



PARISH OF ST HELIER

www.sthelier.je

ROADS COMMITTEE MEETING

Wednesday 10 January 2024 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 15 November 2023 ('A' Agenda items).
- A4. Matters arising.
- A5. For discussion: Revised proposals for Romerils site. (Presentation)
- A6. For decision: Proposals for temporary footpath crossing to Ann Street development. (Presentation)
- A7. For discussion: Revised proposals for Elizabeth Harbour (Presentation)
- A8. For information: Update on the approved Roads Programme.
- A9. For decision: Approval of the Roads Committee code of conduct policy.
- A10. For decision: To consider recent Planning applications.
- A11. Agreed decisions.
- A12. Lodging items for forthcoming Roads Committee meetings

'B' AGENDA ITEMS

- B1. To approve minutes of meetings held on 15 November 2023 ('B' Agenda items).
- B2. Matters arising.

Dates of 2024 meetings:

~~Wednesday 10 January 2024 (Roads Committee)~~
Wednesday 13 March 2024 (Roads Committee)
Wednesday 8 May 2024 (Roads Committee)
Wednesday 10 July (Roads Committee)
Wednesday 7 August 2024 (Visite Royale)
Friday 13 Sept 2024 (Viste du Branchage et Chemin)
Wednesday 16 October 2024 (Roads Committee)
Wednesday 18 December 2024 (Roads Committee)

Wednesday 14 February 2024 (Roads Committee)
Wednesday 10 April 2024 (Roads Committee)
Wednesday 19 June 2024 (Roads Committee)
Friday 12 July 2024 (Visite du Branchage)
Wednesday 14 August 2024 (Roads Committee)
Wednesday 18 September 2024 (Roads Committee)
Wednesday 20 November 2024 (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, 15th NOVEMBER 2023 AT 9.30AM</u>	
PRESENT	Constable S Crowcroft (SC) Mr J Lagadu (JL) Mr T Vibert (TV) Mr B Manning (BM) Mr K Proctor (KP) Mrs H Hubbell (HH)
IN ATTENDANCE	Mr Andrew Sugden (Chief Executive Officer) (AS) Mr A Sty (Infrastructure Manager) (AS) Mr S Alves (Head of Infrastructure) (SA) Mrs A Roberts (Parish Secretary) (AR) Miss E Sheehan (Minutes)(ES)
APOLOGIES	The Very Rev'd M Keirle (MK)
DECLARATION OF INTEREST	None
OPEN MEETING	Having been previously circulated, the 'A' Agenda Minutes of the meeting held on 10 th October 2023 were approved.
MATTERS ARISING	None
135/2023 VERBAL UPDATE: STORM CIARAN – PARISH RESPONSE (CHIEF EXECUTIVE)	<p>(AS) gave a brief update on the aftermath of Storm Ciaran. The Parish had put an emergency plan in place 36 hours before the storm.</p> <p>On the night of Wednesday 8th November, they had members of staff sleeping at the depot waiting to be called out and the Manager of the care home arranged for staff to sleep overnight so staff did not have to travel to work the following morning.</p> <p>The first call-out was at 8 o'clock that evening and was non-stop for 36 hours. There were various shifts for tree cutters, initial triage for public safety, making sure people could get from A to B clearing roads and pavements and then last will be clearing parks gardens and cemeteries. The Town Hall was offered as a place of refuge.</p> <p>There was extensive damage to Parish properties, the roof to the Town Hall and Seale Street Offices, Westmount Nursery wall an awful lot of damage across parish properties. There is a tree down at Mont Neron that the Parish are not equipped to deal with so specialists are coming over to deal with this. The majority of the damage will be covered by the insurance company, there will be some additional costs which will not be covered by the insurance policy such as a tree survey.</p> <p>All our Staff did an outstanding job and as always responded with pride and a great degree of hard work, which was fantastic to see. The Honorary Police rose to the occasion and were magnificent.</p> <p>(TV) suggested putting an article in the JEP thanking staff/volunteers for all their hard work. (SC) suggested putting an article in the JEP editorial.</p>

<p>136/2023 VERBAL UPDATE: ST HELIER PARKING STRATEGY WORKING GROUP (CONSTABLE)</p>	<p>(SC) Said three meetings had taken place on 27th Sept, 3rd October and 17th October, the third meeting was attended by staff directly involved with resident's parking and members of the public some of whom have resident's parking and some who are on the waiting list. It was agreed to have an officer meeting to get to the bottom of some of the issues raised, which included people not moving their vehicles and the cost/subsidy. JL, HH and BM are members of the working group. (BM) asked if the minutes of all the working groups could be shared with the Roads Committee. (SC) to ask Elise Wetherall to share the minutes with the Roads Committee.</p> <p>The group are also looking at the wider issue of parking in Town/St Helier, he will invite Tom Binet to future meetings.</p>
<p>137/2023 VERBAL UPDATE: NEIGHBORHOOD IMPROVEMENT AREAS WORKING GROUP (CONSTABLE)</p>	<p>(SC) said there are two improvement areas Poonah Road and Belmont Road and have adopted Havre des Pas which is run by the residents and the States of Jersey. They hold a meeting every month and Tom Binet attends the meetings.</p> <p>Poonah and the Belmont Road improvement group have met several times and are supported by Silvio Alves's team. They previously brought the Poonah Road scheme to the Roads Committee and the view was that Poonah Road be treated as a test to see what could be done. The outstanding issue is how do we pay for it, as the cost for Poonah and Pomona Road is approx. £750k as need to change the roads and pavements and introduce trees, and new heritage lighting. Currently in discussions with states to see if we can use the generation money towards this, the initial response has been negative.</p> <p>The euro bins were removed in Belmont Road, there was a lot of resistance from residents but at the last meeting, the residents said they did not want the bins back as pleased with the results.</p> <p>They received heritage assessment from Société Jersiaise who went around and investigated the streets and each area has a collection of slides of who used to live there 100 years ago etc.</p> <p>(BM) Asked for the drawings of Poonah Road to come before the Roads Committee and if there was a resident of Poonah Road on the working group. (SC) replied the drawings will come before the Roads Committee when finished and residents of Poonah Road do attend the meetings.</p>
<p>138/2023 VERBAL UPDATE: LITTER CAMPAIGN WORKING GROUP (KEVIN PROCTOR)</p>	<p>(KP) Is looking at rolling out a one-year program covering four different topics every quarter, Cigarette butts, Dog poo, fly tipping and general litter. He would like to get a member of the municipality, the street cleaning team, and the government on board. Catherine Curtis has sent emails to the infrastructure minister and Echo Active and to see if we can tie into existing schemes.</p>
<p>139/2023 VERBAL UPDATE: CYCLING AND SCOOTER WORKING GROUP (TED VIBERT)</p>	<p>(TV) Said he had invited members of the Roads Committee who have said they would like to be on this group, Honorary Police, Paid police, Tom Binet and will invite the Deputies to a meeting on 20th November at the Town Hall. I have set up an agenda as foresee this taking place over 4 or 5 meetings, the first meeting is to look at what the laws are and the legalities relating to cycling, e-cycles, scooters, e-scooters and skateboards as there seems to be a terrible amount of confusion. We need to look at administering the legislation otherwise, it will not work. Looking at completing before Christmas.</p>
<p>PLANNING APPLICATIONS</p>	
<p>140/2023 P/2023/1031 THE CHALET, AMY COTTAGES, CLEARVIEW STREET, ST HELIER, JE2 3YP</p>	<p>Rebuild the recently demolished half of the dilapidated self-contained independent apartment and fully refurbish and upgrade the remaining half of the dilapidated self-contained independent; including alterations to fenestration patterns on its north elevation.</p> <p>The Committee approved the draft comments detailed in the planning report dated 15 November 2023 (refer to documentation attached)</p>

141/2023 P/2023/1037 RANDALLS LIMITED, PO BOX 43 CLARE STREET, ST HELEIER, JE4 9NB	<p>Demolition of existing office building with storage and construction of residential block with associated car park, bicycle hub and shared green podium in the courtyard area.</p> <p>The Committee approved the draft comments detailed in the planning report dated 15 November 2023 (refer to documentation attached)</p>
142/2023 MOTORMAIL, LA GRANDE ROUTE DE ST JEAN, ST HELEIER, JE2 3FN	<p>Reconfigure existing forecourt, replace existing canopy, replace existing totem sign. Associated landscape works / roadside improvements.</p> <p>The Committee approved the draft comments detailed in the planning report dated 15 November 2023 (refer to documentation attached)</p>
143/2023 PUMPING STATION ELYSEE, STAFFORD LANE, ST HELEIER	<p>Change of use of existing commercial store and construct first floor extension to create 1 two-bed self-catering accommodation.</p> <p>The Committee approved the draft comments detailed in the planning report dated 15 November 2023 (refer to documentation attached)</p>
144/2023 AGREED DECISIONS	<p>(AS) (CEO) agreed, members of the Roads Committee can be issued with a Parish of St Helier email address.</p>
145/2023 LODGING ITEMS FOR FORTHCOMING ROADS COMMITTEE MEETINGS	<p>None</p>
NEXT MEETING	<p>The next meeting will take place on Wednesday 6th December 2023.</p>

1. The Chalet, Amy Cottages, Clearview Street, St. Helier, JE2 3YP

P/2023/1031

Rebuild the recently demolished half of the dilapidated self-contained independent apartment and fully refurbish and upgrade the remaining half of the dilapidated self-contained independent; including alterations to fenestration patterns on its north elevation.

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

1. The Roads Committee notes that the proposal is for the refurbishment of the derelict 1 x one bed single storey cottage.
2. The Roads Committee requests the provision of cycle storage including electric charging.
3. The applicant is to be aware that this development is within a Neighbourhood Improvement Area.
4. That the refuse store/collection arrangements, refuse separation and recycling strategy are to be agreed in detail with the Parish Refuse Manager.
 - It should be noted that the Parish cannot collect refuse unless adequate storage facilities are provided on-site.
 - The Applicant is to indicate on a plan showing a properly constructed enclosure for the storage of refuse prior to collection.
 - There should be no step between the floor of the refuse store and the footway.
 - That the refuse store is fitted with a standard Parish lock.

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2023/1031>

2. Randalls Limited, PO Box 43 Clare House, Clare Street, St. Helier, JE4 9NB

P/2023/1037

Demolition of existing office building with storage and construction of residential block with associated car park, bicycle hub and shared green podium in the courtyard area.

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

5. The Roads Committee notes that the proposal is for the construction of a new residential property replacing the former Offices to provide 30 no. residential dwellings (14 no. one-bed, 14 no. two-bed and 2 no. three-bed units) making a total of 48 bedrooms.

The development will comprise of 82 no. cycle parking spaces, 3 no. motorcycle spaces, and 13 no. car parking spaces.

For pedestrians; there will be several entrance points with two entrance lobbies and entrance to individual ground floor flats. Further to these, pedestrians and cyclists will have access to the site via the southwest access (adjacent to the bin store) that provides a direct link into the cycle storage area. Pedestrians and cyclists will also be able to enter via the vehicular entrance which includes a designated footpath.
6. The Applicant is to consider improvement to the nearest bus stop to this development and must therefore liaise with the Government of Jersey to investigate the possibility of providing a further bus stop close to this development and improve bus frequency or/and to contribute to the provision of a sheltered bus stop in the area.

7. The Applicant will be expected to renew the public footpaths for the length of the site to the satisfaction of the Parish prior to completion of their development. The Applicant must discuss the rectification of the footpath well in advance with the Parish Streets Inspectors.
8. The Roads Committee notes that 82 no. cycle parking spaces proposed includes four visitor cycle parking spaces. The cycle parking is to be primarily made up of double stacker cycle stands but will also include Sheffield stands (totalling two Sheffield stands for residents and two for visitors) and six large bike spaces (with charging points) for larger bikes such as cargo bikes. Of the 82 no. cycle parking spaces, ten of these will have e-bike charging stations.
9. The Road Committee notes that there will be 13 no. car parking spaces proposed equating to 0.4 spaces per dwelling (two spaces are to be disabled parking spaces and all spaces are to be fitted with EV charging points.). There will also be the provision of three motorcycle spaces, two will have access to EV charging points.
10. The Roads Committee requests that the applicant introduces a car club scheme to service this development to enable those residents who are not able to have a car park space to have access to a car via a car share club. The occupiers should be offered at least 12 months car club membership.

The applicant advises that the proposals for Randalls site will include a car club space which is to situated on Savile Street. The Parish wants to clarify that Saville Street is a Parish by-road and there are no plans or approvals in place allowing the provision of an on-street car club parking space on the Parish by-road. The applicant should be providing the car club within their car park as the Parish has no plans to introduce a car club space on the Parish by-road.
11. The applicant is to be aware that this development is within a Neighbourhood Improvement Area, the Parish is seeking a POA Contributions from the developer for the Parish to invest in improving the public realm areas in the vicinity, the first area we are planning to commence is with Poonah Road and Pomona Road.
12. Applicant must note that Planning approval does not permit the Applicant to undertake any alterations on the public road or footpath without the PRIOR agreement and permission from the Parish of St Heller. The Parish will need to agree the exact details and specifications in advance to any work commencing on the public roadway or footpath.
13. The construction process and site servicing arrangements must be discussed with Parish of St Heller's Infrastructure Department at development stage.
14. Alterations/surfacing to the Parish footpath and/or carriageway must ONLY be undertaken by an approved Parish contractor. The cost associated with any necessary alteration(s) or resurfacing to the public footpath or carriageway will be at full expense of the Applicant.
15. 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.
16. That the Applicant must comply with the visibility requirements as set out in '**Access onto the Highway – Standards and Guidance**' as produced by Government of Jersey's Infrastructure 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 plants growth, to be permanently restricted in height to 900 mm above road level in perpetuity.

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

18. 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.

Please note that footpaths **MUST** be continuous across all vehicular entrances as priority is to be given to pedestrians. Therefore, there is no need to provide tactile paving on either side of a vehicular entrance.

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.

19. 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.

20. That all external rainwater downpipes along the elevation to the building to the back edge of a public footpath/public roadway must discharge into the surface water drains at the cost of the Applicant. Rainwater Pipes **MUST** not discharge onto the surface of a public footpath or Road.

Any work undertaken to link to the main drains is to be agreed in advance with both the Government of Jersey's Drainage Team and the Parish of St Helier **PRIOR** to any work commencing on site to agree the scope of work and the extent of making good to the public road/pavement.

21. 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:

22. That any windows bordering the public road or footpath shall be of a type whose opening lights do not open beyond the face of the building. The Applicant should note that contravening this condition will mean that the Parish will take action against the Highway Encroachments (Jersey) Regulations 1957.

23. That no doors may open outwards over the public highway. The Applicant should note that contravening this condition will mean that the Parish will take action against the Highway Encroachments (Jersey) Regulations 1957.

24. 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 Highway Encroachments (Jersey) Regulations 1957.

25. The Applicant must remove obsolete service boxes that are no longer used to provide a service to the Applicant's site or, alternatively, realign/renew service boxes, liaising with the appropriate utility company. Obsolete ditched kerb and footpath entrances are to be removed with the kerbs and footpath lifted, which will result in making good to the asphalt for the full width and length of the ditched area as a minimum. Applicant is to be aware that depending on the location of the property 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.

26. 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.

27. The Roads Committee requests that where there are large developments with multiple units of accommodation a children's playground is provided within the Applicant's site. The playground is to be designed in a manner that caters for all ages and children who have mobility issues.

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

- It should be noted that the Parish cannot collect refuse unless adequate storage facilities are provided on-site.
- The Applicant is to indicate on a plan showing a properly constructed enclosure for the storage of refuse prior to collection.
- There should be no step between the floor of the refuse store and the footway.
- That the refuse store is fitted with a standard Parish lock.

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2023/1037>

3. Motor Mall, La Grande Route de St. Jean, St. Helier, JE2 3FN

P/2023/1091

Reconfigure existing forecourt, replace existing canopy, replace existing totem sign. Associated landscape works / roadside improvements.

