>

**2. Chauceux, La Vallee des Vaux, St. Helier, JE2 3GA**

**P/2023/0187**

*Convert existing lower ground floor studio flat into 1 no. one bed unit with single storey flat roof extension to South of Flat 1, amenity space and storage. Install 3no. rooflights to North elevation.*

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

1. The committee notes that the current property comprises of two units of accommodation with a garage in the lower ground floor and parking for two vehicles outside in the yard. The applicant proposes to convert the garage and associated area in the Lower Ground Floor into a one-bed unit of accommodation resulting in the loss of one garage parking space. This will leave the existing two parking spaces in the yard for the two existing units of accommodation on upper level. The remaining two existing car parking spaces will incorporate electric charging facility.
2. The applicant proposes to provide one cycle storage unit capable of storing larger cargo bicycle with electric charging for the proposed 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.

<https://www.gov.je/citizen/planning/pages/PlanningApplicationDetail.aspx?s=1&r=P/2023/0187>





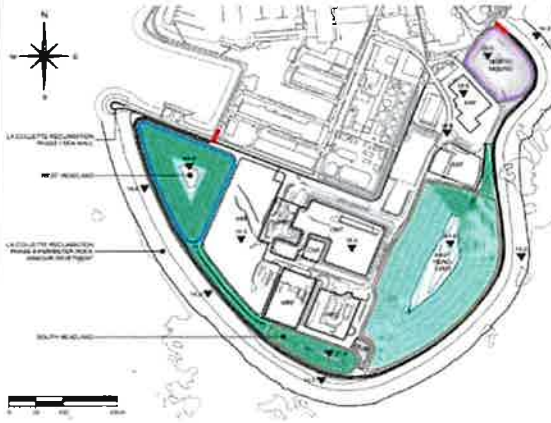





# PARISH OF ST HELIER INFRASTRUCTURE

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

## Roads Committee Report La Collette waste management site development plan Page 1 of 21

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| <b>Date of request:</b><br>10 May 2023   | <b>Road reference &amp; title of report:</b><br>La Collette Reclamation options                                      |
| <b>Address:</b><br>La Collette Reclamation options   | <b>Requested by:</b><br>Constable  |
| <b>Location map:</b><br>  | <b>Photograph/street view:</b><br> |
| <b>Brief introduction/summary:</b><br><p><b>Extract from the proposition paper: p.17-2003, due to be debated in the States on 23 May.</b></p> <p><u>LA COLLETTE WASTE MANAGEMENT SITE – DEVELOPMENT PLAN</u></p> <p>The Minister for Infrastructure has lodged au Greffe <a href="#">p.17-2023.pdf (gov.je)</a> on 6 April 2023 “La Collette waste management site – development plan”, which is to be debated on 23 May 2023</p> <p>The Constable is seeking the Committee’s input on the plan as the States are being asked to decide whether they are of the opinion:</p> <p>(a) to support the short/medium term Plan for Waste Management at La Collette Reclamation Site Phase II to include:</p> <ul style="list-style-type: none"> <li>(i) a combined waste management approach for hazardous waste and inert soils under a ‘La Collette Waste Management Site – Development Plan’, as detailed in drawing 22023-100;</li> <li>(ii) the formation of the ‘East Headland’ and ‘South Headland’ by deposition of hazardous waste in cells as per plans submitted under application P/2016/1647;</li> <li>(iii) the formation of the ‘West Headland’ by deposition of inert waste soils in a mound;</li> <li>(iv) the landscaping and restoration of the East Headland and South Headland as per the plans submitted under application P/2016/1647; and</li> <li>(v) the creation of a publicly accessible one-mile-long coastal path around the perimeter of the site once landscaping and restoration is complete; and</li> </ul> <p>(b) to request that, in the period enabled by the short/medium term plan, the Minister for Infrastructure and the Minister for the Environment develop the long-term plan for the future waste strategy for Jersey, and any site requirements are used to inform the next review of the Island Plan, 2026 onwards.</p> |  |
| <b>Details of the request:</b><br><p>The La Collette Waste Management Site occupies the reclaimed land within La Collette Reclamation Phase II. The site is the location of the majority of the Island’s solid waste management facilities. Since completion of the reclamation site construction, the La Collette Waste Management Site has evolved as land has been progressively reclaimed, waste management facilities in other locations have reached the end of their service life, and in response to the Island’s changing waste management needs. The development of the site has been in accordance with policy and planning permissions have been sought as the site has developed. An application made for permission to create the ‘La Collette Headland’</p>   |  |





through the deposition of hazardous waste in cells has recently been refused. Therefore, the island is without a facility for the management of hazardous waste. Furthermore, permissions for the disposal of inert waste soils at the site will be exceeded in the short term.

The Minister for Infrastructure is proposing a short/medium term plan, as shown on drawing number 22023-100, that will address the immediate issues the Island faces in relation to the management of hazardous waste and inert waste soils. This plan will also provide the necessary time to develop and implement a long-term strategy to deliver on the Government's solid waste related policy objectives.

#### Background

The relevant planning history to the reclamation site and in relation to the deposition of waste at the La Collette Waste Management Site is considered as commencing in 1993 when, in the October of that year, permission was granted under application 17742 for the construction of the rock armour revetment.

Further planning applications 17742/A and 17742/B enabled filling the reclamation site up to the level of the breakwater for inert waste soils and hazardous waste respectively. Planning application 17742/C allowed landscaped tipping of the North Mound to a height of 10m above the top of the breakwater

On 11th July 2000, the States Assembly approved proposition P.96/2000 and the proposed La Collette Reclamation Site Phase II - Development Framework - this provided the framework for the future development of land at La Collette Reclamation Site Phase II.

#### Recognising Challenges at La Collette – The Island Plan

As early as 2002, the Island Plan recognised that La Collette was filling faster than predicted: Section 14.28 - The Solid Waste Management Strategy recognises the need to provide additional capacity for waste disposal in Jersey. The Strategy recommends that additional space be created at La Collette through land raising by developing a landform above the sea wall level. Furthermore, the current Bridging Island Plan recognises that: 'The Government of Jersey landfill facility at La Collette is, currently, the only licensed terrestrial inert waste disposal site in the island. The facility is reaching the end of its operational life'.

#### The La Collette Waste Management site

The waste operation at La Collette includes the management of municipal and bulky waste through the Energy Recycling Facility (ERF), the Clinical Waste Incinerator (CWI), Household Recycling Centre (HRC), Metals Recycling Facility (MRF), organic recycling, aggregate recycling, inert waste, and hazardous waste, including asbestos.

The one hectare of remaining land is to be used for bulky waste storage to enable the ongoing management of Islanders municipal and bulky waste disposal during the ERF scheduled maintenance periods. This is subject to a future planning application.

With the ongoing high volumes received into the site, issues surround the management of hazardous waste, which is now in breach of its permission condition, and inert waste, which is likely to breach its condition in the short term.

#### Inert Waste

Inert waste soils are generated through island wide developments. The vast majority of inert waste soils are received at the Inert Waste Soils Reception at the La Collette Waste Management Site, which is one component of the overall inert waste soils and aggregate recycling operation at the site. There are number of small facilities around the island that can receive and recycle inert waste soils. However, the La Collette Waste Management Site is the only facility that has permission for disposal of any surplus non-recyclable content.

Approximately 200,000 tonnes of inert materials are received at La Collette Waste Management site annually. Of this, approximately 120,000 tonnes are recycled into aggregates for use in construction. The surplus 80,000 tonnes are disposed of at the site.

#### Hazardous Waste





Hazardous waste generation is a consequence of essential functions that support Island life. There are three main hazardous waste streams in Jersey:

- Ash and residues from incineration of waste (ERF, CWI, and ACI – Animal Carcass Incinerator)
- Asbestos containing materials (ACMs)
- Contaminated soils

There are other hazardous waste types generated on Island, primarily through industrial activity such as boat cleaning, however, the quantities of these types of waste are relatively small. The majority of ash and residues come from the ERF and are exported to the UK. This is possible and permitted by the relevant UK authorities as this waste is exported for recovery so is moved up the waste hierarchy by exporting from Jersey. Relatively small quantities of ash and residues arise from the CWI and ACI.

Hazardous waste is disposed of in waste containment cells at the La Collette Waste Management Site. The design, construction and operation of these cells is stringently regulated under the Waste Management (Jersey) Law 2005. The site has a Waste Management Licence issued under this law for the receipt and disposal of hazardous waste. It is a condition of this licence that the design of cells is undertaken by independent specialists and meets the requirements of international standards. The design must be approved by the Waste Regulator prior to construction. Construction of cells is supervised by an independent Construction Quality Assurance (CQA) Engineer. A CQA Validation Report confirming cells have been properly constructed, in accordance with the design, must be sent to the Waste Regulator for approval before the cell can become operational. The waste deposition operation is undertaken in accordance with a Waste Regulator approved Working Plan.