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

1. The Roads Committee notes that the proposal is replace the existing large canopy with a new smaller canopy and reducing the number of fuel pumps in the forecourt.
2. The Roads Committee requests that a footpath is run along La Grande Route de St Jean along the front elevation of the site. The footpath should be at least 1.5m wide which will ensure that the cars on display do not encroach out too far obscuring the visibility splays. The new footpath should be ceded to the Government of Jersey who are the Highway Authority for La Grande Route de St Jean.
3. That notwithstanding the above comments, this submission should be referred to Government's 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/2023/1091>

4. Pumping Station Elysee, Stafford Lane, St. Helier

P/2023/1077

Change of use of existing commercial store and construct first floor extension to create 1 no. two bed self-catering accommodation.

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

1. The Roads Committee notes that the proposal is reconfigure the existing pumping station to create 1 no. two bed units. The accommodation will include the provision of 1 no. car parking space with electric charging and 2 no. cycle parking spaces within a secured covered area with electric charging.
2. The cycle storage area should be of sufficient size to accommodate larger cargo cycles.
3. The car parking space provided must not encroach out onto the Parish by-Road and will need to clearly delineated.
4. That any new or altered access must be surfaced in a hard bound material, such as concrete or asphalt (not loose stone or gravel), within 2m of the public highway, and all surface water generated on the area is to be disposed of within the site by soakaway or other appropriate means. This is a Parish of St Helier set condition which must be undertaken by the Applicant prior to the parking space being used.
5. 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.

Please note that footpaths **MUST** be continuous across all vehicular entrances as priority is to be given to pedestrians. Therefore, there is no need to provide tactile paving on either side of a vehicular entrance.

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.

6. 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.

7. That all external rainwater downpipes along the elevation to the building to the back edge of a public footpath/public roadway must discharge into the surface water drains at the cost of the Applicant. Rainwater Pipes **MUST** not discharge onto the surface of a public footpath or Road.

Any work undertaken to link to the main drains is to be agreed in advance with both the Government of Jersey's Drainage Team and the Parish of St Helier **PRIOR** to any work commencing on site to agree the scope of work and the extent of making good to the public road/pavement.

8. The Applicant must remove obsolete service boxes that are no longer used to provide a service to the Applicant's site or, alternatively, realign/renew service boxes, liaising with the appropriate utility company. Obsolete ditched kerb and footpath entrances are to be removed with the kerbs and footpath lifted, which will result in making good to the asphalt for the full width and length of the ditched area as a minimum. Applicant is to be aware that depending on the location of the property 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.

9. 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.

10. Applicant must note that Planning approval does not permit the Applicant to undertake any alterations on the public road or footpath without the PRIOR agreement and permission from the Parish of St Helier. The Parish will need to agree the exact details and specifications in advance to any work commencing on the public roadway or footpath.

11. The construction process and site servicing arrangements must be discussed with Parish of St Helier's Infrastructure Department at development stage.

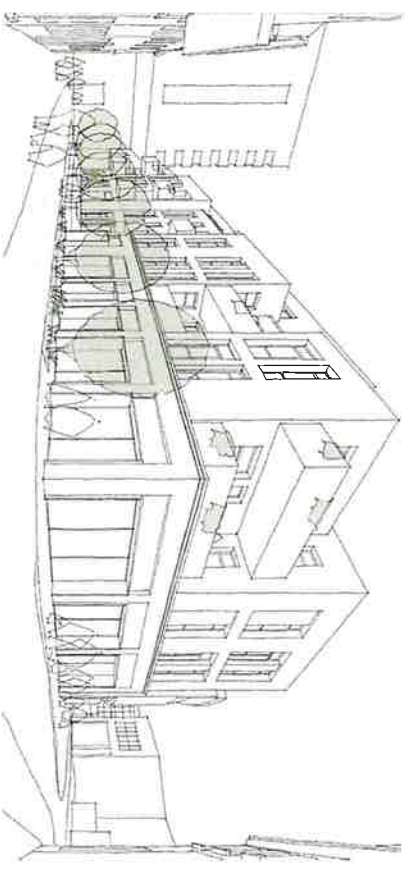
12. That the refuse store/collection arrangements, refuse separation and recycling strategy are to be agreed in detail with the Parish Refuse Manager.

- It should be noted that the Parish cannot collect refuse unless adequate storage facilities are provided on-site.
- The Applicant is to indicate on a plan showing a properly constructed enclosure for the storage of refuse prior to collection.
- There should be no step between the floor of the refuse store and the footway.
- That the refuse store is fitted with a standard Parish lock.

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2023/1077>



ROMERIL'S



REDEVELOPMENT OF ROMERIL'S, DUMARESQ STREET, ST HELIER

DESIGN SUMMARY
ROADS COMMITTEE PRESENTATION
JANUARY 2024



FHP



AntonyGibb
Historic Buildings Consultants



TILLYARD
Chartered Quantity Surveyors
Project Managers



Stantec



AXIS MASON



DESIGN COMPARISON

ROMERIL'S REDEVELOPMENT

DESIGN PROPOSAL AS PRESENTED TO JAC ON OCTOBER 2022

- 94 Residential apartments
- 3000sqm of new retail space replacing the existing retail
- Full site clearance
- Retained listed facade
- Basement car park construction
- Mix of 1 and 2 bedroom apartments
- 42% dual aspect apartments
- 3 storey on the south west corner rising to 10 storeys to the north



JAC FEEDBACK FOR OCTOBER 2022

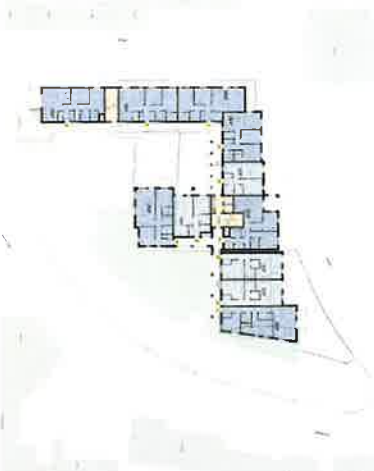
- The visual impact will be greater because of its girth
- The current proposal is a block, not a tower.
- Inset balconies make desirable amenity spaces
- West elevation shifting roof levels/bays result in over-articulation



- New intervention could be more compact/contemporary
- Transport strategies should reduce the amount of parking
- Reduction in capacity, lower height and compact form would be worth testing
- Costs of digging a basement needs to be understood

DESIGN PROPOSAL AS PRESENTED TO JAC ON NOVEMBER 2023

- 53 Residential apartments
- 290sqm of new retail space and reuse of existing retail
- Reduced demolition and waste
- Retention and refurbishment of existing building
- Reduced scale, massing and height
- No basement car park
- Improved residential mix conforming to new SPG space standards
- 87% dual aspect apartments
- No north facing single aspect apartments



RESPONSE TO JAC FEEDBACK OCTOBER 2022

- The visual impact has been reduced by simplifying the scale of the development.
- The tall building has been modelled to create a slender visual appearance on Hue Street.
- Inset balconies are provided to create more desirable amenity spaces.
- The revised proposal has reduced in height and scale



- The West elevation continues to express shifting levels and bays but with a reduced level of articulation
- The design provides a compact and contemporary response that is extrapolated across the development, contrasting the curved form of the existing building.
- Reduced car parking negates the requirement for a basement structure.

PLACE MAKING

ROMERILS REDEVELOPMENT

PLACE MAKING

Connectivity and access into and around the site will be transformed through 4 leading principals;

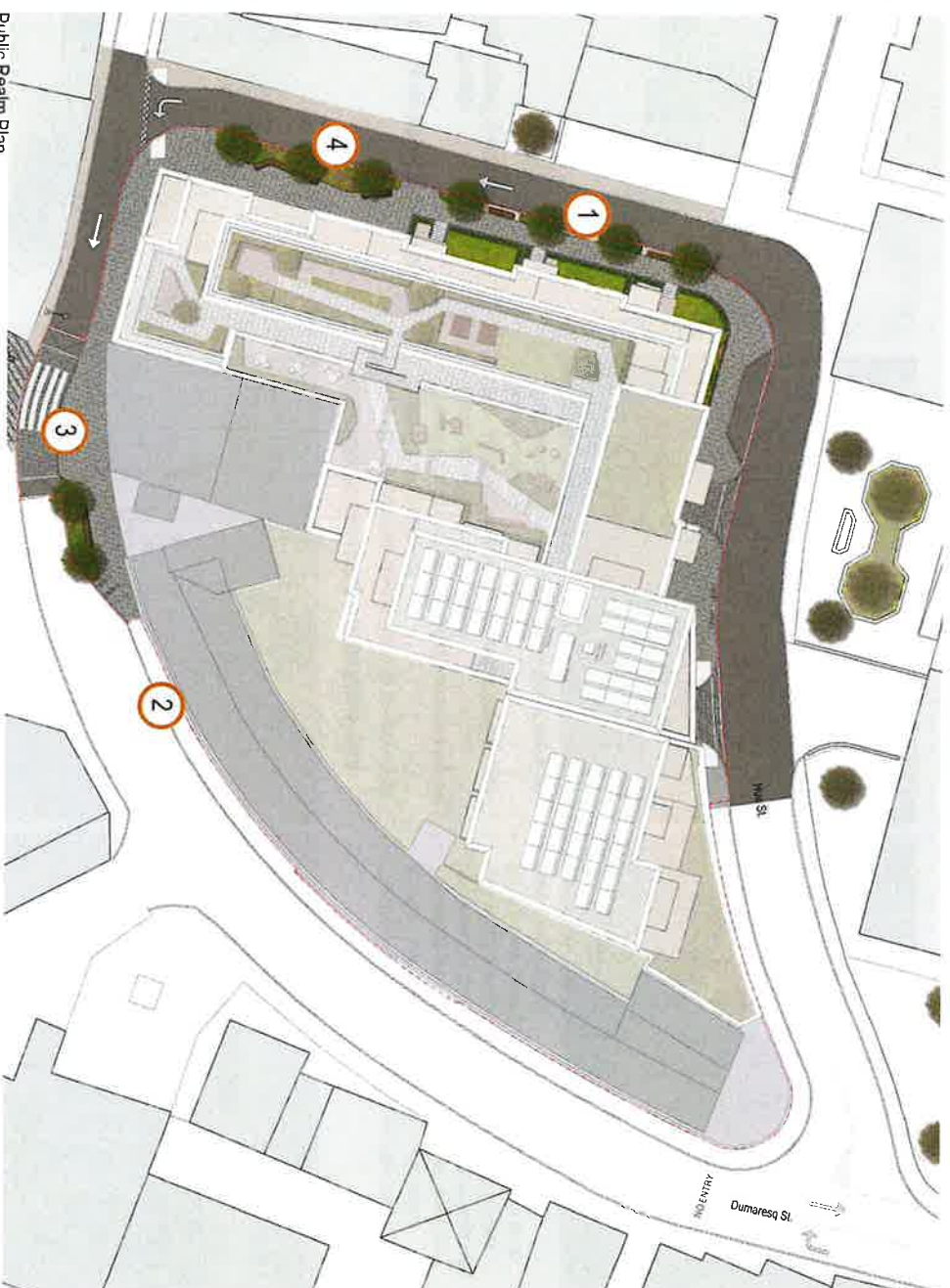
- ① Redesigning highways and footways to make Hue Street a pedestrian priority space
- ② Retaining accessible parking but removing the majority of on-street parking;
- ③ Extending the pedestrian route from Pitt Street to a newly defined main retail entrance
- ④ New planting and street trees, wider pavements and high quality surfacing materials to create a distinct sense of place.

Places With Purpose

The proposals include the creation of a high quality public space all along the new development on Hue St. and the western corner of Dumaresq St. This will improve the urban setting and quality of pedestrian space along these streets while providing a connection from Pitt St. to York Ln.

Street Greening

At the southern end of Hue Street we are proposing to introduce urban planting and street level rain gardens with tree planting for natural shading and a sense of landscape enclosure. In addition to providing environmental benefits this green fringe provides an opportunity for integrated street furniture and moments of rest and social gathering for the community. On-street parking will be removed and vehicle movements minimised to transform the existing street character and make this a place for people.



Public Realm Plan



AXIS MASON

COMMUNITY

CREATING A VIBRANT, LIVEABLE COMMUNITY

The ambition is to create a thriving, vibrant place where people want to live. The upper levels of the development will provide approximately 53 new homes and a key priority for Romerils is to ensure that these homes will offer a better choice and quality of urban living and create a better sense of community by:

- Meeting and exceeding the areas set out in the revised SPG Residential Space Standards (October 2023)
- Providing an appropriate mix of units that will meet housing need and create a more vibrant, sustainable community;
- Ensuring that at least 15% of the new homes will be made available for affordable purchase;
- Providing a wider range of apartment size, layout and configuration;
- Maximising the number of dual aspect units, with at least 87% of units being dual aspect;
- Reducing internal corridors with external access, walkways and maximising opportunities for daylight and ventilation to corridors and stairs;
- Providing all apartments with useable private terraces and balconies; and
- Maximising the use of external roof areas to provide additional shared amenity space for residents.