Over the last 10 years, approximately 250,000 tonnes of hazardous waste have been disposed of at La Collette.

#### **Proposal:**

##### The Impacts of Planning Refusal

Given that the La Collette Waste Management Site is already exceeding its permission with regards to hazardous waste, the site will need to close to the receipt of hazardous waste from the 14th April 2023 once the planning refusal is confirmed. This effectively means that the Island will be **without a facility or solution for the management of Hazardous Waste**.

The result of this means that existing activities generating hazardous materials will need to cease – including:

1. Clinical waste and animal carcass incineration
2. Asbestos removal and disposal
3. Any construction/development on a contaminated site (as listed with Environmental Health or otherwise)
4. Boat washings and any other small scale domestic hazardous waste creation. e.g. driveway planings, etc.

Additionally, future developments on contaminated sites would not be able to progress, with Planning already advising likely refusal of some applications on the basis of the Hazardous Waste decision. Finally, there is a significant increase in the environmental risk of fly-tipping hazardous materials on Jersey.

This is likely to impact all aspects of the Governments' ability to deliver the seven priorities for change under the common strategic policy. Furthermore, this will significantly hinder the future housing growth strategy as defined in the Bridging Island Plan.

##### Short/Medium Term Plan

A full options appraisal has been undertaken on the management of hazardous waste, with two options shortlisted and only one viable option identified:

**La Collette Headland – Super-fill La Collette reclamation site as per refused planning application**

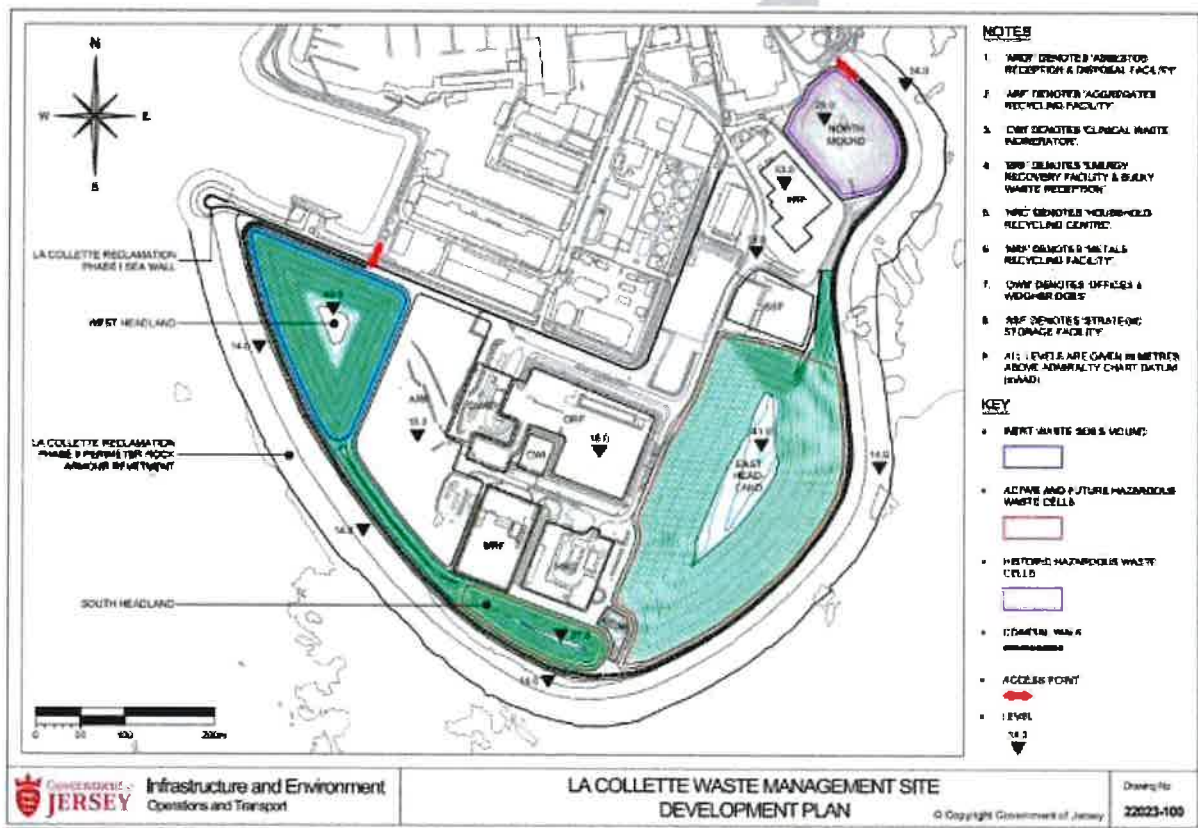




Given the additional challenge of the inert waste soils also being at risk of breaching its conditions in the near future, it is proposed to address both the hazardous waste and inert soil waste together under a revised '**La Collette Waste Management Site – Development Plan**'. This will form the short/medium term plan.

The '**La Collette Waste Management Site – Development Plan**' as shown on drawing number **22023-100**, is summarised as follows:

- Formation of 'East Headland' and 'South Headland' by deposition of hazardous waste in cells as per plans submitted under application P/2016/1647
- Formation of the 'West Headland' by deposition of inert waste soils in a mound Page - 9 P.17/2023
- Landscaping and restoration of the East Headland and South Headland as per the plans submitted under application P/2016/1647
- Creation of a publicly accessible one-mile-long coastal path around the perimeter of the site



The exact shape, form, and proposed landscaping and restoration of the West Headland will be refined hereafter, and a separate planning application made for its construction. At the current rates of receipt and recycling, the West Headland is expected to be formed in 24 months. The East and South Headlands are estimated to take 5 – 7 years to form. The coastal path will be developed thereafter.

#### Long Term Strategy

The short/medium term plan will provide the necessary time to complete ongoing work to update the Government's Solid Waste Strategy and implement any measures this strategy proposes for future waste management. This could include the identification and preparation of new or extended waste management sites around the Island and the development of any infrastructure needed to support these. The strategy will be aimed at achieving the Government's waste related policy objectives with a focus on prioritising waste reduction, re-use, and recycling as per the waste hierarchy.





Additional Impacts

Should the La Collette Waste Management Site become unavailable for the receipt of hazardous waste materials, then there are two potential options, albeit both carry considerable challenges for the Island.

1. Remove hazardous waste at source – Requires the restriction of construction activities that generate hazardous waste, likely the refusal of planning permission on any contaminated area construction. This would have a widespread local impact (construction industry and the Public) in the short term
2. Develop an alternative waste site – Requires plans to bring forward rapid construction of an alternative site to facilitate hazardous waste management. This carries a number of environmental challenges, and would not be a quick solution – likely to be 2-3 years minimum

It is also worth noting that there is **no** option to export hazardous waste given that any Duly Reasoned Request (DRR) to do so would be rejected due to Basel Convention and DEFRA requirements. Furthermore the cost to export hazardous waste would be significant:

Export existing stock to UK: **£100,000,000** (approx. 505,000t over last 20 years)  
Exporting expected Waterfront volumes to UK: **£72,000,000** (over next 10-15 years)  
Normal operational volumes exported to the UK: **£50,000,000** (over next 10 years)  
**~£200 cost per tonne**

Refer to Appendix for the Option appraisals





**Appendix 1:** States of Jersey p.17/2023 lodged for debate on 23 May 2023

## STATES OF JERSEY



### LA COLLETTE WASTE MANAGEMENT SITE – DEVELOPMENT PLAN

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Lodged au Greffe on 6th April 2023  
by the Minister for Infrastructure  
Earliest date for debate: 23rd May 2023