ROMERILS REDEVELOPMENT

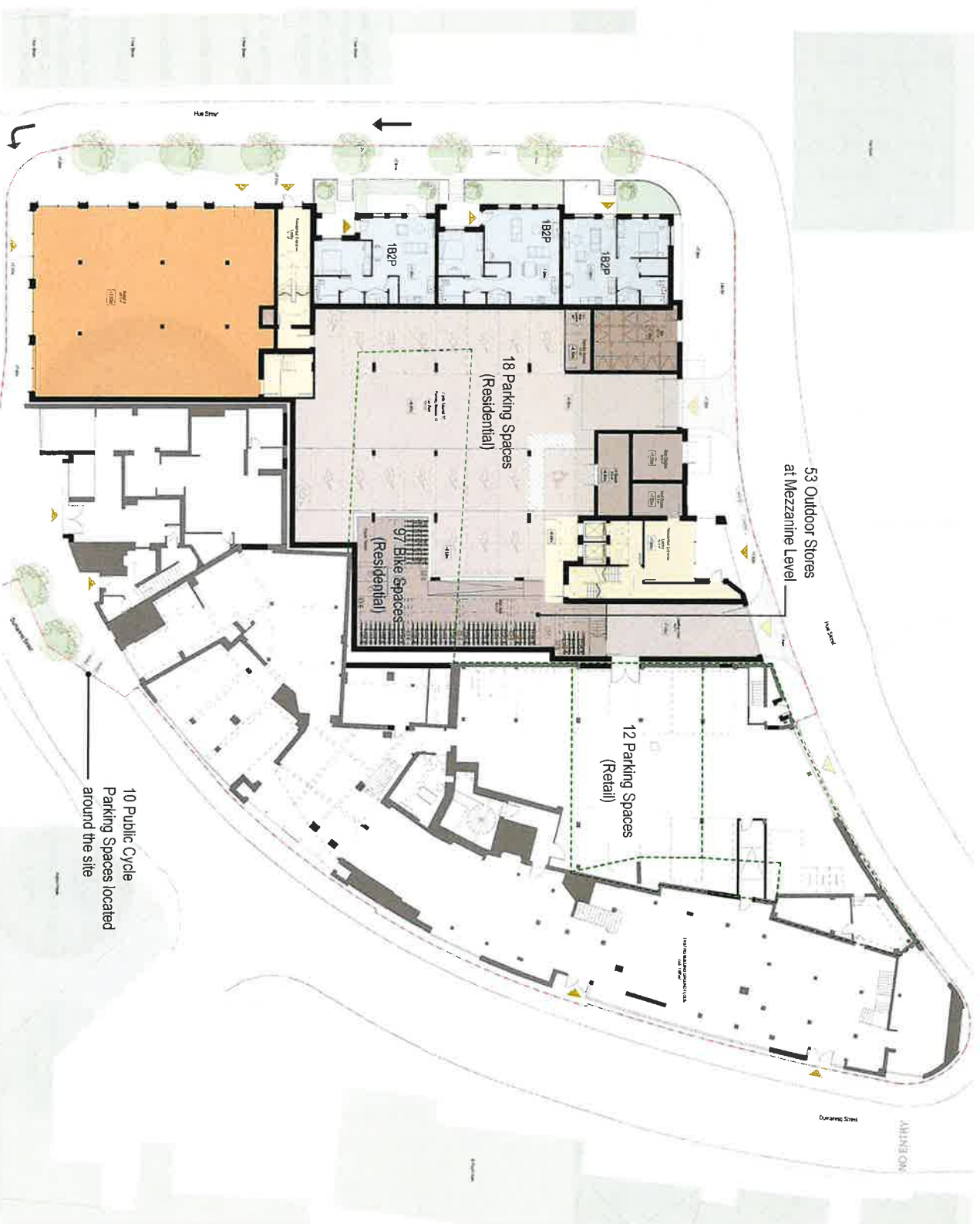


AXIS MASON

SUSTAINABLE TRAVEL



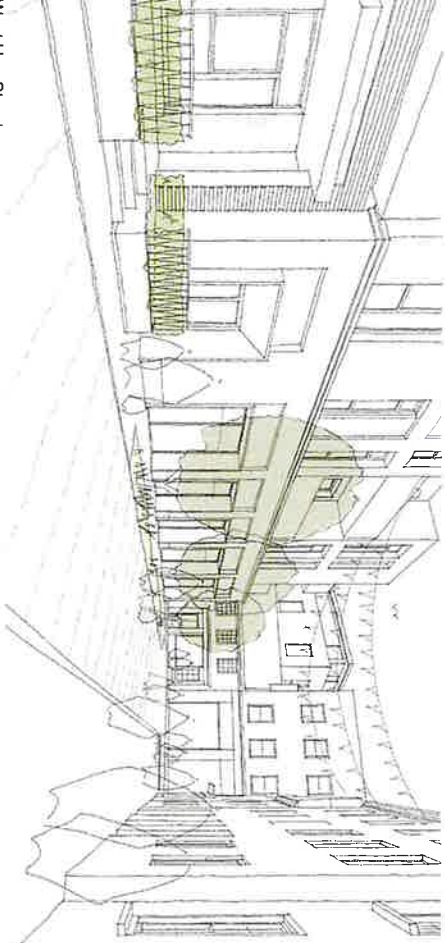
ROMERILS REDEVELOPMENT



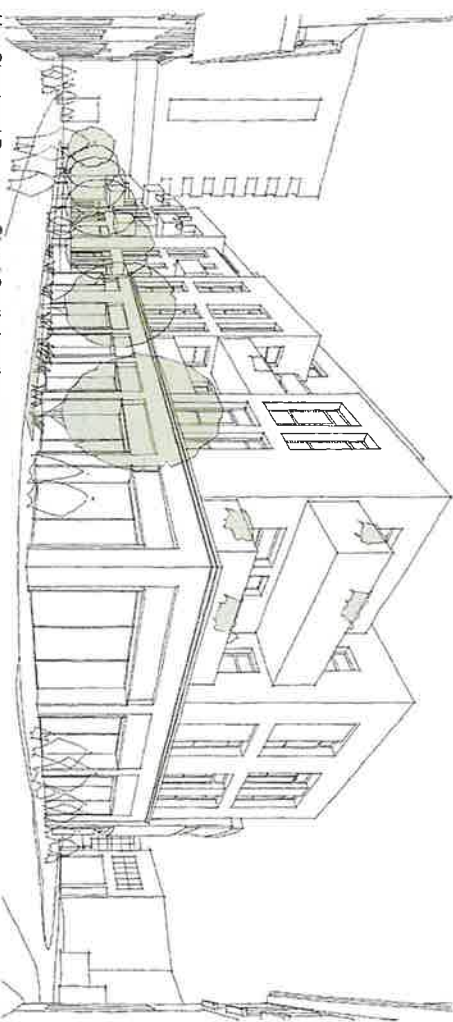
Ground Floor Plan



West Hue Street Elevation



West Hue Street



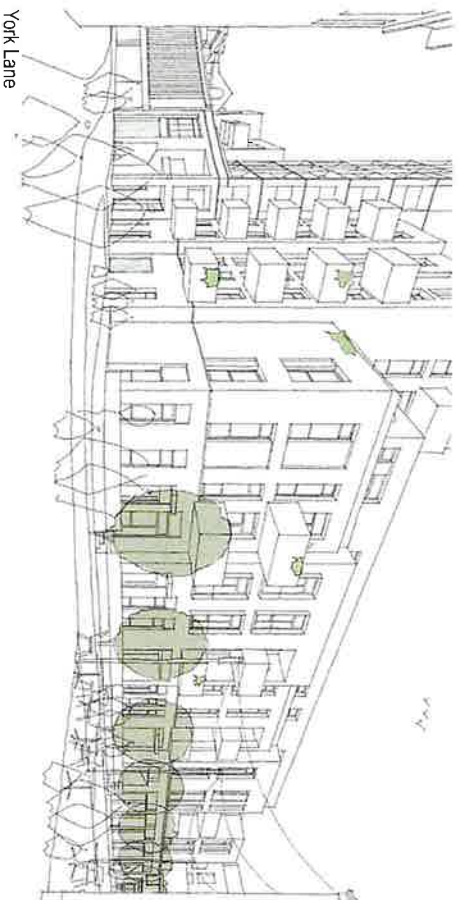
Hue Street and Dumaresq Street South Junction

CHARACTER

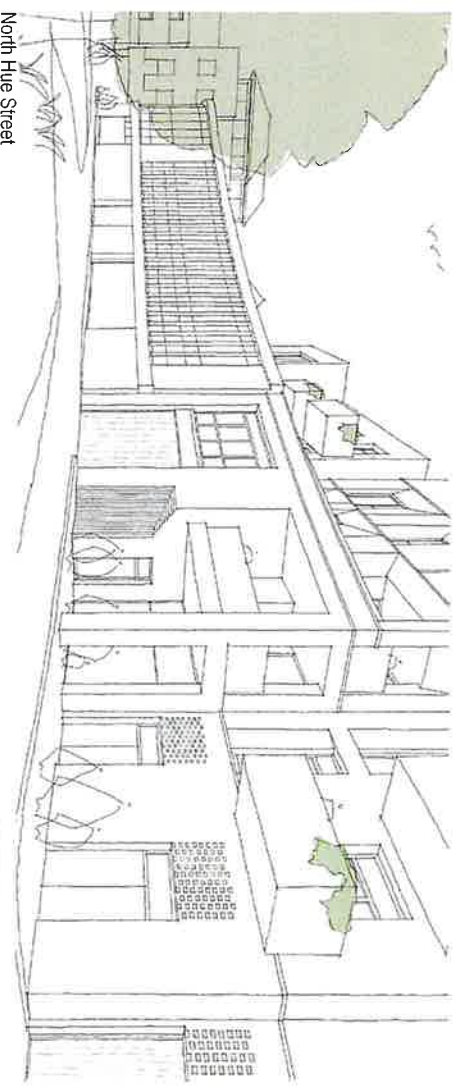
ROMERILS REDEVELOPMENT



Hue Street and Dumaresq Street North Junction



York Lane



North Hue Street

AXIS MASON

KEY OBJECTIVES

- Legacy project for long-established local business, securing jobs and growth;
- Under-used brownfield site in the heart of St Helier;
- Windfall opportunity for high-quality mixed-use proposal;
- Reduce the need to travel, removing traffic, with jobs services and community facilities all within a short distance;
- Supporting sustainable modes of transport.
- Redesigning highways and footways to reinforce pedestrian priority.
- Widening of pavements and high quality surfacing materials to create a distinct sense of place.
- Enhanced planting and street trees within the public realm, utilising appropriate tree species for the task.
- Meaningful landscape, creating places with vibrancy and character.
- Environmentally conscious infrastructure.
- Improved connectivity – Pitt Street to new Government Offices.
- Incorporation of additional public cycle spaces dispersed around the site.
- Catalyst for future redevelopment.
- 53 new apartments, all meeting or exceeding new Residential Standards
- Limited waste, respectful of Listed Buildings and neighbours, new private podium landscape with indoor community space.
- Incorporating Modern Methods of Construction.

ROMERIL'S REDEVELOPMENT



AXIS MASON



Roads Committee Meeting 10th January 2024

Ann Street Development - Logistics

- Location plan and proposed footpath adoption
- Demolition plan
- Proposed landscape plan
- Simon Place and Ann Street hoarding visual
- Stage 1 road safety audit

Ann Street Development

Proposal:

With the inherent dangers of construction, it is always best to **remove** the risk where possible.

Our proposal would be to install a designed hoarding system, prior to the demolition and refurbishment works of any adjacent buildings to Ann Street and Simon Place footpaths.

The hoarding would be positioned on the front of the existing kerbs, running a length of Simon Place and Ann Street, as shown on the plans. The hoarding would remain for the demolition and refurbishment phases.

Following a stage 1 road safety audit and initial advice from POSH, we propose adding two temporary crossings, one on Simon Place and one on Belmont Road to allow safe pedestrian movement around the closed footpaths.

There are proposed raised crossings and further public realm improvements included within the final scheme. The developer will re engage with POSH in due course in this regard.

Anticipated duration of footpath closure

Jan 2024 - May 2026

Location plan and proposed footpath adoption

Pedestrian route



Proposed crossings



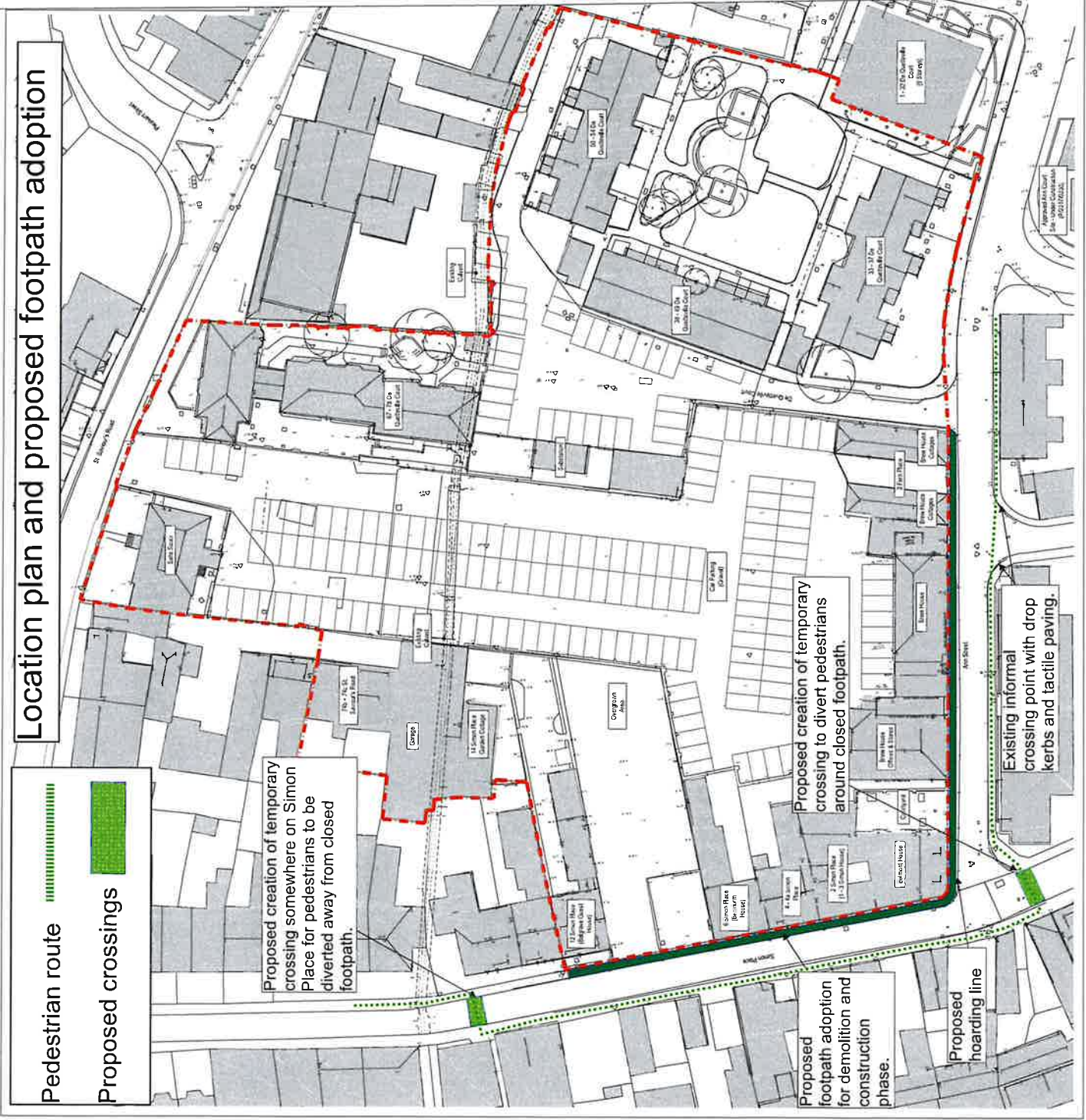
Proposed creation of temporary crossing somewhere on Simon Place for pedestrians to be diverted away from closed footpath.

Proposed creation of temporary crossing to divert pedestrians around closed footpath.

Proposed footpath adoption for demolition and construction phase.





Proposed hoarding line

Existing informal crossing point with drop kerbs and tactile paving.



[illegible]

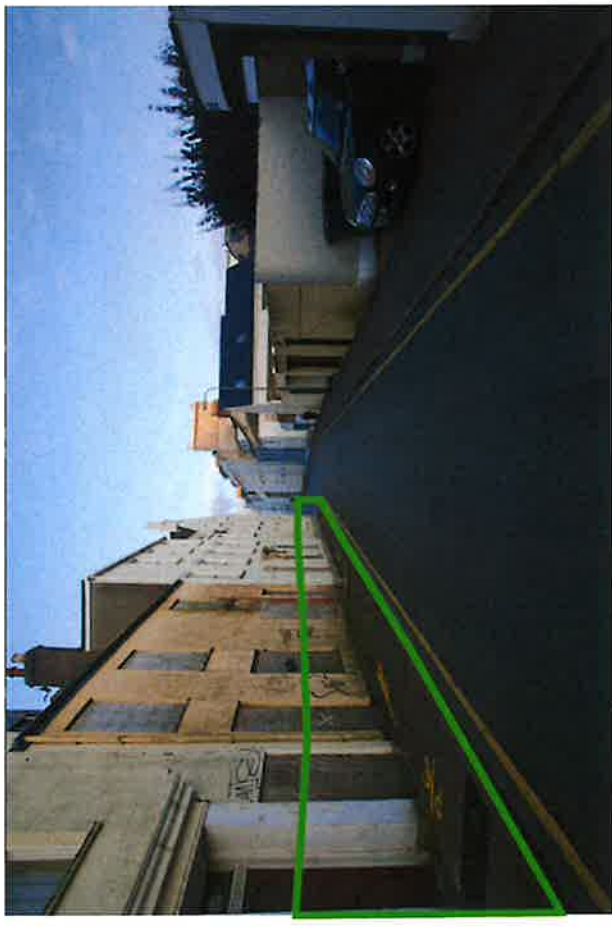
Copyright © 2005 by The McGraw-Hill Companies, Inc.

DRAWING KEY		LIMITED BUILDINGS	
	Border	U1	Wash State
	Coring Building in the Corridors	U2	State Office
	Cumulative Building	U3	Brick House
	Residential Building	U4	Brick House with a lot of
		U5	Brick House with a lot of

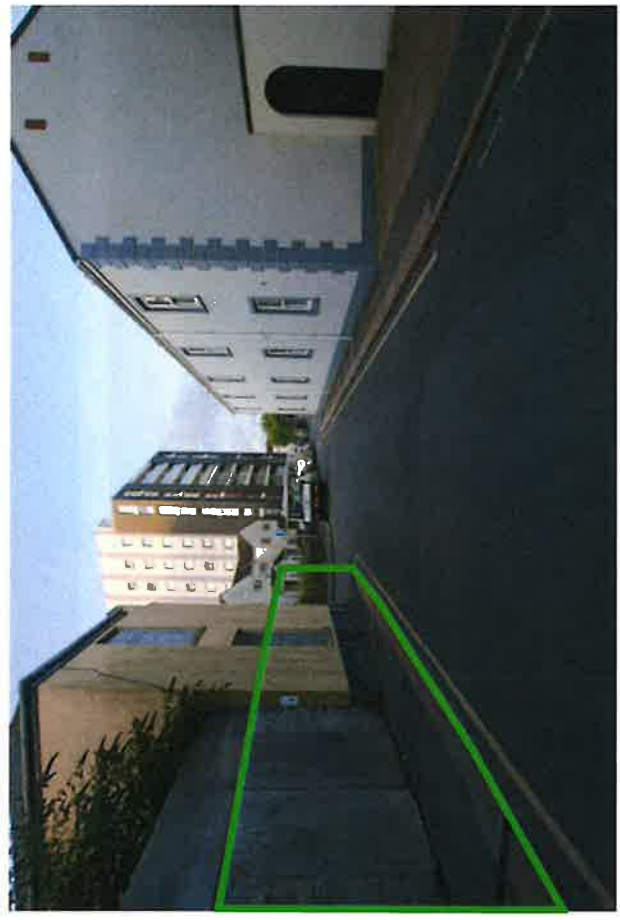
NET DIAGRAM

 AXIS MASON CONSTRUCTION MANAGEMENT 10000 W. 10th Avenue, Suite 100 Greenwood Village, CO 80120 (303) 751-1000 www.axismason.com	PROJECT: 10000 W. 10th Avenue, Suite 100 Greenwood Village, CO 80120		CLIENT: 10000 W. 10th Avenue, Suite 100 Greenwood Village, CO 80120	
	Quid  y-dandara	Project: 10000 W. 10th Avenue, Suite 100 Greenwood Village, CO 80120		
Drawing Title: Overlaid Plan		Drawing No.: 4020		
Scale: 1/8" = 1'-0" Date: 11/15/2023		Status: PLANNING		
Drawing No.: 4020		Drawing No.: 4020		
Drawing No.: 4020		Drawing No.: 4020		

Simon Place hoarding visual



Ann Street hoarding visual



Stage 1 Road Safety Audit

ANN STREET BREWERY REGENERATION, ST HELIER

Temporary Pedestrian Diversion Route

**Stage 1 Road Safety Audit
Prepared on behalf of Dandara Jersey Ltd**

November 2023

Project:	Ann Street Brewery Regeneration, St Helier Temporary Pedestrian Diversion Route
Document:	Stage 1 Road Safety Audit
Design Organisation:	Dandara/Axis Mason
Overseeing Organisation:	Parish of St Helier
Client:	Dandara Jersey Ltd
Gateway RSE ref:	WP/SG/2310-02 RSA1 v1.0
Issue date:	22nd November 2023
Status:	Final v1.0
Authorised by:	WP

© Copyright Gateway RSE 2023



Road Safety Engineering

*Cheyenne House
West Street
Farnham
GU9 7EQ
01483 679350
admin@gateway-rse.co.uk
www.gateway-rse.co.uk*

*Gateway RSE Ltd is registered in England Number 14087123
Registered Office: Cheyenne House, West Street, Farnham GU9 7EQ*

CONTENTS

1	Introduction.....	1
2	Problems Identified by this Road Safety Audit	3
3	Audit Team Statement.....	5

Appendices

- Appendix A: Items Considered by this RSA
Appendix B: Location Plan(s)

1 INTRODUCTION

- 1.1 This report describes a Stage 1 Road Safety Audit (RSA) of the proposed footway closures and pedestrian diversion route to be implemented for the duration of construction works on Ann Street and Simon Place in St Helier, Jersey. The proposals are associated with redevelopment of the Ann Street Brewery Regeneration site.
- 1.2 The temporary proposals comprise footway closure along the south side of Simon Place (Belgrave Guest House to Ann Street), and the east side of Ann Street (Simon Place to De Quetteville Court) to facilitate the site hoarding and temporary pedestrian crossings on Belmont Road and Simon Place, one just to the west of Ann Street and one east of Belmont Guest House. The auditors note that it has been agreed with the highway authority that no dropped crossing points are required along Ann Street due to very low pedestrian movements.
- 1.3 This Road Safety Audit was carried out in November 2023 at the request of Dandara Jersey Ltd. The Road Safety Audit Team membership previously approved by the Parish of St Helier is as follows:
- Wendy Palmer - Audit Team Member
MCIHT, MSoRSA, FIHE, Cert Comp.
Gateway RSE
- Steve Giles - Audit Team Leader
BEng (Hons) IEng, FIHE, MCIHT MICE, CMILT, MSoRSA, Cert Comp.
Gateway RSE
- 1.4 Ann Street (north) operates one-way north to south between Simon Place and Charles Street. Belmont Road becomes Simon Place at the Ann Street junction, both running west to east. These roads are each lit with two footways and a mixture of single yellow line parking restrictions with some parking bays. The local speed limit is 20mph becoming 30mph on entry to St Saviours Road.
- 1.5 This Road Safety Audit was carried out by Wendy Palmer and Steve Giles and consisted of a desktop study and a site visit, which was carried out between 10:30 and 11:15 on Tuesday 14th November 2023, when the weather was fine and the road surface wet. No traffic congestion was observed, and a number of pedestrian/cyclist movements occurred.

- 1.6 The terms of reference for this RSA are as described in the Government of Jersey Road Safety Audit Policy. The audit was carried out in accordance with the Road Safety Audit Brief provided by Michael West of Dandara Jersey Ltd and accepted by the Audit Team Leader. The Audit Team is independent of the project design team and has not been involved in the design process in any other capacity. The audit considers only the potential road safety implications of the scheme and has not verified compliance of the design with any other criteria.
- 1.7 The Audit Team has not been made aware of any Departures from Standard. Whilst reference may be made to design standards, this report is not intended to provide a design check.
- 1.8 Recommendations are aimed at addressing the identified potential road safety problems. However, there may be other acceptable ways to overcome a problem, considering wider constraints and opportunities; the Auditors would be pleased to discuss such alternative solutions as appropriate. The recommendations contained herein do not absolve the Designer of his/her responsibilities.

Previous Road Safety Audit

- 1.9 In January 2022 a Stage 1 road safety audit was carried out on temporary footway diversions and pedestrian crossings in St Saviours Road, by an audit team led by Wendy Palmer. Whilst this Audit Team is mindful of the findings of those audits, this Stage 1 RSA relates to a different scheme and therefore stands on its own merits.

2 PROBLEMS IDENTIFIED BY THIS ROAD SAFETY AUDIT

General Matters

- 2.1 The Audit Team raises no concerns in respect of general matters.

Local Alignment

- 2.2 The Audit Team raises no concerns in respect of local alignment.

Junctions

- 2.3 The Audit Team raises no concerns in respect of junctions.

Walking, Cycling and Horse Riding

2.4 Problem

Gully may lead to pedestrian trips and falls

Location: Pedestrian crossing - Belmont Road

An existing gully and footway service cover are located in the vicinity of the proposed crossing point on Belmont Road to the west of Ann Street, which may lead to pedestrian trips or falls.

Recommendation

The crossing should be located to the east, away from the gully and service cover, tying in with the existing tactile paving on the western corner of Ann Street, with new tactile paving installed on the north side.

Developer response

Noted, the developer can ensure the crossing is located away from gullies and service covers. POSH to offer guidance on the type of pedestrian crossing required.

2.5 Problem

Service covers may lead to pedestrian trips and falls

Location: Pedestrian crossing - Simon Place

The proposed crossing location will be affected by existing vehicle crossovers and the *Seaton Garage* access on Simon Place. There are also a number of services covers in the carriageway that may be on the pedestrian desire line and may lead to trips or falls.

Recommendation

The crossing point should be located away from existing vehicle crossovers, also avoiding service covers within the carriageway.

Road Signs, Carriageway Markings and Lighting

2.6 Problem

Signs obstructing footways may lead to pedestrians being struck

Location: Throughout scheme

Temporary sign locations are not known at this stage however the existing narrow footways may result in signs being located where they obstruct the footway. This may lead to pedestrians stepping into the carriageway and being struck by a passing vehicle.

Recommendation

Pedestrian diversion route signage should not cause an obstruction for pedestrians or motorists.

Developer response

Noted, the developer can ensure signage is raised or on the hoarding, located to best avoid pedestrian obstruction of footpaths.

3 AUDIT TEAM STATEMENT

- 3.1 We certify that this Road Safety Audit has been carried out in accordance in accordance with HD19/15, except as described within the States of Jersey Road Safety Audit Policy.

Audit Team Leader

Wendy Palmer
MCIHT, MSoRSA, FIHE, HE Cert Comp
Senior Road Safety Engineer

Signed:



Date: 17th November 2023

Audit Team Member(s)

Steve Giles
BEng (Hons), IEng, FIHE, MCIHT, MICE, CMILT, MSoRSA, HE Cert Comp
Senior Road Safety Engineer

Signed:



Date: 17th November 2023

APPENDIX A

Items Considered by this RSA

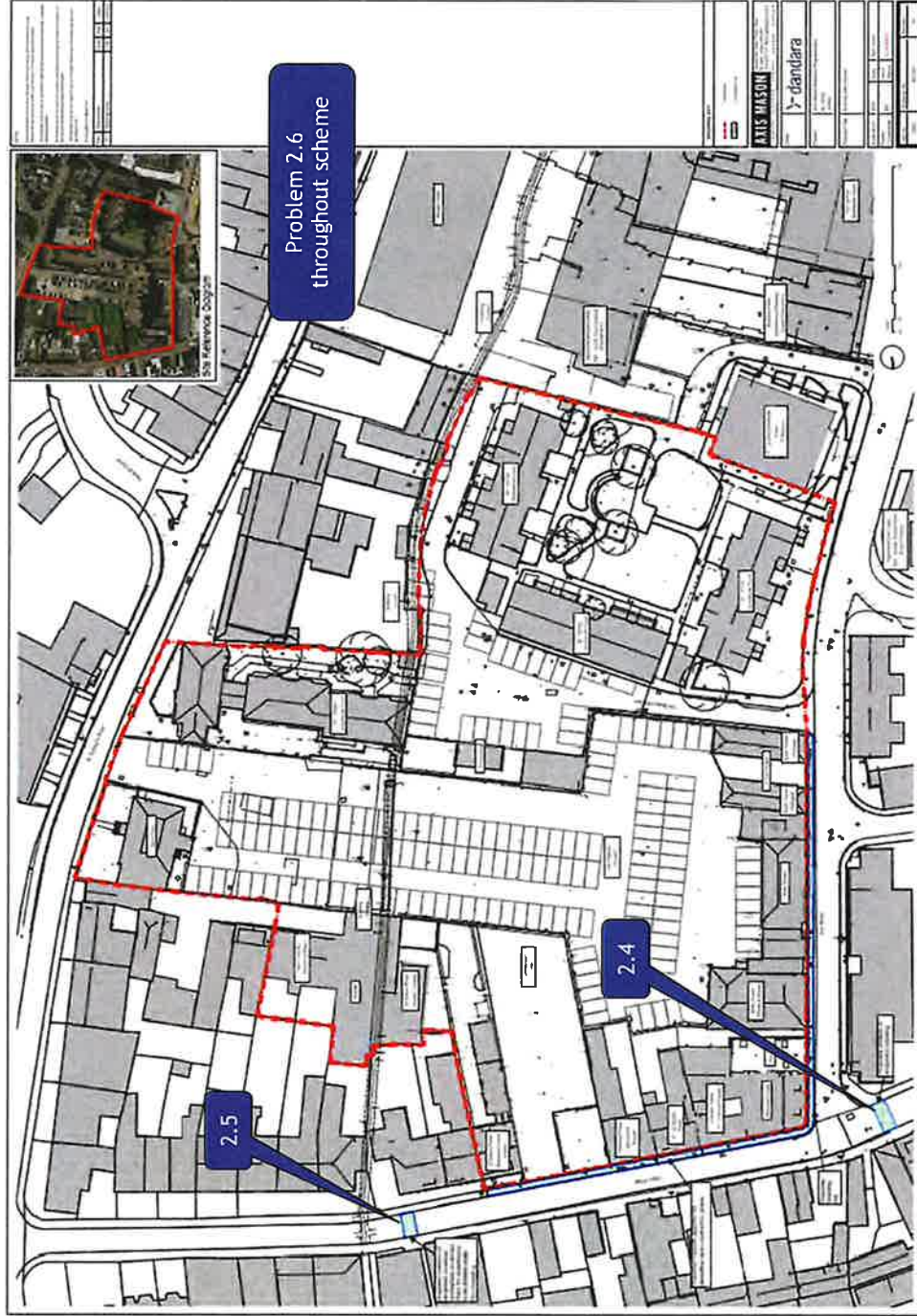
Items Considered by this Road Safety Audit

Document ref.	Rev.	Originator	Title
4293/EX 007	P1	Axis Mason	Existing Site Survey

Additional/background information provided to the Audit Team

- Audit Brief dated October 2023 (Dandara/Axis Mason)

APPENDIX B Location Plan(s)



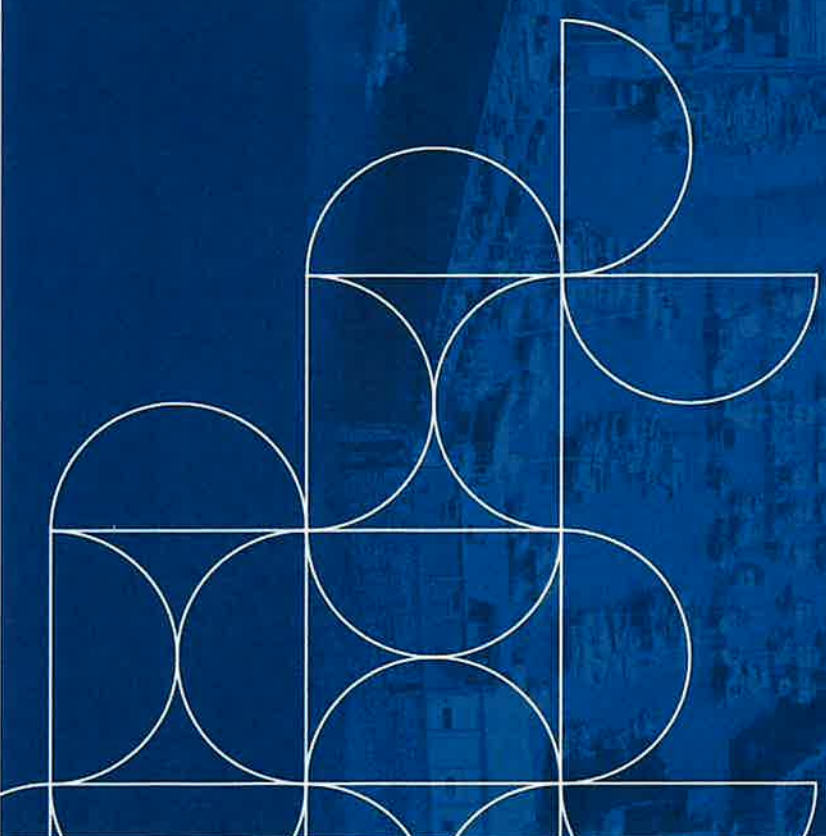
ST
HELIER
HARBOUR
MASTER
PLAN



Ports of Jersey

Parish of St Helier, Roads Committee

January 2024



Overview

- Original application Q1 2023
- Following comments from stakeholders refinements were made to the design
- Focus on pedestrian and cyclist access to Elizabeth Harbour
- Traffic modelling was reviewed with the updated design – same outputs
- The planning submission was updated in November 2023
- Planning Committee is expected in February/March 2024
- The team are continuing to engage with stakeholders, including Government, port operators and residents