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STATES GREFFE

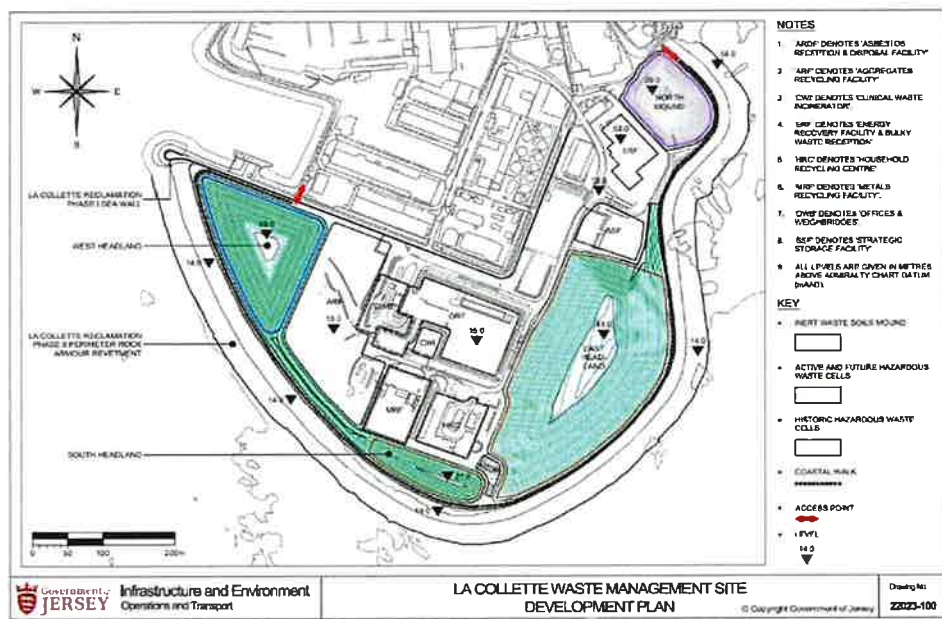




## PROPOSITION

**THE STATES are asked to decide whether they are of opinion –**

- (a) to support the short/medium term Plan for Waste Management at La Collette Reclamation Site Phase II to include:
  - (i) a combined waste management approach for hazardous waste and inert soils under a 'La Collette Waste Management Site – Development Plan', as detailed in drawing 22023-100;
  - (ii) the formation of the 'East Headland' and 'South Headland' by deposition of hazardous waste in cells as per plans submitted under application P/2016/1647;
  - (iii) the formation of the 'West Headland' by deposition of inert waste soils in a mound;
  - (iv) the landscaping and restoration of the East Headland and South Headland as per the plans submitted under application P/2016/1647; and
  - (v) the creation of a publicly accessible one-mile-long coastal path around the perimeter of the site once landscaping and restoration is complete; and
- (b) to request that, in the period enabled by the short/medium term plan, the Minister for Infrastructure and the Minister for the Environment develop the long-term plan for the future waste strategy for Jersey, and any site requirements are used to inform the next review of the Island Plan, 2026 onwards.



MINISTER FOR INFRASTRUCTURE





## REPORT

### Introduction

The La Collette Waste Management Site occupies the reclaimed land within La Collette Reclamation Phase II. The site is the location of the majority of the Island's solid waste management facilities. Since completion of the reclamation site construction, the La Collette Waste Management Site has evolved as land has been progressively reclaimed, waste management facilities in other locations have reached the end of their service life, and in response to the Island's changing waste management needs. The development of the site has been in accordance with policy and planning permissions have been sought as the site has developed. An application made for permission to create the 'La Collette Headland' through the deposition of hazardous waste in cells has recently been refused. Therefore, the island is without a facility for the management of hazardous waste. Furthermore, permissions for the disposal of inert waste soils at the site will be exceeded in the short term.

The Minister for Infrastructure is proposing a short/medium term plan, as shown on drawing number 22023-100, that will address the immediate issues the Island faces in relation to the management of hazardous waste and inert waste soils. This plan will also provide the necessary time to develop and implement a long-term strategy to deliver on the Government's solid waste related policy objectives.

### **Background**

The relevant planning history to the reclamation site and in relation to the deposition of waste at the La Collette Waste Management Site is considered as commencing in 1993 when, in the October of that year, permission was granted under application 17742 for the construction of the rock armour revetment (a full breakdown of all related planning applications/approvals can be found in Table 5. In the appendices)

Further planning applications 17742/A and 17742/B enabled filling the reclamation site up to the level of the breakwater for inert waste soils and hazardous waste respectively. Planning application 17742/C allowed landscaped tipping of the North Mound to a height of 10m above the top of the breakwater

On 11<sup>th</sup> July 2000, the States Assembly approved proposition P.96/2000 and the proposed [La Collette Reclamation Site Phase II - Development Framework](#)





This provided the framework for the future development of land at La Collette Reclamation Site Phase II, including the designation of:

- i. an area of reclaimed land for the purposes of industrial, storage and warehousing use,
- ii. an area of reclaimed land to be used for super-filling and subsequently for the purposes of providing a major landscaped feature and an area of reclaimed land to the south of the tanker berth for the public open space,
- iii. purposes of storing aggregate material imported through St. Helier Harbour as an option pending the outcome of a feasibility study to assess the viability of this use,
- iv. an area of reclaimed land for access to the water at all states of the tide and for associated facilities for marine leisure craft.



One of the key objectives of this framework was based on the rationale that: *“Given the difficulties in finding a satisfactory alternative for the future disposal of inert and non-combustible waste materials, it is considered to be in the Island’s best interests to maximise the lifetime of La Collette as a tip site and to incorporate super-filling. This will also enable the creation a landscaped buffer, screening the site from the east, and provide an area of public open space.”*

At the time the framework was adopted, ‘**Safety Zones**’ around the fuel storage facilities had not been conceived (pre Buncefield event - 11<sup>th</sup> December 2005), with these now used to determine appropriate types of development in proximity to the bulk fuel storage facilities (which fall predominantly in the DPZ, Inner Zone and Middle Zone). As a result, the nature of the public open space (refer point ii.) that the La Collette Headland can provide is restricted, and likely to be limited to:

- A landscaped backdrop
- A coastal walk around the perimeter of La Collette

#### **Recognising Challenges at La Collette – The Island Plan**

As early as 2002, the Island Plan recognised that La Collette was filling faster than predicted:

**Section 14.28** - The Solid Waste Management Strategy recognises the need to provide additional capacity for waste disposal in Jersey. The Strategy recommends that additional space be created at La Collette through land raising by developing a landform above the sea wall level.

Furthermore, the current Bridging Island Plan recognises that: ‘The Government of Jersey landfill facility at La Collette is, currently, the only licensed terrestrial inert waste disposal site in the island. The facility is reaching the end of its operational life’.





The La Collette Waste Management site



The waste operation at La Collette includes the management of municipal and bulky waste through the Energy Recycling Facility (ERF), the Clinical Waste Incinerator (CWI), Household Recycling Centre (HRC), Metals Recycling Facility (MRF), organic recycling, aggregate recycling, inert waste, and hazardous waste, including asbestos.

The one hectare of remaining land is to be used for bulky waste storage to enable the ongoing

management of Islanders municipal and bulky waste disposal during the ERF scheduled maintenance periods. This is subject to a future planning application.

With the ongoing high volumes received into the site, issues surround the management of hazardous waste, which is now in breach of its permission condition, and inert waste, which is likely to breach its condition in the short term.

**Inert Waste**

Inert waste soils are generated through island wide developments. The vast majority of inert waste soils are received at the Inert Waste Soils Reception at the La Collette Waste Management Site, which is one component of the overall inert waste soils and aggregate recycling operation at the site. There are number of small facilities around the island that can receive and recycle inert waste soils. However, the La Collette Waste Management Site is the only facility that has permission for disposal of any surplus non-recyclable content.

Approximately 200,000 tonnes of inert materials are received at La Collette Waste Management site annually. Of this, approximately 120,000 tonnes are recycled into aggregates for use in construction. The surplus 80,000 tonnes are disposed of at the site.

The current planning permissions covering the inert waste soils and aggregate recycling operation permit disposal and landfilling up to the top of the rock armour revetment that forms the perimeter of the site. Stockpiling of soils and aggregates to an average height of 10m and a maximum height of 20m above the top of the revetment is also permitted. The site is currently full and soils and recycled aggregate products are now being stockpiled. At current rates of reception and recycling, it is expected that the permitted stockpiling limits will be exceeded in the short term. This is subject to a future planning application.





### Hazardous Waste

Hazardous waste generation is a consequence of essential functions that support Island life. There are three main hazardous waste streams in Jersey:

- Ash and residues from incineration of waste (ERF, CWI, and ACI – Animal Carcass Incinerator)
- Asbestos containing materials (ACMs)
- Contaminated soils

There are other hazardous waste types generated on Island, primarily through industrial activity such as boat cleaning, however, the quantities of these types of waste are relatively small.

The majority of ash and residues come from the ERF and are exported to the UK. This is possible and permitted by the relevant UK authorities as this waste is exported for recovery so is moved up the waste hierarchy by exporting from Jersey. Relatively small quantities of ash and residues arise from the CWI and ACI.

Asbestos containing materials arise from the refurbishment and demolition of buildings, received from homeowners undertaking work on their property and commercial customers and licensed asbestos removal contractors carrying out refurbishment and demolition works for others. Asbestos waste cannot be exported as permission has been refused by the relevant UK authorities.