Highway Access

Original Planning Submission



To / From Drop-Off / Pick Up /
Coaches / Taxis

Segregation of HGVs from cars / pedestrians / cyclists

- HGVs inbound and outbound use La Route du Port Elizabeth south of roundabout (vessels and distribution centres)
- Outbound passenger vehicles access via new separate slip lane off roundabout / Rue de L'Etai
- Inbound passenger vehicles use new exit onto La Route du Port Elizabeth towards St Helier
- Outbound drop-off and via new access off roundabout / Rue de L'Etai
- Inbound pick-ups exit onto Rue de L'Etai
- Dedicated pedestrian and cycle corridor to ferry terminal from La Route du Port Elizabeth and along marina frontage
- Designed in accordance with DMRB (highways) and LTN 1/20 (footway / cycleway)
- Swept paths for all vehicles checked and reviewed
- Input received from independent Road Safety Auditors

Highway Access

Concerns and Feedback

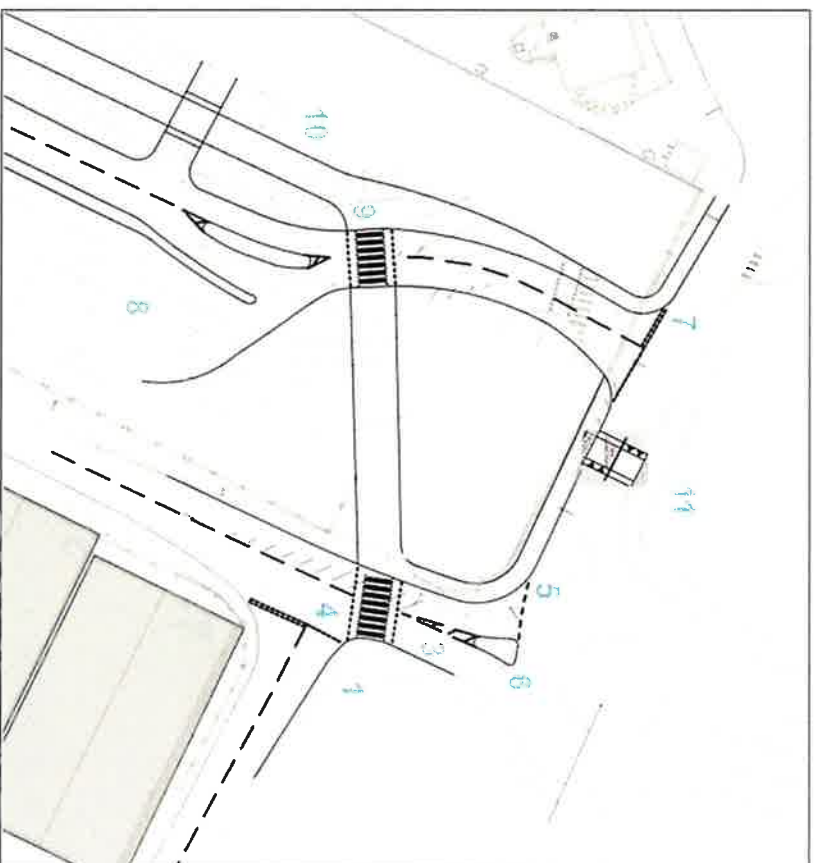


General comments included

1. Concern as to whether the arrangements will accommodate the increases in freight movements noted within the Harbour Masterplan
2. I&E preference being for access to be via an additional arm off the roundabout
3. Concern over the loss of the footway along the south of Rue de l'Étau, preference being to retain it
4. Concern over the positioning of the terminal exit opposite the existing car park exit, preference being a staggered arrangement
5. Concern over the location of the crossing to the south of the roundabout given this could be blocked by vehicles waiting at the roundabout entry
6. Concern over potential responsibility for maintenance of a signalised crossing south of the roundabout within Ports of Jersey land
7. Concern over the indirect nature of the non-motorised user route between the terminal and St Helier, preference being for this to take a more direct route through the site

Highway Access

Updated proposal (general layout)

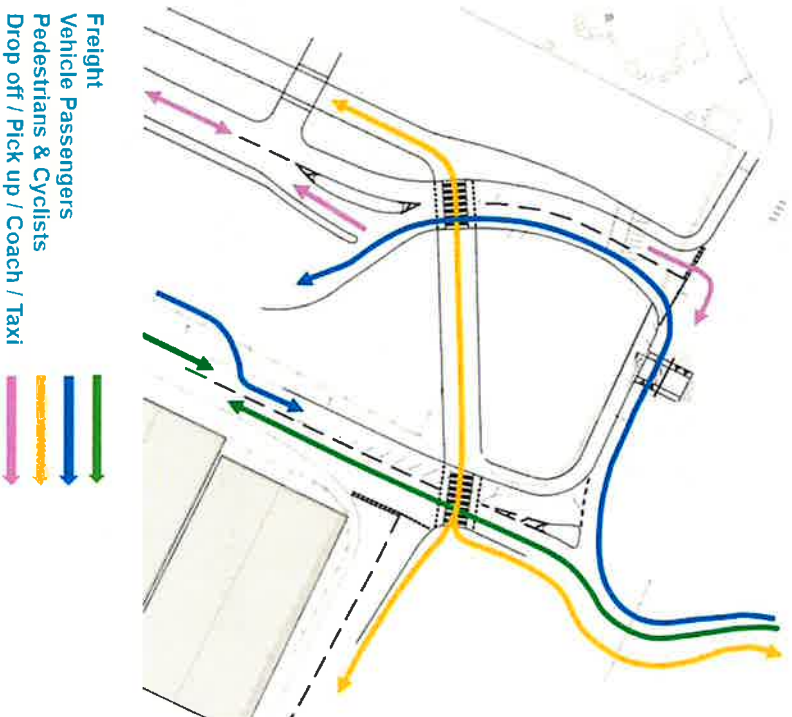


Amendments to address comments

1. Albert Pier bellmouth and northern kerblines amended to provide additional footway width at crossing location
2. Off slip on Rue de L'Etai removed to maintain footway along south of Rue de L'Etai
3. Crossing of La Route du Port Elizabeth relocated south to prevent blocking of crossing by HGV's
4. Crossing amended to zebra to avoid maintenance concerns (now a parallel crossing)
5. Southern kerblines of Rue de L'Etai amended to push northbound roundabout give way line north to straighten revised crossing
6. Splitter island on northbound entry to roundabout reduced in size to shorten length of revised crossing
7. Terminal access pushed east to provide stagger to car park exit
8. Passenger vehicle lanes reduced as far as practicable to provide more direct route towards Maritime House
9. Crossing of internal terminal access road amended to single crossing and pushed south to improve visibility and provide more direct route towards Maritime House (now a parallel crossing)
10. NMU route to terminal moved east to provide more direct route to Maritime House and space for landscaping
11. Can incorporate Parish safety proposals for Rue de L'Etai

Highway Access

Updated proposal – operation

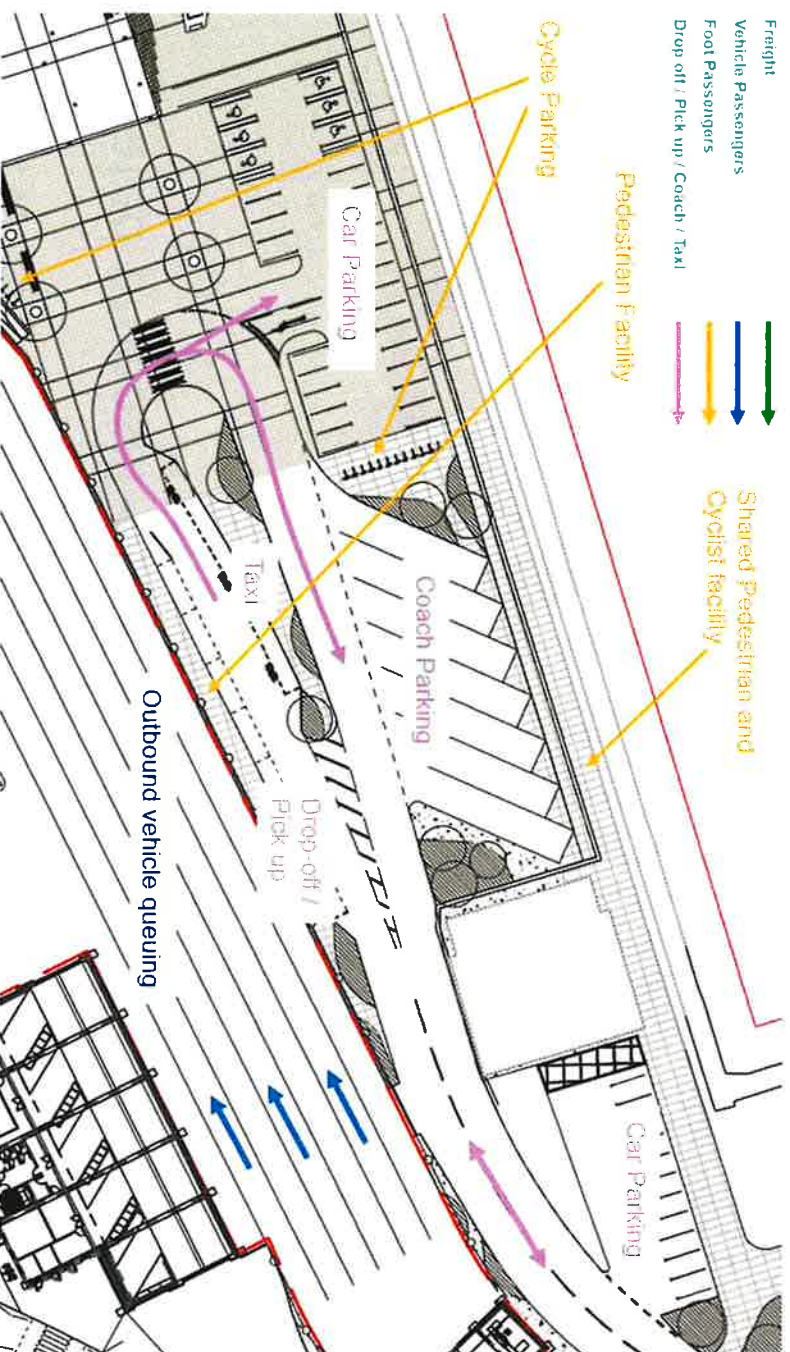


Retains previous segregation of HGVs from cars / pedestrians / cyclists

- HGVs inbound and outbound use La Route du Port Elizabeth south of roundabout (vessels and distribution centres)
- Outbound passenger vehicles access via Rue de l'Étau
- Inbound passenger vehicles use new exit onto La Route du Port Elizabeth
- Outbound drop-off access via Rue de l'Étau
- Inbound pick-ups exit onto Rue de l'Étau
- Dedicated pedestrian and cyclist corridor to ferry terminal from La Route du Port Elizabeth / Albert Pier / Maritime House
- Designed in accordance with DMRB (highways) and LTN 1/20 (footway / cycleway)
- Swept paths for all vehicles checked and reviewed
- Independent Road Safety Auditor deems arrangement safe and appropriate

Terminal Frontage

Original Planning Submission

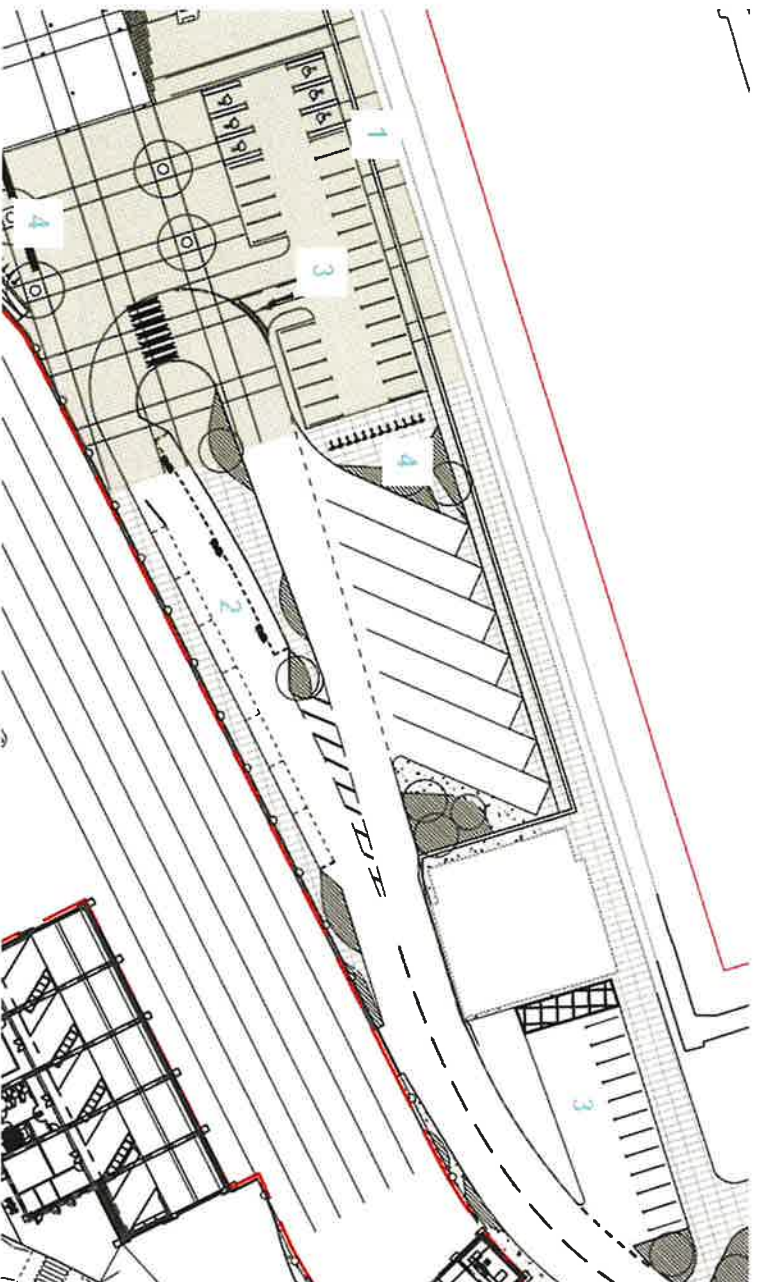


Segregation of vehicle and foot passengers

- Outbound vehicle passengers pass through check in and security to queueing lanes
- Outbound / inbound passenger foots can arrive at drop-off / pick up, taxi, coach
- Dedicated pedestrian and cycle corridor to ferry terminal along marina frontage from car parks, coach and drop off / pick up areas
- Crossing facility provided to taxis
- Swept paths for all vehicles checked and reviewed

Terminal Frontage

Concerns and Feedback

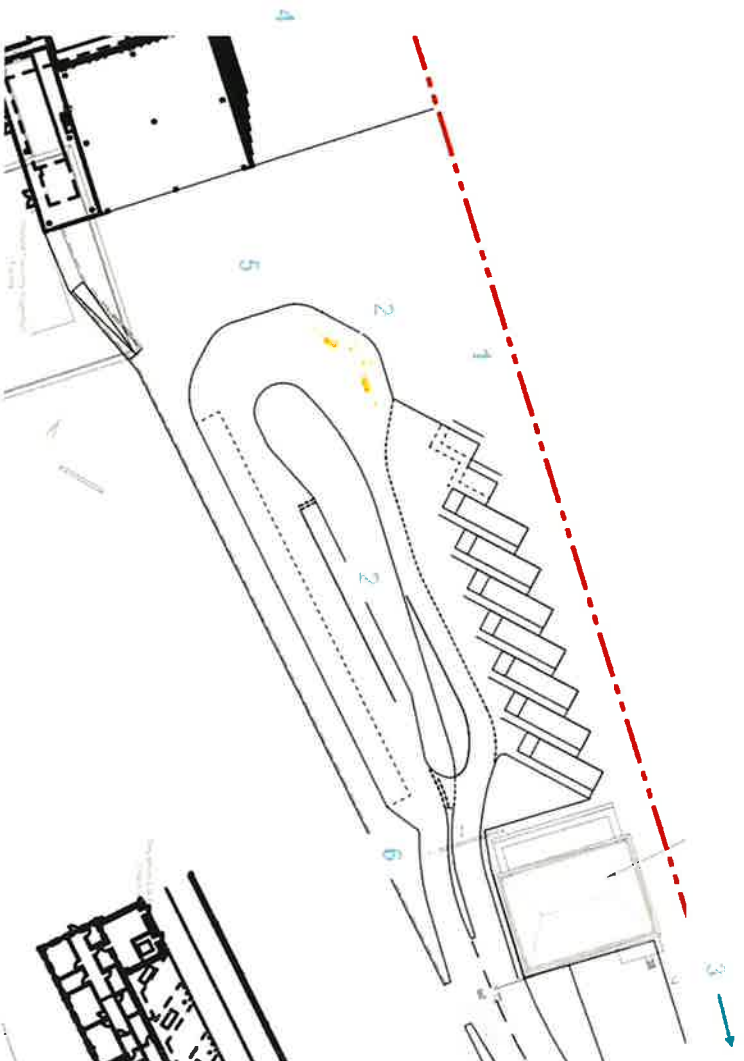


General comments included

1. Concern over indirect non-motorised user route due to retaining wall
2. Concern over potential for passengers accessing taxis from carriageway
3. Concern over levels of parking provision
4. Concern over location of cycle parking
5. Quantums of all of the above
6. Need to consider counter terrorism measures (eg hostile vehicle mitigation on approach to terminal building and public realm areas)

Terminal Frontage

Updated proposal (general layout)

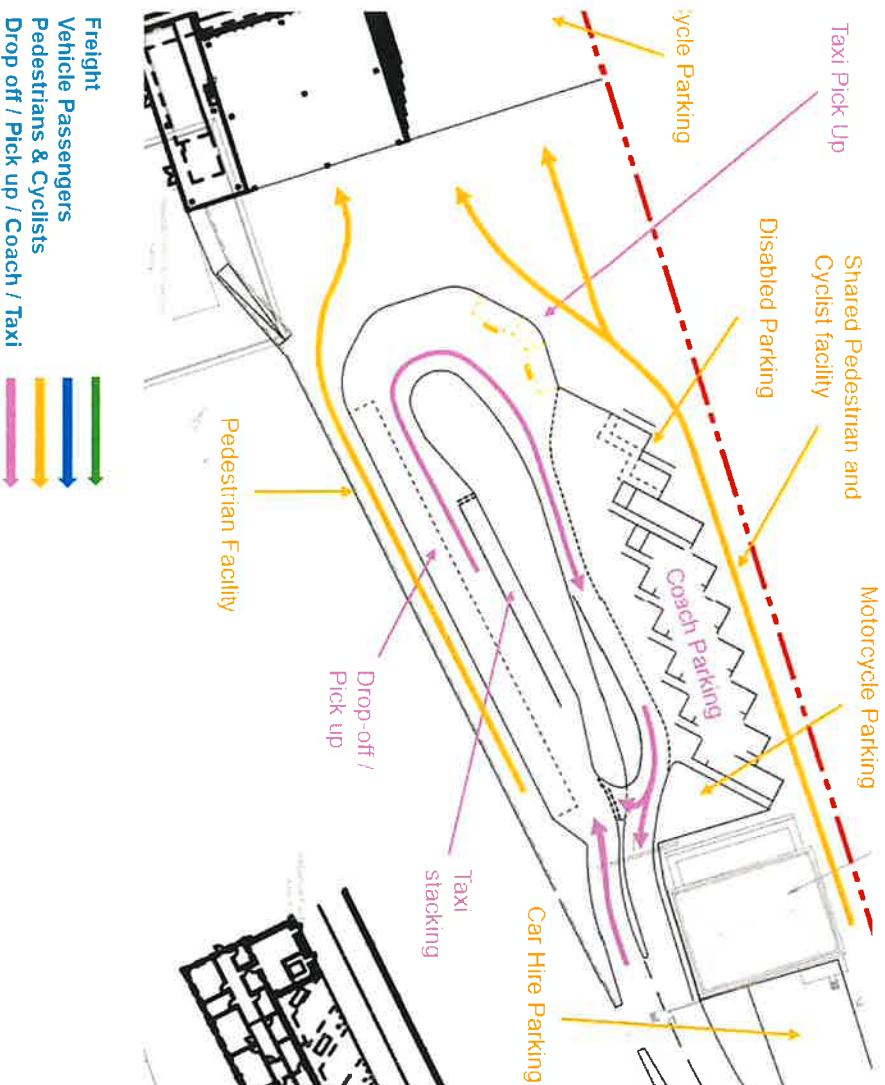


Amendments to address comments

1. Retaining wall removed following discussion around FRA / levels and emergency routes
2. Taxi pick up relocated and a separate taxi waiting area defined
3. Parking provided away from terminal frontage alongside revised access
4. Cycle parking relocated to public realm area
5. Parking located away from terminal frontage
6. Hostile vehicle mitigation introduced on approach

Terminal Frontage

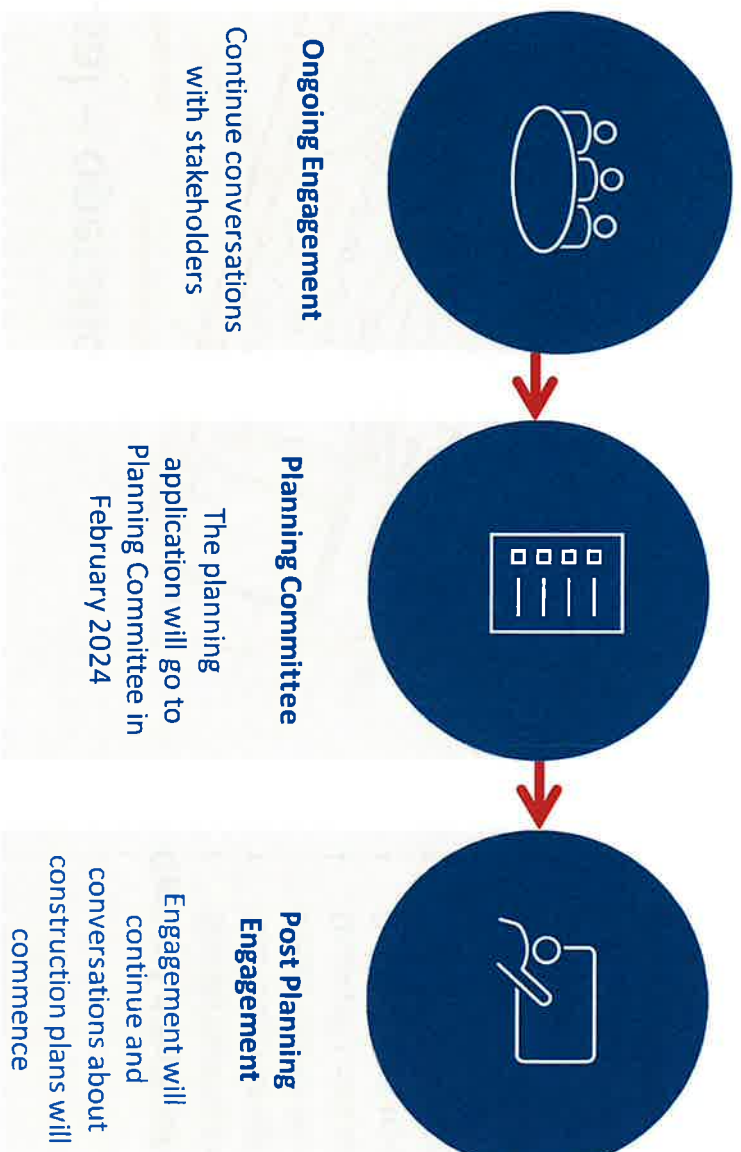
Updated proposal – operation



General details of provision

- Shared facility along marina frontage approx. 5m wide
- Two taxi pick-up bays at turning loop on pedestrian desire line to shared facility
- Drop off / pick up separate from coach bays
- Drop off pick up lane an accessible width
- Two defined disabled bays provided
- Taxi stacking provided away from pedestrian desire line and central island landscaped to prevent use for pick ups
- Turn around gap provided for vehicle recirculation (eg taxis to stacking area)
- Parking provided away from terminal frontage (alongside revised access)
- Cycle parking at end of shared facility in public realm area or adjacent terminal
- Frontage to be actively managed

Next Steps



ST
HELLIER
HARBOUR
MASTER
PLAN

Thank you



ST
HELLIER
HARBOUR
MASTER
PLAN



RATES ASSEMBLY APPROVAL (02.08.23)
PROPOSED ROADS PROJECT AND MAINTENANCE

Version: 2.4
Date: 10.01.24

A. ROAD WORKS MAINTENANCE/RESURFACING WORK

Priority	Brief detail	Indicative Cost	Area	Lin/m	Update
1	Road works mat., Road Markings, Tarmac repairs & fountain maint, etc.	116,000	Essential maintenance		Used as and when required
3	Cleveland Road 2nd Phase (Carriageway and Footpaths) 110m 2005	60,000	685	110 l/m	Commence on site on 12/02 3.5wks)
4	Peter Street (Carriageway Only) 1985	30,000	500	102 l/m	Commence on site on Jan & Feb slots
5	Westmount Road, Tower Rd, Seale St and Charles St patch	25,000			Westmount rd & Tower rd on 22/01, other to follow
Sub total:		231,000			Rates Assembly approved budget: 231,000

RESERVE LIST

1	Charles Street 160m (Carriageway and Footpaths) 2002	85,000	665	160 l/m	(Postponed to 2024/25, due to funding)
2	Seale Street	34,000	500	128 l/m	
3	Duhamel Street (Carriageway and Footpaths) 1990	16000	350	61 l/m	
4	Minden Street	35,000	764	95 l/m	
5	Aquila Road	85,000	2,639	311 l/m	

B. ROAD WORKS IMPROVEMENTS

Priority **Brief detail**

B. Road works Improvements; have been assessed against the criteria objectives which dictates the order of priority.

Priority	Brief detail	Indicative Cost	Score	Criteria	Update
1	Allowance for Road Safety Assessments	15,000			Used as necessary for H&S
2	La Pouquelaye School crossing point	35,000	38	1,2,4,5,6,8,9,10	This project was completed in September 2023
3	Halkett Street (Rue Ivy Forster) Precinct paving	350,000	33	1,2,3,6,7,8,10	Brenwal appointed - due on site 3rd wk Jan
4	Vallee Des Vaux Traffic Calming (Phase 1)	100,000	16	3,4,5,6,8,9	Due to be undertaken in February 2024
5	Neighbourhood Improvement areas	30,000	21	3,4,5,6,8,10	Out to tender for professional fees in January 24
Sub total :		530,000			Rates Assembly approved budget: 530,000

RESERVE LIST

1	Highview Lane Road improvement	50,000	29	1,2,5,8,9	(Postponed to 2024/25, due to funding)
2	Barbizon, La Pouquelaye - Road improvement line (£ 50k)	50,000	29	1,3,4,5,6,10	(Postponed to 2024/25, due to funding)
3	La Pouquelaye footpath widening, prog (2 yrs) (£50k) (5,6,8)	50,000	24	1,3,5,6,8	(Postponed to 2024/25, due to funding)
4	Vallee Des Vaux Traffic Calming (Phase 2)	80,000	16	3,4,5,6,8,9	(subject to Phase 1)
5	Seaton Place planter & Paving (£ 1.5k funded from R&M)	35,000	11	3,4,7,8,10	(Postponed to 2024/25, due to funding)
6	Old St Johns Road traffic calming humps (£ 12.5k) (1,5,7)	12,500	7		Review if access to premises designations does not work
7	les Chenes creation of footpath (£ 10k) (3,5)	10,000	15		Planning permission not possible as listed, repairs only
8	La Pouquelaye footpath widening, prog (2 yrs) (£50k) (5,6,8)	50,000	9		No funding and would require traffic assessments and study
9	Don Street Regeneration (£ 150k) (5,7,9)	30,000	9		£ 30k POA in place to replace tarmac footpath with granite
10	Hope Street investigation RSA etc. (£ 20k) (6,9)	20,000	4		Traffic Engineer ass. Req'd study could be undertaken initially
11	Rue De L'Etau Improvement scheme (£ 80k) (3,4,5,6)	80,000	17		Speed humps delivered by JDC and improved lighting
12	Claremont Road Traffic Calming (£ 15k) (1,5,6)	15,000	4		This forms part of the works being undertaken by IHE



PARISH OF ST HELIER INFRASTRUCTURE

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

Roads Committee Code of Conduct & Function

Page 1 of 17

Policy ref:	Roads Committee: Code of Conduct and function		
Version:	3.1	Status:	Updated
Effective date:	10 January 2023	Application:	Roads Committee
Review date:	January 2026	Author:	Silvio Alves, Head of Infrastructure

Contents

1.0	Policy statement:	1
2.0	Policy provision:	1
2.1	About the Roads Committee:	1
2.2	Roads Committee meetings:	2
2.3	Roads Committee decisions:	2
2.4	Roads Committee Oath of Office:	2
2.5	The Roads Committee remit:	3
3.0	Laws and regulations covering Committee's remit:	3
4.0	Training	4
4.1	Data Protection Law:	4
4.2	Freedom of Information:	5
4.3	Discrimination:	5
4.4	Register of Conflict of Interest:	5
4.5	Register of hospitality and gifts:	5
5.0	Parish Roads Committee meetings	5
5.1	Meeting format	5
5.2	Requests and adding Agenda items	6
5.3	Roads Committee Policies.....	6
5.4	Role of Parish Officers;	6
5.5	Emails, ID Badges and paperless.....	7
5.6	Use of Social Networking on websites.	7
6.0	Code of Conduct for Members of the Roads Committee:	8
7.0	Appendix 1; Loi (1914) sur la Voirie	10
8.0	Appendix 2: Policy RC14, Register of Interests	15
9.0	Appendix 3: Policy RC12, Protocols for Roads Committee meetings	17

1.0 Policy statement:

The Roads Committee (*Comité des Chemins*) is elected to administer the by-roads.

The **Parish Roads Committee**, as the Highway Authority, assesses and identifies opportunities, and promotes best practice across Parish by-roads to achieve effective road safety.

The Roads Committee plans and implements interventions to improve road safety and public realm, meeting the key objective of the Parish in making St Helier a vibrant, safe, engaging, and attractive Parish where people choose to live, work and visit.

2.0 Policy provision:

2.1 **About the Roads Committee:**

The Roads Committee (*Comité des Chemins*) is elected to administer the by-roads.

Five members of the Roads Committee are appointed by the Parish Assembly for a 3-year term in accordance with the *Loi (1914) sur la Voirie* (**jerseylaw**). (See Appendix 1.)

The Roads Committee comprises:

The Connétable (Chairperson)
The Rector of St Helier
Five Principals of the Parish of St Helier



The Connétable convenes and chairs the Roads Committee whenever necessary or when required by any member thereof and must give notice of each topic for the meeting.

2.2 Roads Committee meetings:

Meetings are held monthly (usually on a Wednesday), and the agenda and reports are issued approximately one week before the Roads Committee meeting to give members time to read and consider the paperwork's contents.

Committee members who are not able to attend a meeting are to notify the Parish Secretary as soon as possible. Members must try their best to attend all Committee meetings to consider agenda items, as decisions will be made which will mean that the absent member will lose an opportunity to contribute to the discussion and vote.

For the Roads Committee meeting to be quorum, the meeting must as a minimum comprise:

4 members plus the *Chairperson

*The Connétable is required to attend and be chairperson at all Roads Committee meetings - or the senior Procureur du Bien Public in the Connétable's absence.

If a meeting is not quorate, then that meeting can be cancelled/postponed as no decisions can be made.

2.3 Roads Committee decisions:

The Roads Committee will be provided with information to enable discussion and for a decision to be made. If there is information that the Committee feels they require before determining, then the matter can be deferred to a future Roads Committee meeting to give time for the additional information to be gathered.