Contaminated soils are generated through development of contaminated land which exists across the island and are normally the result of historic industrial and commercial operations, for example:

- Old gas works sites & petrol stations
- Scrapyards
- Land reclamation and waste landfilling
- Industrial plant waste storage and treatment facilities

Hazardous waste is disposed of in waste containment cells at the La Collette Waste Management Site. The design, construction and operation of these cells is stringently regulated under the Waste Management (Jersey) Law 2005. The site has a Waste Management Licence issued under this law for the receipt and disposal of hazardous waste. It is a condition of this licence that the design of cells is undertaken by independent specialists and meets the requirements of international standards. The design must be approved by the Waste Regulator prior to construction. Construction of cells is supervised by an independent Construction Quality Assurance (CQA) Engineer. A CQA Validation Report confirming cells have been properly constructed, in accordance with the design, must be sent to the Waste Regulator for approval before the cell can become operational. The waste deposition operation is undertaken in accordance with a Waste Regulator approved Working Plan.

Over the last 10 years, approximately 250,000 tonnes of hazardous waste have been disposed of at La Collette. The producers and sources of this waste is summarised in the following table 1:





| Producer     | Ash and residues from waste incineration |            |            | Asbestos containing materials | Contaminated soils | Total          |
|--------------|--|------------|------------|-------------------------------|--------------------|----------------|
|              | ERF                                      | CWI        | ACI        |                               |                    |                |
| Government   | 61,900                                   | 200        | 800        | 500                           | 24,300             | 87,700         |
| ALO's        | 0  | 0          | 0          | 100                           | 145,300            | 145,400        |
| Third party  | 0  | 0          | 0          | 6,700                         | 12,700             | 19,400         |
| <b>Total</b> | <b>61,900</b>                            | <b>200</b> | <b>800</b> | <b>7,300</b>                  | <b>182,300</b>     | <b>252,500</b> |

1. All quantities are given in tonnes to the nearest 100 tonnes.

2. The majority of the 24,300 tonnes of contaminated soils produced by Government of Jersey was due to the construction of the New Sewage Treatment Works.

3. ALO – Arms-Length Organisation

Some significant activities that will generate hazardous waste in the future are listed in the following table 2:

| Activity                          | Producer   | Hazardous Waste Type          | Quantity (tonnes) |
|-----------------------------------|------------|-------------------------------|-------------------|
| Animal carcass incineration       | Government | Ash / Residue                 | 150 pa            |
| Clinical waste incineration       | Government | Ash / Residue                 | 40 pa             |
| General asbestos removal          | -          | Asbestos                      | 730 pa            |
| New Healthcare Facilities         | Government | Asbestos / Contaminated Soils | Unknown           |
| Tunnel St / Gas Place development | Government | Contaminated Soils            | Unknown           |
| Overdale Hospital works           | Government | Asbestos / Contaminated Soils | Unknown           |
| Southwest St Helier Masterplan    | ALO        | Contaminated Soils            | 360,000           |
| Elizabeth Harbour redevelopment   | ALO        | Contaminated Soils            | Unknown           |

With the exception of the 'North Mound' which has specific permission linked to the ERF permission (P17742/C), planning permits for disposal of hazardous waste at the site generally give permission for waste to be filled to the top of the rock armour revetment. Hazardous waste super-filling is already above this with the highest point being approximately 17m above the top of the revetment.

#### Planning Application – Hazardous Waste

In 2016, planning application P/2016/1647 – 'Construction of La Collette Headland for super-filling with hazardous waste' was submitted. The resolution of the planning application has been delayed significantly, and in March 2023, whilst the Planning Officer recommended the application be approved, the Planning Committee chose to refuse the application, citing:

1. Policy MW3 – In this instance, insufficient information has been submitted with the application to satisfy the comprehensive after-use restoration plan requirement of the policy,
2. Policy GD9 – given the proposed siting, height, scale, and profile of the development proposed, together with a lack of information to demonstrate how this proposal can be satisfactorily mitigated, the development will result in visual harm to the skyline, and
3. Policy GD9 – the development given its siting, height, scale, and profile in this location with obstruct significant views to the Noirmont Headland

This is due for formal confirmation of the refusal on the 13<sup>th</sup> April 2023

The application did include a proposed Landscaping Strategy, Landscaping & Restoration Drawings, Construction Environmental Action Plan, and Working Plan





required under the facility Waste Management Licence which were submitted alongside the application. The Landscape and visual impact was discussed in detail in the application, and an assessment in accordance with recognised standards was undertaken and described in the Environment Impact Assessment. This EIA concluded that the Headland would see no significant impact and instead deliver moderate benefits. It was also felt, as the Headland would provide an essential facility for the Island for which **there is no viable alternative**, that the overall community benefit outweighs the adverse effects.

### **The Impacts of Planning Refusal**

Given that the La Collette Waste Management Site is already exceeding its permission with regards to hazardous waste, the site will need to close to the receipt of hazardous waste from the 14<sup>th</sup> April 2023 once the planning refusal is confirmed. This effectively means that the Island will be without a facility or solution for the management of Hazardous Waste.

The result of this means that existing activities generating hazardous materials will need to cease –including:

1. Clinical waste and animal carcass incineration
2. Asbestos removal and disposal
3. Any construction/development on a contaminated site (as listed with Environmental Health or otherwise)
4. Boat washings and any other small scale domestic hazardous waste creation. e.g. driveway planings, etc.

*For a full list of current/ongoing activities that will need to cease, refer to table 6 in appendices.*

Additionally, future developments on contaminated sites (detailed in table 2.) would not be able to progress, with Planning already advising likely refusal of some applications on the basis of the Hazardous Waste decision. Finally, there is a significant increase in the environmental risk of fly-tipping hazardous materials on Jersey.

This is likely to impact all aspects of the Governments' ability to deliver the seven priorities for change under the common strategic policy. Furthermore, this will significantly hinder the future housing growth strategy as defined in the Bridging Island Plan.

### **Short/Medium Term Plan**

A full options appraisal has been undertaken on the management of hazardous waste (see Appendices, Table 3.), with two options shortlisted (see Appendices, Table 4.) and only one viable option identified:

**La Collette Headland – Super-fill La Collette reclamation site as per refused planning application**

Given the additional challenge of the inert waste soils also being at risk of breaching its conditions in the near future, it is proposed to address both the hazardous waste and inert soil waste together under a revised 'La Collette Waste Management Site – Development Plan'. This will form the short/medium term plan.

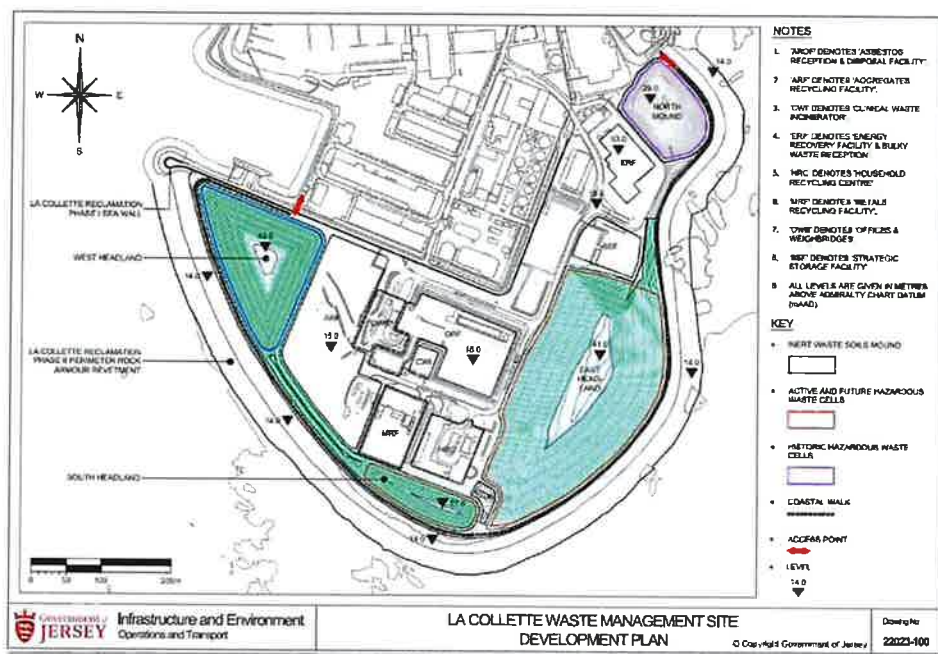
The 'La Collette Waste Management Site – Development Plan' as shown on drawing number **22023-100**, is summarised as follows:

- Formation of 'East Headland' and 'South Headland' by deposition of hazardous waste in cells as per plans submitted under application P/2016/1647
- Formation of the 'West Headland' by deposition of inert waste soils in a mound





- Landscaping and restoration of the East Headland and South Headland as per the plans submitted under application P/2016/1647
- Creation of a publicly accessible one-mile-long coastal path around the perimeter of the site



The exact shape, form, and proposed landscaping and restoration of the West Headland will be refined hereafter, and a separate planning application made for its construction. At the current rates of receipt and recycling, the West Headland is expected to be formed in 24 months. The East and South Headlands are estimated to take 5 – 7 years to form. The coastal path will be developed thereafter.