The Committee will often be asked for a decision 'in principle' to provide officers with a steer and allow further work on the matter to be undertaken; for example, public consultation exercise or further technical information. 'In principle' decisions will return to the Roads Committee once further information has been obtained for final decision.

Democratic decision:

Roads Committee decisions are made by a show of hands, although there will be times when not all members will agree with the decision even though it was made democratically. Members must respect the decision as a member of the Roads Committee - although on a personal level they can disagree with the decision and, if commenting, this must be kept at a personal level and not said on behalf of the Roads Committee.

Previous decisions:

Previous decisions of the Roads Committee may not have been supported by all Roads Committee members; however, the decision should be honoured. The decision can be reviewed for reconsideration if there is a significant material change or change of circumstances that would have impacted on the decision made at the time. The Annual Rates Assembly should not be seen by Committee Members as a way to override previous Committee decisions to which a member did not agree.

2.4 Roads Committee Oath of Office:

You swear and promise before God that you will well and faithfully fulfil the office of member of the Roads Committee for the Parish of St Helier, and that you will discharge generally all the duties appertaining to the said Office.

Please note: Duties will commence from the day that members take their Oath in Court.



The **Parish Roads Committee**, as the Highway Authority, assesses and identifies opportunities, and promotes best practice across Parish by-roads to achieve effective road safety.

- Support the key objective of the Parish, which is to make **St Helier a vibrant, safe, engaging and attractive Parish where people choose to live, work and visit.**
- Promoting road safety is the principal aim of the Parish Roads Committee.
- Determine requests and proposals in an informed, impartial and consistent professional manner to meet the Parish Roads Committee principal aim and policies.
- Explore opportunities to enhance the public realm provision and improve the Town Centre in consultation.

- 2.5.1 As statutory Consultees, review Planning applications that impact on Parish by-roads in a consistent manner.
- 2.5.2 Work collaboratively and professionally with Government departments and other external and internal stakeholders for the betterment of St Helier roads.
- 2.5.3 Taking advice, consider changes which may be necessary to the Road Traffic Order.
- 2.5.4 Consider recommendations for acquisition or disposal of Parish land and property for the benefit of improving road safety and the public realm, which will need to be approved by the Parish Assembly.
- 2.5.5 Advise and assist the Connétable with “naming of roads” which will need to be approved by the Parish Assembly.
- 2.5.6 Participate in the yearly ‘Visite du Branchage’ and ‘Visite du Branchage et Chemins’.
- 2.5.7 Participate in the Visite Royale (every six years) where necessary.
- 2.5.8 Statutory law: the Roads Committee is responsible for the maintenance of Parish by-roads.

Loi (1914) Sur La Voirie

- | | |
|------------|--|
| Article 2 | To supervise the repair and upkeep of by-roads and to control the work. |
| Article 10 | To be responsible for costs of road works and submit accounts for Parish Assembly. |
| Article 12 | To inspect all by-roads in September each year (Visite des Chemins). |
| Article 13 | To arrange for places along the by-roads for stationing of rubbish carts. |
| Article 15 | To erect boundary stones to distinguish the Parish boundary with another Parish. |
| Article 42 | To carry out a Visite du Branchage twice a year & Visite Royale every six years. |

Article 2 To apply to the Royal Court for an order authorising the extinguishment of a road.

Article 1 Administration of specific road works for the purpose of Article 6 of the Road Works and Events (Jersey) Law 2016.



Road Works and Events (Jersey) Law 2016

- Part 2 General duty of highway authority in relation to road management.
- Part 3 Administration of Road Works Permits.
- Part 4 Administration of embargoed undertaker works following substantial highway authority works.
- Part 9 Enforcement powers of relevant highway authority.

Road Works (Permit Fees) (Jersey) Order 2018

- Articles 2&3 Administration of any works on the highway and charging for such works.

Road Works (Embargo Periods and Protected Roads) (Jersey) Regulations 2017

- Article 2 To restrict the breaking up by statutory undertakers of roads recently closed or re-resurfaced.

Roads Administration (Jersey) Law 1960

- Article 3 Power to acquire land for the purposes of road construction and improvement.
- Article 4 Power to prevent obstruction to view at corners or bends.

Highways (Jersey) Law 1956

- Article 4 Power to grant licences to authorise persons to place anything below, on or above a highway.
- Article 5 Power to remove anything which has been placed on the highway in contravention of this law.
- Article 5a Responsibility to remove any debris deposited below, on or above a highway in consequence of any accident, and power to recover the expenses reasonably incurred as a civil debt.
- Article 6 To administer any delegated function of the Minister of Department for Infrastructure.

Highway Encroachment (Jersey) Regulations 1957

- Article 2 Power to direct that Regulation 1 (permitted encroachments over highways) shall not apply if a projection is so placed as to hinder the effective carrying out of any functions of a highway authority.
- Article 3 Power to place on any carriageway, raised paving or other material. Also placement of pillars, rails or other fences for the purpose of protecting pedestrians.

Planning and Building (Jersey) Law 2002

- Article 14 Responsibility to comment on Planning applications where the development involves the creation of a new means of access or enlargement of an existing means of access to a road or where problems might occur.

4.0 Training

Training will be provided on the following:

- Data protection
- Freedom of Information
- Discrimination
- Use of email and electronic devices

4.1 Data Protection Law:

Data Protection Law is in place to help ensure that when it comes to personal data, Roads Committee Members are aware of their and the Parish's obligations when entrusted with personal information and know how to look after it correctly.

Data protection regulation's primary purpose is to recognise that privacy is a fundamental human right that is currently under growing threat. To understand members' obligations under the Data Protection (Jersey) Law 2018, training will be provided.



4.2 Freedom of Information:

Jersey introduced a Freedom of Information (FOI) law which came into force in January 2015. The Parish is subject to FOI requests which give members of the public the right to access information held by public authorities. Under FOI everyone has equal rights to access this information.

As part of our duties under the Law, the Parish may need to disclose information about the decisions that Committee makes or any other reasonable request in accordance with the requirements of the FOI.

For further details on FOI, please refer to:

<https://www.gov.je/Government/FreedomOfInformation/Pages/WhatFreedomInformation.aspx>

4.3 Discrimination:

This Code of Conduct applies to conflicts of interest only where an independent third party might reasonably take the view that there is a real risk that the impartiality of the individual's judgement or course of action might be affected by the conflicting interest.

4.4 Register of Conflict of Interest:

Members have an obligation to declare their interests in the Register of Members' Interests. These may not necessarily be financial interests.

Elected members should base their conduct on a consideration of the public interest, avoid conflict between personal interest and the public interest and resolve any conflict between the two, at once, and in favour of the public interest.

Members must disclose to the Chairman if they feel that they cannot participate in a decision due to 'Conflict of Interest', which the Chairman must register and which must be recorded in the minutes of the Roads Committee on the particular subject that the member feels conflicted.

A member who has declared a personal and prejudicial interest must take no part in any discussion on the matter and in the making of any decision at a Committee meeting and must withdraw from the meeting.

Members must review and declare their interests as per **Policy RC14: Register of Interests** (see Appendix 2).

4.5 Register of hospitality and gifts:

Members must not accept any gifts or hospitality which might, or might reasonably appear to, compromise their personal judgement or integrity or place themselves under an improper obligation.

Members must disclose to the Chairman any hospitality and gifts that are provided which must be recorded, these items must be listed in a register which will have the following headings (please see example):

Members must review and register interest as per **Policy RC14: Register of Interests** (see Appendix 2).

5.0 Parish Roads Committee meetings

5.1 Meeting format

Members are to familiarise themselves with Policy RC12: Protocols for Roads Committee meetings (see Appendix 3).

Members to be aware that the Roads Committee meeting is in two parts:



- **"A" Agenda** is an open meeting where members of the public and the media can attend to listen to the deliberation of the Committee; however, those attending are not permitted to participate in the discussions unless agreed by the Chairperson.
- **"B" Agenda** is a closed meeting and is necessary to discuss items that are not ready for public release or of commercial sensitivity. It is at the discretion of the Connétable to agree if an agenda item is to go on the "B" Agenda. As a rule, very few items go onto the "B" Agenda.

Committee members must not under any circumstances share reports and discussions relating to items heard on the **"B" Agenda**.

Reports that are supplied for the Roads Committee meeting are to be reviewed prior to the Roads Committee meeting.

Only Agenda items are to be discussed as the agenda and reports are issued and advertised providing interested and affected members of the public an opportunity to attend and listen to Committee deliberate the matter.

5.2 Requests and adding Agenda items

Impartiality: *Members must be impartial and consistent in the performance of their duties; members are representing the Roads Committee as a whole body and must not therefore make any commitments/promises when meeting the public individually.*

1. If Committee members are approached individually for requests/issues, the Committee member should not make any commitment and/or promises on behalf of the Roads Committee without the matter first being discussed and considered by the Roads Committee.
2. Requests are to be considered at Roads Committee meetings and are to be on the agenda. Committee members can request for an item to be placed on a future agenda at the monthly Roads Committee meeting under agenda item "Lodging items for the forthcoming Roads Committee meeting".
3. In March/April, the Roads Committee agrees the preliminary Roads programme which is set by priority based on scoring and advice from Officers. The Roads Committee can request for other roads to be considered which will all be subject to available funding following the July Rates Assembly.
4. Once the Roads Programme is set, any new item of work requested or approved will require the Committee to delay other approved and planned work due to funding and resource availability or planned for a future financial year.

5.3 Roads Committee Policies

Policies that are in place and agreed are to be applied consistently across all requests and will be applied by Parish Officers. Wherever possible the Parish will follow Government policies to promote joined government.

Where there is to be a deviation from the set policy, the Committee will be required to provide clear and concise justification for the deviation which is to be recorded in the Parish Roads Committee minutes. The deviation will be accepted with a majority vote of the Roads Committee. Deviating from Policy has a risk of setting precedents and causing confusion as to what is acceptable. The Roads Committee must be fair and consistent with their decisions.

5.4 Role of Parish Officers;

The Parish of St Helier's Infrastructure department is a small team responsible for the delivery of the approved roads programme as well as the Parish property programme, dealing with Parish-related road and property matters.



- The Parish of St Helier's Infrastructure Department is here to provide the Roads Committee with technical advice as and when they can.
- The team prepares the agenda, reports for the Road Committee meetings, and the Officers provide the Roads Committee with advice so that informed decisions can be made and will action the decisions made.

The Infrastructure department can be contacted at infrastructure@sthelie.je if you should have any questions or concerns.

5.5 **Emails, ID Badges and paperless**

1. **Email addresses:** All Roads Committee members will be issued with a Parish email address, which is to be used for Roads Committee matters.
2. **ID badges:** ID badges will not be issued, as Committee members should be reporting any issues to Parish officers rather than dealing with the issue themselves for insurance purposes.
3. **Paperless:** The Parish Assembly signed up to the Climate Emergency on 27 March 2019, and the Parish is therefore committed to achieving as close to Carbon Neutral status as possible. Simple things like reducing the amount of printing and posting of Roads Committee paperwork will go towards reducing the amount of carbon used and introduce efficiencies.

The Parish will be moving to paperless meetings in the very near future, meaning that all agendas and meeting paperwork will be issued electronically only to members. Only a minimal number of hard copies will be available on the Roads Committee meeting day for members of the public. Members will be provided with training as we move to paperless and those who do not have a digital device for viewing paperwork will be provided with one to use exclusively for Roads Committee meetings.

5.6 **Use of Social Networking on websites.**

1. The Parish recognises that members use the internet for personal purposes and that many members participate in social networking on websites such as Facebook, Twitter, MySpace, Bebo, Friendster, etc. This section outlines the responsibilities of members using the internet to access social media websites.
2. Members to be aware that anything which has been posted on the networking sites about you may be seen by Parish customers, colleagues, other interested departments, Parish staff and news agencies and could cause others to question or worry about your professionalism in your duty as a Committee member.
3. Members must also be security conscious and should take steps to protect themselves from identity theft, for example by restricting the amount of personal information given out. Social networking websites allow people to post detailed personal information such as date of birth, place of birth, etc which can form the basis of security questions and passwords.
4. The Parish respects members' rights to a private life. However, the Parish must also ensure that confidentiality and its reputation are protected, and therefore members using social networking websites are required to:
 - a) Be aware that social networking websites are a public forum. Members should not assume that their entries on any website will remain private.
 - b) Refrain from identifying themselves as representing the Parish of St Helier.
 - c) Ensure that they do not conduct themselves in a way that is detrimental to the Parish.
 - d) Take care not to allow their interaction on these websites to damage working relationships between members of staff, Committee members and customers of the Parish.



- ## **6.0 Code of Conduct for Members of the Roads Committee:**

- Members must not accept any gifts or hospitality which might, or might reasonably appear to, compromise their personal judgement or integrity, or place themselves under an improper obligation.



9. **Professionalism:** Members should play a full and active role in the work of the Committee. Members are to always undertake duties responsibly and act in good faith and in the best interests of the public.

Members should respect the principle of collective decision-making and corporate responsibility. This means that once the Committee has made a decision members should accept and support the decision, even if they did not agree with the decision.

10. **Attendance and performance:** members are required to attend all Roads Committee meetings; where they are unable to attend it is vital that they inform the Parish Secretary as their absence may mean that the meeting is unable to go ahead due to not being quorate.
11. **Lobbying and access to Roads Committee members:** If a member is lobbied on matters such as Planning applications, and the member will have a role in the Committee decision on that matter, the member must make it clear that they are in no position to lend support for or against any such application.

If members do meet members of the public, they must avoid expressing an opinion which may be taken as indicating that they have already made up their minds on an issue before they have the benefit of all the evidence and arguments.

Members should never indicate the likely decision by Committee or otherwise commit the Authority. Members should make it clear that they will only be able to make a final decision after having heard all the relevant evidence at the Roads Committee meeting. The report may contain issues previously unknown to the members. Also, further aspects affecting the decision can arise during the discussion or through public speaking rights at the meeting, which were not previously evident.

Where a member receives written representations, documents, or other information directly in relation to a matter under consideration, or a prospective issue, a copy of the correspondence, documents or information should be passed to the Parish's Infrastructure department in order that they can investigate and circulate the information to all members of the Committee. When this is not possible due to timescales the member should present the representations, documents and information at the Roads Committee Meeting.

Where a member sitting on Roads Committee, which would determine any proposal once it is submitted, decides to participate in a community engagement exercise and has expressed a particular viewpoint which could be seen as prejudicial or having formed a view, the member must declare the interest and leave the room whilst the request is determined unless they decide to make representations to the Roads Committee under the normal public speaking arrangements. This involvement should also be minuted.



7.0 Appendix 1; Loi (1914) sur la Voirie

<https://www.jerseylaw.je/laws/unofficialconsolidated/Pages/25.950.aspx>

This is a translation of the
Loi (1914) sur la Voirie
(Chapter 25.950)

as in force on the revision date of 15 Jun 2018

This is not an authoritative translation of the Law. Whilst it is believed to be correct, no warranty is given that it is free of errors or omissions or that it is an accurate translation of the French text. Accordingly, no liability is accepted for any loss arising from its use.

Law (1914) on the public roads

WHEREAS it is necessary to make several amendments to the Law on Public Roads, passed by the States on the 13th day of March 1874, and confirmed by Order of Her Majesty in Council in the year 1874, the 7th day of July;

THE STATES have decided to repeal the said Law, and to substitute therefor the following Law, subject to the sanction of His Most Excellent Majesty in Council, to come into force on the 1st January following its promulgation.