### Long Term Strategy

The short/medium term plan will provide the necessary time to complete ongoing work to update the Government's Solid Waste Strategy and implement any measures this strategy proposes for future waste management. This could include the identification and preparation of new or extended waste management sites around the Island and the development of any infrastructure needed to support these. The strategy will be aimed at achieving the Government's waste related policy objectives with a focus on prioritising waste reduction, re-use, and recycling as per the waste hierarchy.

### Additional Impacts

Should the La Collette Waste Management Site become unavailable for the receipt of hazardous waste materials, then there are two potential options, albeit both carry considerable challenges for the Island.

1. Remove hazardous waste at source – Requires the restriction of construction activities that generate hazardous waste, likely the refusal of planning permission on any contaminated area construction. This would have a widespread local impact (construction industry and the Public) in the short term





2. Develop an alternative waste site – Requires plans to bring forward rapid construction of an alternative site to facilitate hazardous waste management. This carries a number of environmental challenges, and would not be a quick solution – likely to be 2-3 years minimum

It is also worth noting that there is no option to export hazardous waste given that any Duly Reasoned Request (DRR) to do so would be rejected due to Basel Convention and DEFRA requirements. Furthermore the cost to export hazardous waste would be significant:

|   |
|---|
| Export existing stock to UK: <b>£100,000,000</b> (approx. 505,000t over last 20 years)  |
| Exporting expected Waterfront volumes to UK: <b>£72,000,000</b> (over next 10-15 years) |
| Normal operational volumes exported to the UK: <b>£50,000,000</b> (over next 10 years)  |
| <b>~£200 cost per tonne</b>   |

#### **Financial and manpower implications**

Support for this proposition will not directly influence the financial position the Department will be in should the planning application be refused.

The hazardous waste budget is designed to cover the operational and infrastructure costs and therefore there are no financial implications attributed to this proposition.

Annual budgeted net income for inert waste is £2.3M, with circa £100k of internal manpower resource allocated to the waste management operation for inert waste. Support of this proposition will confirm the States agreement of the Development Plan, which should enable planning permission to be considered in this context, and the continuation of this operation.



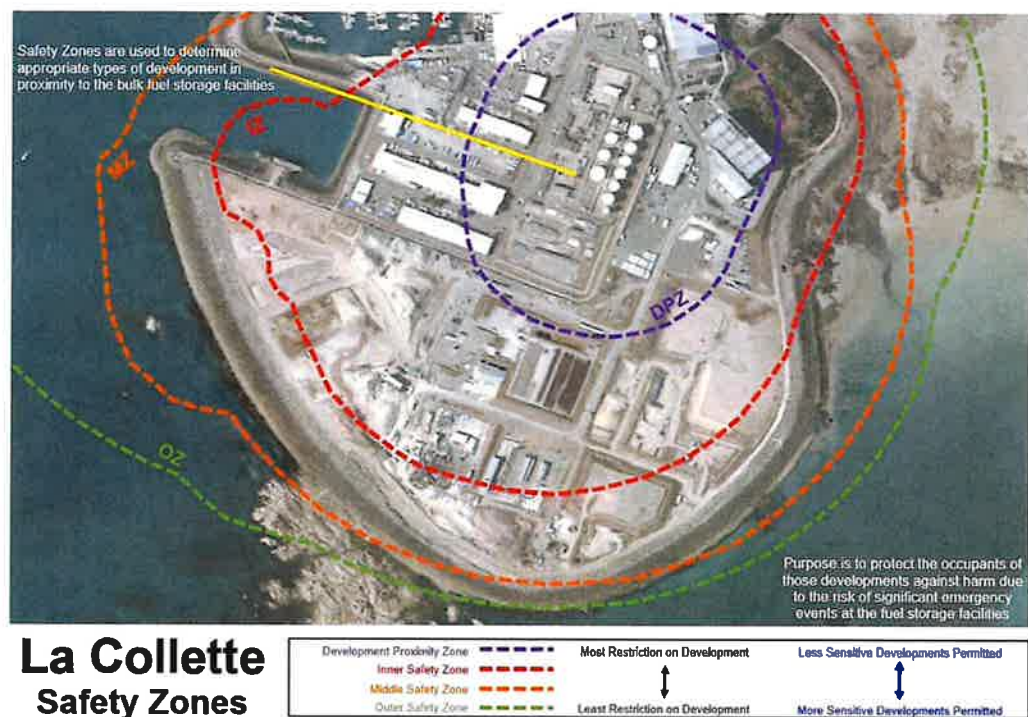


## APPENDICES

### Topography & Images



### Safety Zones within La Collette Reclamation Site Phase II







| Option | Description   | Advantages  | Disadvantages  | Viability Commentary   | Viable | Short List |
|--------|---|---|--|--|--------|------------|
| 1      | La Collette Headland – Super-fill La Collette reclamation site as per refused planning application  | <ul style="list-style-type: none"> <li>• Site is available and owned by Government of Jersey</li> <li>• Co-location with other God solid waste management functions</li> <li>• Existing Infrastructure and operations to support facility</li> <li>• Planning application submitted</li> <li>• Application recommended for approval by Planning Officer</li> <li>• Provides maximum capacity for hazardous waste at La Collette</li> <li>• Accords with historic States Assembly in principle approvals for the management of waste at La Collette</li> </ul> | <ul style="list-style-type: none"> <li>• Planning application refused by Planning Committee</li> </ul>   | <ul style="list-style-type: none"> <li>• Other than the refusal of permission by the Planning Committee, which could be contested, there are no other disadvantages</li> </ul>   | Yes    | Yes        |
| 2      | Super-fill La Collette reclamation site to reduced height and super-fill other areas of La Collette | <ul style="list-style-type: none"> <li>• Site is owned by Government of Jersey</li> <li>• Co-location with other God solid waste management functions</li> <li>• Existing Infrastructure and operations to support facility</li> <li>• Reduced height would address concerns of Planning Committee</li> <li>• Provides maximum capacity for hazardous waste at La Collette</li> <li>• Accords with historic States Assembly in principle approvals for the management of waste at La Collette</li> </ul>  | <ul style="list-style-type: none"> <li>• Site is not available due to current land uses for other waste management functions at La Collette</li> <li>• Other possible visual / environmental impacts due to additional super-fill areas</li> </ul>   | <ul style="list-style-type: none"> <li>• Lack of site availability is an obstructive disadvantage</li> </ul>   | No     | No         |
| 3      | Super-fill La Collette reclamation site to a reduced height   | <ul style="list-style-type: none"> <li>• Site is owned by Government of Jersey</li> <li>• Co-location with other God solid waste management functions</li> <li>• Existing Infrastructure and operations to support facility</li> <li>• Reduced height would address concerns of Planning Committee</li> <li>• Accords with historic States Assembly in principle approvals for the management of waste at La Collette</li> </ul>  | <ul style="list-style-type: none"> <li>• Reduced capacity for hazardous waste that is unlikely to support the Island's needs in the medium / long term</li> <li>• Requires additional measures (Option 6) to minimise the generation of hazardous waste in the future that would have significant impact on the public, construction industry and ability to deliver key God policy objectives (e.g. Housing)</li> </ul> | <ul style="list-style-type: none"> <li>• The concerns of the Planning Committee may be addressed</li> <li>• Would require restriction of activities that generate hazardous waste that would have a widespread local impact in the short term</li> <li>• However, these measures are likely to be required in the long-term whichever solution is adopted</li> </ul> | Yes    | Yes        |





Full options appraisal – Table 3.

| Option | Description   | Advantages  | Disadvantages  | Viability Commentary   | Viable | Short List |
|--------|---|---|--|--|--------|------------|
| 1      | La Collette Headland – Super-fill La Collette reclamation site as per refused planning application  | <ul style="list-style-type: none"> <li>• Site is available and owned by Government of Jersey</li> <li>• Co-location with other GoJ solid waste management functions</li> <li>• Existing infrastructure and operations to support facility</li> <li>• Planning application submitted</li> <li>• Application recommended for approval by Planning Officer</li> <li>• Provides maximum capacity for hazardous waste at La Collette</li> <li>• Accords with historic States Assembly in principle approvals for the management of waste at La Collette</li> </ul> | <ul style="list-style-type: none"> <li>• Planning application refused by Planning Committee</li> </ul>   | <ul style="list-style-type: none"> <li>• Other than the refusal of permission by the Planning Committee, which could be contested, there are no other disadvantages</li> </ul>   | Yes    | Yes        |
| 2      | Super-fill La Collette reclamation site to reduced height and super-fill other areas of La Collette | <ul style="list-style-type: none"> <li>• Site is owned by Government of Jersey</li> <li>• Co-location with other GoJ solid waste management functions</li> <li>• Existing infrastructure and operations to support facility</li> <li>• Reduced height would address concerns of Planning Committee</li> <li>• Provides maximum capacity for hazardous waste at La Collette</li> <li>• Accords with historic States Assembly in principle approvals for the management of waste at La Collette</li> </ul>  | <ul style="list-style-type: none"> <li>• Site is not available due to current land uses for other waste management functions at La Collette</li> <li>• Other possible visual / environmental impacts due to additional super-fill areas</li> </ul>   | <ul style="list-style-type: none"> <li>• Lack of site availability is an obstructive disadvantage</li> </ul>   | No     | No         |
| 3      | Super-fill La Collette reclamation site to a reduced height   | <ul style="list-style-type: none"> <li>• Site is owned by Government of Jersey</li> <li>• Co-location with other GoJ solid waste management functions</li> <li>• Existing infrastructure and operations to support facility</li> <li>• Reduced height would address concerns of Planning Committee</li> <li>• Accords with historic States Assembly in principle approvals for the management of waste at La Collette</li> </ul>  | <ul style="list-style-type: none"> <li>• Reduced capacity for hazardous waste that is unlikely to support the Island's needs in the medium / long term</li> <li>• Requires additional measures (Option 6) to minimise the generation of hazardous waste in the future that would have significant impact on the public, construction industry and ability to deliver key GoJ policy objectives (e.g. Housing)</li> </ul> | <ul style="list-style-type: none"> <li>• The concerns of the Planning Committee may be addressed</li> <li>• Would require restriction of activities that generate hazardous waste that would have a widespread local impact in the short term</li> <li>• However, these measures are likely to be required in the long-term whichever solution is adopted</li> </ul> | Yes    | Yes        |





Full options appraisal – Table 3 (cont.)

| Description  | Advantages  | Disadvantages  | Viability Commentary   | Viable | Short List |
|--|---|--|--|--------|------------|
| Export hazardous waste   | <ul style="list-style-type: none"> <li>No local environmental impact</li> </ul>   | <ul style="list-style-type: none"> <li>Requires permission from relevant authority in receiving country – indication that permission would not be granted</li> <li>Obstructive costs for export would have significant impact on the public, construction industry and ability to deliver key Government policy objectives (e.g. Housing)</li> </ul> | <ul style="list-style-type: none"> <li>Inability to secure necessary permissions from relevant authority in receiving country is an obstructive disadvantage</li> </ul>  | No     | No         |
| Disposal on island at another site - either landfill or super-fill                                 | <ul style="list-style-type: none"> <li>Possible reduced environmental impact relative to other options</li> </ul>   | <ul style="list-style-type: none"> <li>No site available in Government or third-party ownership</li> </ul>   | <ul style="list-style-type: none"> <li>Lack of site availability is an obstructive disadvantage</li> </ul>   | No     | No         |
| Severely restrict on island activities that generate hazardous waste and work towards 'Zero Waste' | <ul style="list-style-type: none"> <li>Accords with Bridging Island Plan Policy WER 1               <ul style="list-style-type: none"> <li>Waste Minimisation</li> </ul> </li> <li>Lowest environmental impact relative to other options</li> <li>Long term solution that must be strived for to support all options</li> </ul> | <ul style="list-style-type: none"> <li>'Zero Waste' in the context of hazardous waste in Jersey is not possible in the foreseeable future due to the ongoing existence of sources of hazardous waste</li> <li>Significant impact on the public, construction industry and ability to deliver key Govt policy objectives (e.g. Housing)</li> </ul>    | <ul style="list-style-type: none"> <li>Inability to achieve 'Zero Waste' in the context of hazardous waste in the short to medium term is an obstructive disadvantage that could only be overcome if Option 1, 2 or 3 was chosen to provide a facility during the period required to implement necessary measures</li> </ul> | No     | No         |





Options appraisal – Short List – Table 4.

| Option | Description   | Public Impact | Commentary  | Rank |
|--------|---|---------------|---|------|
| 1      | La Collette Headland – Super-fill La Collette reclamation site as per refused planning application  | Low           | <ul style="list-style-type: none"> <li>Impact is limited to a visual impact to a very small volume of the population due to obstruction of views of Noirmont Headland from coastal areas from Grève D'Azzette to Le Squez</li> <li>This is mitigated to an extent through the landscaping restoration that would be developed along the Headland, masking already visible aspects of the La Collette waste operation</li> </ul>   | 1    |
| 2      | Super-fill La Collette reclamation site to reduced height and super-fill other areas of La Collette | High          | <ul style="list-style-type: none"> <li>Reduced visual impact</li> <li>However, views of Noirmont Headland from coastal areas from Grève D'Azzette to Le Squez would still be obstructed / compromised</li> <li>Requires restriction of activities that generate hazardous waste that would have a widespread local impact in the short term or ...</li> <li>...Requirement to bring forward rapid construction of an alternative site to facilitate hazardous waste management</li> </ul> | 2    |

THE ONLY VIABLE OPTION IS OPTION 1 – LA COLLETTE HEADLAND

Full details of Planning applications/approvals - Table 5.

| Date           | Planning Ref. | Description  | Decision                           |
|----------------|---------------|--|------------------------------------|
| October 1993   | 17742         | Construction of breakwater   | Approved                           |
| January 1995   | 17742/A       | Filling of the reclamation site with <u>inert waste soils</u> up to the level of the top of the breakwater (14m above admiralty chart datum)                                     | Approved                           |
| September 1995 | 17742/B       | Filling of the reclamation site with <u>hazardous waste in the form of incinerator bottom ash</u> up to the level of the top of the breakwater (14m above admiralty chart datum) | Approved                           |
| October 1996   | 17742/C       | Landscaped tipping within the area of the 'North Mound' to height of 10m above the top of the breakwater (24m above admiralty chart datum)                                       | Approved                           |
| July 1998      | 17742/D       | Super-filled landscape mound for <u>asbestos</u> disposal  | Withdrawn                          |
| July 2000      | P.96/2000     | La Collette Reclamation Site Phase II – Development Framework approved by the States Assembly  | Approved                           |
| November 2015  | P/2015/1461   | Construction and filling of Cell 30 with <u>asbestos</u>   | Approved                           |
| November 2016  | P/2016/1647   | Construction of La Collette Headland for super-filling with hazardous waste  | Refused (7 years after submission) |





**List of current hazardous waste activities that will need to cease on 14<sup>th</sup> April should the planning application refusal be formalised - Table 6.**

| Hazardous Waste Activity   | Dates / Amounts (where known)                 |
|--|---|
| Remediation and likely disposal of materials from warehouse on albert pier | Requested for April disposal                  |
| Contaminated soil remediation currently in progress                        | Presently on site – once remediated disposal. |
| Sand Blasting Media with Marine Antifoul                                   | Various Producers – Requested for April       |
| Unconfirmed contaminated material Residential Property                     | Expected to be requested for April            |
| Haut Du Mont Incident – Government of Jersey                               | Ongoing                                       |
| Soil, Insecticide and Mixed contaminants                                   | Expected to be requested for April            |
| IHE Operational wastes:<br>Animal Carcass Incinerator Bottom Ash           | Every 6 to 8 weeks                            |
| Clinical Waste Incinerator Bottom Ash                                      | Every 4 weeks                                 |
| STW Gas Stack Scrubber Media   | Quarterly                                     |
| Asbestos   |   |
| The former Play dot com/BOA warehouse/Northern Quarter                     | Approx 50 T                                   |
| HM Prison La Moye  | Approx 3T                                     |
| Midbay Pumping Station works   | Not known                                     |
| Various domestic projects, including licensed works                        | Not known                                     |







**SUBJECT TO RATES ASSEMBLY APPROVAL (05.07.23)**  
**PROPOSED ROADS PROJECT AND MAINTENANCE**

**Version:** 2.2  
**Date:** 10.05.23

**A. ROAD WORKS MAINTENANCE/RESURFACING WORK**

| Priority   | Brief detail  | Indicative |                       |         |
|------------|---|------------|-----------------------|---------|
|            |   | Cost       | Area                  | Lin/m   |
| 1          | Road works mat., Road Markings, Tarmac repairs & fountain maint, etc. | 128,000    | Essential maintenance |         |
| 2          | Charles Street 160m (Carriageway and Footpaths) 2002                  | 85,000     | 665                   | 160 l/m |
| 3          | Cleveland Road 2nd Phase (Carriageway and Footpaths) 110m 2005        | 60,000     | 685                   | 110 l/m |
| 4          | Peter Street (Carriageway Only) 1985                                  | 30,000     | 500                   | 102 l/m |
| 5          | Westmount Road, Tower Road and Seale Street patch                     | 25,000     |                       |         |
| Sub total: |   | 328,000    |                       |         |

**A. Road works Maintenance;** the roads have been assessed on site and against the department's register. The italic listed roads are reserve roads in the event that any of the approved resurfacing cannot be undertaken due to site issues. the resurfacing road list is in the order of priority as assessed by the Department.

**Rates Assembly approved budget:**

**TBC**

**RESERVE LIST**

|   |   |        |       |         |  |
|---|---|--------|-------|---------|--|
| a | Seale Street                                    | 34,000 | 500   | 128 l/m |  |
| b | Duhamel Street (Carriageway and Footpaths) 1990 | 16000  | 350   | 61 l/m  |  |
| c | Minden Street                                   | 35,000 | 764   | 95 l/m  |  |
| d | Aquila Road                                     | 85,000 | 2,639 | 311 l/m |  |

**B. ROAD WORKS IMPROVEMENTS**

| Priority    | Brief detail   | Indicative Cost | Score | Criteria                                      | Note   |
|-------------|--|-----------------|-------|---|--|
| 1           | Allowance for Road Safety Assessments                        | 15,000          |       |   |  |
| 2           | La Pouquelaye School crossing point                          | 35,000          | 38    | 1,2,4,5,6,8,9,10                              | <b>B. Road works Improvements;</b> have been assessed against the criteria objectives which dictates the order of priority. The italic listed projects are Reserve projects that have been delayed due to a number of factors but have been assessed and scored against criteria objectives. |
| 3           | Halkett Street (Rue Ivy Forster) Precinct paving             | 350,000         | 33    | 1,2,3,6,7,8,10                                |  |
| 4           | Highview Lane Road improvement                               | 50,000          | 29    | 1,2,5,8,9                                     |  |
| 5           | Barbizon, La Pouquelaye - Road improvement line (£ 50k)      | 50,000          | 29    | 1,3,4,5,6,10                                  |  |
| 6           | La Pouquelaye footpath widening, prog (2 yrs) (£50k) (5,6,8) | 50,000          | 24    | 1,3,5,6,8                                     |  |
| 7           | Neighbourhood Improvement areas                              | 50,000          | 21    | 3,4,5,6,8,10 (to support agreed Gov. funding) |  |
| 8           | Vallee Des Vaux Traffic Calming                              | 185,000         | 16    | 3,4,5,6,8,9                                   |  |
| 9           | Seaton Place planter & Paving (£ 1.5k funded from R&M)       | 35,000          | 11    | 3,4,7,8,10                                    |  |
| Sub total : |  | 820,000         |       |   |  |

**Rates Assembly approved budget:**

**TBC**

**RESERVE LIST**

|    |  |        |    |   |  |
|----|--|--------|----|---|--|
| 10 | Old St Johns Road traffic calming humps (£ 12.5k) (1,5,7)    | 12,500 | 7  | Review if access to premises designations does not work         |  |
| 11 | Les Chenes creation of footpath (£ 10k) (3,5)                | 10,000 | 15 | Planning permission not possible as listed, repairs only        |  |
| 12 | La Pouquelaye footpath widening, prog (2 yrs) (£50k) (5,6,8) | 50,000 | 9  | No funding and would require traffic assessments and study      |  |
| 13 | Don Street Regeneration (£ 150k) (5,7,9)                     | 30,000 | 9  | £ 30k POA in place to replace tarmac footpath with granite      |  |
| 14 | Hope Street investigation RSA etc. (£ 20k) (6,9)             | 20,000 | 4  | Traffic Engineer ass. Req'd study could be undertaken initially |  |
| 15 | Rue De L'Etau Improvement scheme (£ 80k) (3,4,5,6)           | 80,000 | 17 | Speed humps delivered by JDC and improved lighting              |  |
| 16 | Claremont Road Traffic Calming (£ 15k) (1,5,6)               | 15,000 | 4  | This forms part of the works being undertaken by JHE            |  |



**PROJECTS/MAINTENANCE CRITERIA OBJECTIVES**

**Version: 2.2**  
**Date: 10.05.23**

| <b><u>Ref</u></b> | <b><u>Note</u></b>   | <b><u>Score</u></b> |
|-------------------|--|---------------------|
| <b>1</b>          | The project/maintenance will address road safety. i.e. visibility, speed, etc                                | 10                  |
| <b>2</b>          | Accident/near misses - Evidence to substantiate has been provided  | 10                  |
| <b>3</b>          | This project/maintenance will improve the public realm facility  | 5                   |
| <b>4</b>          | The project create local attractive green routes through communities where people are the priority           | 5                   |
| <b>5</b>          | Improved accessibility will be achieved - walking and cycling routes (Improved crossings)                    | 5                   |
| <b>6</b>          | Will the work benefit the wider community (more than 20 households).   | 2                   |
| <b>7</b>          | The project will benefit businesses such as retail and hospitality - providing more opportunity for alfresco | 2                   |
| <b>8</b>          | The work will be complete within this financial year   | 2                   |
| <b>9</b>          | The project reduces vehicular dominance on the street/road.  | 2                   |
| <b>10</b>         | This project/maintenance is approved by Roads Committee and Funding has been secured.                        | 2                   |



**1. Eagle House, La Colomberie, St. Helier, JE2 4QB**

**P/2023/0197**

*Convert existing offices to provide 17 no. 1-bed, 8 no. 2-bed, and 1 no. 3-bed apartments, associated cycle store, and the retention of the current ground floor retail units.*

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

1. Committee notes this application is for the refurbishment of the building converting the existing building's office space to residential apartments with the inclusion of new extensions to the third and fourth floors.

There will be a total of 26 no. units of accommodation comprising of 17 no. 1 bed units, 8 no. 2 bed units and 1 no 3 bed unit giving an overall total of 36 no. bedrooms. On ground floor there are a further 8 no. retail units.

An on-site cycle parking and cycle maintenance area is proposed, accessed from the precinct at the eastern end of the site through the existing access. For cyclists, there would be a bike wash zone, 11 lockable cycle stores, 38 double-stacked cycle parking spaces, electric charging infrastructure, 5 spaces for non-standard cycles and 2 visitor spaces. However, there is no secure cycle parking for the retail units.

No car parking is provided on site.

2. Committee clarifies that La Colomberie and Don Road are not Parish-owned: this area is administered by Government of Jersey's Infrastructure and Environment department. The feedback consultation from Transport states that the precinct area is under Parish ownership, which is incorrect.
3. It is noted that the new bin store has outward opening doors. Committee requests that the bin store is reconfigured so that the doors open inwards, as no doors may open outwards over the Public Highway. The applicant should note that contravening this condition will be a breach under the Highways Encroachments (Jersey) Regulations 1957.
4. The requirements of the Highway Encroachments (Jersey) Regulations 1957 must be strictly complied with. Planning approval does not give permission for a structure to encroach on the highway or footway.
5. Any windows bordering the Public Road or Footpath shall be of a type whose opening lights do not open beyond the face of the building. The applicant should note that contravening this condition will be a breach under the Highways Encroachments (Jersey) Regulations 1957.
6. The refuse store/collection arrangements, refuse separation, and recycling strategy must be agreed in detail with the Parish's Refuse Manager.

Notwithstanding the above comments, this submission should be referred to the Infrastructure and Environment department since the road in front of the property is a Government main road.

<https://www.gov.je/citizen/planning/pages/PlanningApplicationDetail.aspx?s=1&r=P/2023/0197>



**2. Shop, 26, Great Union Road, St. Helier, JE2 3YA****P/2023/0204**

*Change of use from Class A - Retail Unit to create 1no. 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 shop at Ground Floor to 1 no. bed unit of accommodation. There is no scope for car parking; however, the applicant has provided 1 no. dedicated cycle parking space with electric charging facility.
2. 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/2023/0204>

**3. 3-7, Devonshire Place, St. Helier, JE2 3RD****P/2023/0220**

*Demolish existing dilapidated storage building and remove commuter open car park. Construct 4no. 1 bed and 3no. 2 bed residential units with associated amenities. 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 buildings and replacing this with 7 no. units of accommodation, providing a total of 10 no. bedrooms.

There is no formal footpath to the front of the site being provided, which places pedestrians and residents of the development at risk.

There is to be some cycle parking; however, some of this is within proposed living spaces within the property (no dedicated cycle store) whilst others will have cycle parking at the bottom of stairwells which are also shared with buggies etc.

There is no car parking or servicing provision provided.

2. The applicant is to provide a safe pavement along Devonshire Place and is to liaise with Government's Infrastructure and Environment department as Devonshire Place is not a Parish by-road. The applicant is to note the comments raised as part of consultation from the Infrastructure and Environment department, who is the highway authority for Devonshire Place.

3. The applicant is to provide a dedicated cycle store which is conveniently and easily accessible. The store should incorporate an electric charging facility, cycle wash facility and workbench for residents to use. The cycle store should be of sufficient size to accommodate larger sized cycles, such as cargo cycles. Providing cycle storage within living spaces and at bottom of stairwells is not acceptable.

4. There should also be sufficient dedicated cycle parking provision for visitors.

5. There should be a servicing facility to enable the bins to be collected off-street.



6. That the refuse store/collection arrangements, refuse separation, and recycling strategy are agreed in detail with the Parish's Refuse Manager. It is noted that the applicant advises that the bins are underground; however, there are no details as to how this is to be accessed, and how the size of the bin storage was determined.

7. That notwithstanding the above comments, this submission should be referred to Infrastructure 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/2023/0220>

<Committee to note that this application should not be supported due to inadequate cycle parking provision and lack of servicing space/bin storage access>

**4. 54, St. Saviours Road, St. Helier, JE2 4LA**

**P/2023/0259**

*Convert shop and bedsit to form a one bedroom 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 shop at Ground Floor to 1 no. bed unit of accommodation. There is no scope for car parking; however, the applicant has provided dedicated cycle parking space for 3 no. cycles.
2. Applicant is to provide an electric charging facility for the cycle parking.
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.
4. That notwithstanding the above comments, this submission should be referred to Infrastructure 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/2023/0259>

**5. 92, Rouge Bouillon, St. Helier, JE2 3ZU**

**P/2023/0261**

*Raise roof to create second floor habitable accommodation. Create first floor terrace and install 1no door and 2no windows to South elevation. Various internal and external alterations.*

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

1. Committee notes this application is for creation of a further unit of accommodation on the Second Floor. Committee notes that the property will comprise of a retail unit on Ground Floor, 1 no. 3-bed unit on First Floor and 1 no. 2-bed unit on the Second Floor – overall 5 no. bedrooms.  
There is a ground floor dedicated bike store provided off the staircase.  
There is no car parking or servicing provision provided.
2. Applicant is to provide electric charging facility for the cycle parking and ensure that the cycle store can accommodate at least 5 no. cycles.



3. The applicant should consider visitor cycle parking space.

4. It is noted that the new bin store has outward opening doors. Committee requests that the bin store is reconfigured so that the doors open inwards: no doors may open outwards over the Public Highway. The applicant should note that contravening this condition will be a breach under the Highways Encroachments (Jersey) Regulations 1957.

5. 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.

6. That notwithstanding the above comments, this submission should be referred to Infrastructure 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/2023/0261>

#### **6. Victoria Park, Peirson Road, St. Helier**

*Installation of underground pipe work.*

**P/2023/0178**

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

1. Committee notes this application is for Jersey Energy to install a new underground pipe under Victoria Park area for gas service.
2. The Parish of St Helier as the property owner was not approached by the applicant to sign the planning application as the owner of Victoria Park. Therefore, this application is to be placed on hold until such a time that the applicant has the consent of the property owner, and that the applicant explains the proposals for the new services running under a Parish Park. As per the email request from the Head of Infrastructure sent to the Planning Officer on 18.04.23
3. The applicant will not receive consent from the Parish to excavate Victoria Park until the autumn/winter period and on conditions that the applicant has agreed the exact details for reinstatement and undertaking these works safely.

<https://www.gov.je/citizen/planning/pages/PlanningApplicationDetail.aspx?s=1&r=P/2023/0178>

#### **7. Lower Park, Victoria Avenue, St. Helier**

*RETROSPECTIVE: Installation of underground pipe work.*

**P/2023/0179**

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

1. Committee notes this application is for Jersey Energy to install a new underground pipe under Lower Park for gas service. The Parish is aware that some of this work commenced and understands that the applicant has been requested to stop all works until planning consent has been secured.
2. The Parish of St Helier as the property owner was not approached by the applicant to sign the planning application as the owner of Lower Park. Therefore, this application is to be placed on hold until such a time that the applicant has the consent of the property owner, and that the applicant explains the proposals for the new services running under a Parish Park. As per the email request from the Head of Infrastructure sent to the Planning Officer on 18.04.23



3. The applicant will not receive consent from the Parish to excavate Lower Park until the autumn/winter period, and on condition that the applicant has agreed the exact details for reinstatement and undertaking of these works safely. The work that the applicant had commenced on-site has caused damage to the Park surface, which now needs to be rectified at the cost of the applicant.

<https://www.gov.je/citizen/planning/pages/PlanningApplicationDetail.aspx?s=1&r=P/2023/0179>









# 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: 24 April 2023

Version : 05/23

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

| #  | Request Date | Detail/description   | Status  | Officer | Approx. due date  | %   |
|----|--------------|--|---|---------|-------------------|-----|
| 1  | 16.04.21     | <b>ROUSSEL STREET</b><br>Provide on street electric charging point in Roussel Street.      | Awaiting legislations changes – this is with IHE – out of our control                                     | AS      | Jan 24            | 95  |
| 2  | 27.01.21     | <b>SOUTH HILL PARKING NEAR TA</b><br>South Hill parking – request for additional parking.  | No further progress   | AS      | Jan 24            | 20  |
| 3  | 11.11.20     | <b>VALLEE DES VAUX GARDENS</b><br>Renaming the gardens.                                    | No further progress, this can be looked at with the proposals for Vallée des Vaux                         | AS      | Oct 23            | 0   |
| 4  | 14.10.20     | <b>ST JOHNS ROAD</b><br>IHE Rd, one PoSH Roads Com member and Officer.                     | Trial approved by Roads Committee to be planned for the School Holidays                                   | AS      | Aug 23            | 80  |
| 5  | 20.05.20     | <b>ANN COURT PUBLIC REALM IMPROVEMENTS</b><br>Providence Street (Parish ownership)         | Providence Street is closed; works are on-going. Proposal will go to RC to formalise the restriction      | AS      | Aug 23            | 50  |
| 6  | 12.02.20     | <b>PHASE 2; SPEED LIMIT REVIEW:</b><br>Implementing full speed limit changes to all 59 no. | Awaiting legislation changes  | AS      | Sept 23           | 60  |
| 7  | 06.09.21     | <b>LA RUELE RAUVET</b><br>Investigate closing this road to motor vehicles access.          | Proposal to make this Road 'no access to motor vehicles'  | AS      | Oct 23            | 0   |
| 8  | 15.09.21     | <b>UNION STREET</b><br>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      | Sept 23           | 20  |
| 9  | 17.01.22     | <b>GROSVENOR STREET</b><br>Reference unloading bay   | Request for unloading bays on Grosvenor Street  | AS      | Apr 24            | 0   |
| 10 | 02.11.21     | <b>ROADS LAW REVIEW GROUP</b><br>Officer attends with IHE and other island parishes reps.  | Upcoming event for Roads Committee members was undertaken on 27 April 2023.                               | AS      | not in PoSH cont. | n/a |
| 11 | 11.11.21     | <b>USC STORE, DON STREET</b><br>Public realm improvements                                  | Out for pricing for removal of the tarmac/concrete entrances and change to granite in accordance with POA | AS      | Oct 23            | 10  |
| 12 | 01.09.22     | <b>SCAFFOLD EMBARGO REVIEW</b><br>Department is reviewing the embargo list                 | Draft Policy to be amended and public consultation  | AS      | Dec 23            | 80  |
| 13 | Jan 23       | <b>GROVE STREET</b><br>Investigate give way line & no through road sign                    | Enquiry out to provide 'give way' sign and 'no through road'; to revert to RCom in due course             | AS      | July 23           | 25  |
| 14 | Feb 23       | <b>DORSET STREET</b><br>Request for cycle stand  | To be installed during schools' Easter half term  | AS      | Aug 23            | 30  |
| 15 | Feb 24       | <b>TOWN HALL</b><br>Request for cycle stands directly outside the Town Hall                | York Street is an IHE Road; however, dept will view feasibility of cycle stands outside Town Hall         | AS      | Oct 23            | 0   |
| 16 | 15.03.23     | <b>ROAD NAME POLICY</b><br>RCom request: Policy on road names                              | Develop a policy on road name signage   | SA/AS   | Jan 24            | 0   |