- 1** (1) The States shall be charged with the direct administration of the main roads and shall meet all costs of construction, maintenance and other expenses.
(2) The by-roads shall remain, as previously, under the administration of the different parishes.
(3) The following shall be classified as main roads –
 - (a) the public roads mentioned in the lists approved by the States on 15th March 1934, 6th February 1936, and 20th May 1937; and
 - (b) any other public road which shall be classified as a main road by the States.
- (4) All other roads shall be classified as by-roads.
- 1A** The Minister for Infrastructure is authorised to take all necessary measures for the proper maintenance of the main roads.
- 2** A Roads Committee shall be established in each parish to superintend the repair and maintenance of the by-roads, to direct the planning and execution of the work, and to ensure compliance with this Law in all respects as hereinafter more fully provided.
- 3** Insofar as the Parish of St Helier is concerned, the Roads Committee shall consist of the Connétable of the parish, who shall be its President, the Rector and 5 Principals of the parish. The Connétable and four of the aforementioned persons shall constitute a quorum. In the other parishes, the Committee shall consist of the Connétable of the parish, who shall be its President, the Rector and three Principals resident in the parish. The Connétable, with two of the aforementioned persons, shall constitute a quorum.
- 4** There shall be two Roads Inspectors for each Vingtaine, chosen from eminent inhabitants of the parish irrespective of Vingtaines, whose duty and functions are hereinafter specified.



- 5** The said Principals (members of the Roads Committee) and the said Inspectors shall be chosen for a term of 3 years by an Assembly of the Principals and Officers of their respective parishes, convened for that purpose during the month of December, and they shall commence their duties on 1st January thereafter. Both the members of the said Committee and the Inspectors shall take oath before the Royal Court well and faithfully to discharge the duties of their office. They shall be required to present themselves to the Royal Court on receipt of a notice to this effect from the Connétable of the parish. Any such person who fails to appear, or refuses to take oath, without offering an excuse which the Royal Court considers to be valid, shall be liable to a fine of level 1 on the standard scale. In either case, the Parish Assembly, without delay, shall choose a person to replace him or her. The person so chosen shall also be required to take oath, subject to the same penalties.

The person incurring the said fine shall not, for that reason, be exempt from serving if again chosen after the expiration of 3 years.

Centeniers and Vingteniers shall not, during their terms of office, be permitted to serve as members of the Roads Committee: provided that where a Vingtenier currently in office is chosen as a member of the Roads Committee in pursuance of this Law, he or she shall have the right, when appearing before the Royal Court under this Article, to choose between the said offices of Vingtenier and member of the Roads Committee, following which another person shall be duly elected to fill the office that has become vacant, as the case may be.

- 6** Should a member of the Committee or an Inspector die or leave the parish, another shall be chosen and sworn in his or her stead to complete the term of office of the member he or she replaces. The same shall be the case if a Curator is appointed for a member of the Committee or an Inspector, or if that member or Inspector appoints one or more Attorneys without whom he or she cannot act in relation to his or her estate, movable or immovable.
- 7** Each Connétable shall convene the Roads Committee as often as the need arises, and whenever required to do so by any of those entitled to attend the Committee. The Connétable shall advise each of them of the subject for which the Committee is convened.
- 8** The Roads Inspectors shall superintend works of repair of the by-roads, and they shall see that the directions of the Roads Committee are duly complied with.
- 10** The Assembly of the Principals and Officers of each parish convened for this purpose by the Connétable, shall place at the disposal of the Roads Committee the necessary sums for the repairs and other work on by-roads during the year, and the Roads Committee shall render an account once a year, to the Parish Assembly, of the funds placed at its disposal and of the contributions which have been specially applied to the upkeep of the by-roads.
- 12** Each Roads Committee shall make an annual visit of inspection of the by-roads of its parish in the month of September, and more often if necessary, accompanied by the Inspectors in their respective Vingtainies. The Committee shall indicate the places requiring repairs, the manner in which the work is to be carried out, the materials needed and the proper time for undertaking the work. The Inspectors must comply with the directions of the Committee in all respects.
- 13** Each Roads Committee shall also be responsible for designating places along the by-roads where carts can be left, when necessary, which the Inspectors shall oversee, and if it is not possible to achieve this without going onto a person's property, the owner thereof shall be obliged to consent, being recompensed for any inconvenience suffered, in the manner prescribed by Article 3 of the Roads Administration (Jersey) Law 1960.
- 15** In adjacent parishes having party roads and where it is necessary for roads to be distinguished and marked out, the Roads Committees of such adjacent parishes are authorized and charged to abolish all party roads by mutual consent and, if necessary and



at the same time, to place boundary stones, at joint expense, to distinguish the roads of one parish from those of the other. If necessary, each Committee shall in its parish likewise delineate the roads of adjacent Vingtaines, the Inspectors of such Vingtaines being summoned to be present.

- 16** A book shall be kept in each parish specially for the affairs of the Roads Committee, in which the Connétable shall regularly enter all decisions and orders of the Committee, both as regards the repair of roads and the cutting of foliage, as well as other matters under the Committee's jurisdiction.
- 20A** Each Roads Committee, as well as the Minister for Transport and Technical, shall receive and examine any representations which may be made with regard to matters under the Committee's, or the Minister's, remit and shall, for the information of either, summon the interested person to appear before the Committee or the Minister, as the case may be.
- 22** The Vingtaine de la Ville de St Hélier shall as in the past be divided into 2 Cantons, and 3 Vingteniers shall be chosen and take oath, 2 for the Canton de Haut de la Ville, and 1 for the Canton de Bas of the same Vingtaine, to fulfil the duties of Vingtenier therein, in all respects independently of the duties and functions of the *Vingtenier Militaire* of the said parish.
- 41** (1) At least one week before the first visit in each period specified in paragraph (3), each Connétable shall notify the persons who occupy the houses, lands, and other properties, bordering the public roads in his or her parish –
- (a) that those persons must cut forthwith the overhanging branches growing from their properties along those public roads, in such a way that there remains a height of 12 feet up to the branches, such requirement extending over the entire width of those roads (including their "reliefs"), except over the footpaths where the height to be left free is to be 8 feet;
 - (b) that, in addition, they must remove the branches that have been cut off in accordance with this Article as well as brambles, weeds and all other obstructions and deleterious matter encroaching on the public road; and
 - (c) that, in the case of a failure to comply with these requirements, they shall be liable to an administrative penalty not exceeding £50 for each infringement.
- (2) The Connétables shall at the same time announce the dates fixed for the *branchage* visits in their respective parishes.
- (3) The *branchage* visits shall be carried out in the three-week period starting on 24th June each year and in the three-week period starting on 1st September in each year.
- (4) In the application of paragraphs (1) and (2) –
- (a) a notification and an announcement is to be made by notice in the Jersey Gazette;
 - (b) such a notice –
 - (i) may relate to one or more parishes or all the parishes, and
 - (ii) must be signed, either by the relevant parish Connétables if the notice relates to one or more parishes, or by the Chairman of the Comité des Connétables if the notice relates to all the parishes;
 - (c) the expression 'the houses, lands, and other property, bordering the public roads' includes a house, land, or other property, which borders a public road, even in the case where the property is not situated in the same parish as the public road but in the adjoining parish;



(d) the person who occupies a house, land, or other property, bordering a public road is considered to be –

- (i) in the case of a building that is divided among several persons by virtue of a co-ownership declaration, a reference to the association of co-owners, or
- (ii) in the case of a building that is divided into flats that shareholders of the company that owns the building have a right to occupy, a reference to that company.

- 42** (1) On the days fixed for the *branchage* visits, each Connétable shall visit the roads in his or her parish accompanied by the members of the Roads Committee and the Centeniers.
- (2) The Connétable shall be accompanied in each Vingtaine of the parish either by one or more Vingteniers of the Vingtaine or by one or more other Vingteniers of the parish.
- (3) On the advice of the said members of the Roads Committee and Centeniers, the Connétable shall decide the administrative penalties that each person who has failed to comply with the notice referred to in Article 41 shall incur.
- (4) One of the Vingteniers shall have the duty –
- (a) to enforce the said administrative penalties in respect of the said persons;
 - (b) to serve on each of the said persons a written order from the Connétable specifying which branches, obstacle or other deleterious matter must be removed; and
 - (c) to notify each of the said persons that they have eight days in which to remove, as the case requires, the branches, obstacle or other deleterious matter.
- 43** (1) An administrative penalty referred to in Article 42 that is not paid shall be recoverable by the Connétable as a civil debt.
- (2) Any person who does not remove the *branchage*, obstacle or other deleterious matter in accordance with the requirements of an order under Article 42(4) shall be guilty of an offence and liable to a penalty of level 2 on the standard scale.
- (3) If a person charged with such a contravention accepts the decision of a Centenier having jurisdiction in the matter, the Centenier may deal summarily with the offence and impose a fine of two-fifths of level 2 on the standard scale.
- (4) Such a fine imposed by the Centenier shall be retained by the relevant parish.
- (5) In any case, the Connétable may undertake the necessary work in order to remove the branches, obstacle or other deleterious matter and may recover the costs incurred as a civil debt.
- 44** Irrespective of the number of branches or obstructions judged to be nuisances on the above-mentioned visits, only one penalty shall be levied on a road for each kind of obstruction or nuisance along the same piece of land.
- 45** It shall be the duty of the Connétable, at all times, irrespective of the above-mentioned visits, to have all injurious *branchage* cut and all obstructions including all effluent, mud or other nuisance whatsoever removed from the public roads in the country and streets in the town. If the *branchage* is not cut or the nuisance is not removed within the time ordered by the Connétable he or she may impose on the person responsible an administrative penalty not exceeding £50, which may be recovered by the Connétable as a civil debt and the Connétable may have the necessary work carried out and shall be entitled to recover the cost thereof in the manner prescribed in paragraph (1) of Article 5 of the Highways (Jersey) Law 1956, as amended.



- 46** The administrative penalties imposed by virtue of this Law shall be applied to the repair of by-roads of the parish.
- 47** The powers conferred on the States by the Order in Council of 26th December 1851 to make Regulations relating to the police of the public roads include a power to amend the provisions of this Law.
- 48** It is understood that this Law neither prevents the visits of inspection of roads by the Bailiff and Jurats nor diminishes in any way the authority of the Royal Court in this respect.

Page Last Updated: 15 Jun 2018



8.0 Appendix 2: Policy RC14, Register of Interests

The general principle is that members should disclose in the Register any interest, financial or otherwise, which is likely or would, if publicly known, be perceived as being likely to influence the exercise of independent judgement. The Register does not cover all interests, but specifically those relevant or potentially relevant to an individual's role as a member of the Parish of St Helier Roads Committee. Individuals are in the best position to know whether any particular interest should be disclosed. If in doubt, on any issue, advice should be sought from the Parish of St Helier's Parish Secretary.

Parish of St Helier Roads Committee	
Register of Interests	
Member name:	
Employment (names of any employer or self-employed status):	
Land (give details for each property, road and parish):	
Gifts and hospitality (name of anyone providing any gift or hospitality in excess of £1,000 in a year):	
Business/shareholdings (names of any businesses in which a financial interest is held):	
Directorships (names of any organisations in which a directorship or equivalent is held):	
Memberships of governing bodies of Charities, Associations, Committees, Boards or equivalent (names of any relevant groups):	
Other (any other interest that should be declared):	
Signed:	Date:



Please do not declare any monetary values

The information you provide will be processed by the Parish of St Helier as the Data Controller in accordance with the Data Protection (Jersey) Law 2018 for the purposes associated with the administration of Code of Conduct and function of the Parish Roads Committee.

A paper copy of your Statement will be available for public inspection at the Town Hall. In addition, a copy will also be uploaded to the Parish website. Where requested, copies will be provided to members of the public. The Parish, when notified of any changes you have made to your Statement, will ensure that the amended copy is available for public inspection and is uploaded to the Parish website. Previous versions of Statements, both for current elected members and previously elected members, will be kept permanently by the Parish and will be made available to the public on request.

Your rights

You have the right to apply for a copy of the personal data we hold about you and to have any inaccurate personal data about you rectified. In addition, in some circumstances you may also have the right to request that we erase or restrict processing of your personal data.

Full details of your rights can be found in Part 6 of the Data Protection (Jersey) Law 2018. Should you wish to exercise any of your rights, please contact the Parish Secretary. If you believe your personal information has not been dealt with in accordance with your rights under the Data Protection (Jersey) Law 2018, you have the right to complain to the Office of the Information Commissioner.



9.0 Appendix 3: **Policy RC12, Protocols for Roads Committee meetings**

Meeting protocol:

- 1 Whilst members of the public do not have a statutory 'right' to speak at the meeting, they may be invited to do so by the Connétable/Chairperson, provided that prior notice has been given to the Parish and that good order is maintained at the meeting. Those attending are asked to respect the views of others by remaining silent whilst individuals address the Connétable/Chairperson.
- 2 Persons wishing to address the Connétable/Chairperson should restrict their comments to a duration of 3 minutes and should confine remarks to relevant issues – personal or private matters should not be raised.
- 3 In the case of groups of people raising similar issues, the Connétable /Chairperson will ask for a single representative to put forward the collective views of that group.
- 4 Points must be made orally. The Connétable/Chairperson will not receive any additional written or photographic submissions within the 7 days prior to the meeting date, as these cannot be properly assessed and circulated in time.
- 5 The Connétable/Chairperson may ask questions of each speaker and may seek clarification from Parish Officers on any points made.
- 6 If the Connétable/Chairperson wishes to visit a site, he may defer an item to do so. An unaccompanied visit will take place and the decision issued after that date.
- 7 Any person who behaves in a manner which interferes with the meeting will be asked to leave by the Connétable/Chairperson.
- 8 The Connétable should be addressed as 'Constable' during these public meetings as a show of respect for his or her position.
- 9 Members should always address the Roads Committee through the Chair and avoid speaking directly to one another since it is important that all matters being discussed are clearly heard and acknowledged by everyone at the meeting.
- 10 To ensure that informed decisions are taken, it is incumbent on all Committee Members to consider reports prepared by Officers and familiarise themselves with all relevant guidance well in advance of the consideration of the proposal.
- 11 Decisions made at the meeting should be by way of show of hands and recorded.
- 12 Members must treat all those presenting items to the Committee in a professional and respectful way, even if Committee does not agree in what is being presented. Committee is to be aware that it can be daunting for people to do presentation to the Committee, it is important to make those presenting the item comfortable and treated with respect.
- 13 Members are responsible to be familiar with all the policies and should base their decision on the set policies. In the event that members deviate from the policies, the member requesting the changes must provide clear justification why they wish to deviate from the policy as this may have a huge impact on previous decisions which followed the set policy and will set a precedent.
- 14 Members are to be aware that any derogatory remarks about individuals, companies or other States departments are unacceptable. Members to be aware that comments made will be recorded in the minutes of the meeting and that the "A" Agenda meeting is open to the public and media to attend and derogatory remarks will be likely picked up.

Members to be aware that the individual making the derogatory remark places themselves at risk of further action being taken by the person/company or Government Department that they are commenting on as the comment could also be construed as being discriminating.

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

P/2023/0062

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. 3D Model available. AMENDED PLANS, 3D MODEL & EIS ADDENDUM SUBMITTED: to include a revised layout and design, and disposal of excavated material to existing offshore marine disposal site.

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

1. The Roads Committee notes that this application was considered by the Parish Roads Committee in March 2023. The application has been updated and amended which requires a revised and updated response by the Parish Roads Committee. The applicant has presented the proposals at the Parish Roads Committee meeting on 10 January 2024.

2. **Pedestrians:** The proposals include a new shared-use path for pedestrians and cyclists to access the port, off Rue de l'Etai which is in a southwest direction alongside Elizabeth Marina to the new passenger terminal building and replaces the current pedestrian access along the footway of La Route du Port Elizabeth. The Scheme also includes a new shared crossing of La Route du Port Elizabeth south of the junction with Rue de l'Etai.

Roads Committee comments: The access and egress from the site has been amended from the previous scheme. The applicant will provide crossings on La Route du Port Elizabeth for pedestrian and cycle access. 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.

3. **bicycle parking:** 58 no. new bicycle parking spaces are being provided.

- 18 no. bicycle parking spaces are proposed at the new passenger terminal building comprising of eight short stay cycle parking spaces provided at the side of the terminal building near the swim lanes. This is the capacity for bicycles on the Manche Iles Express ferries. A further four short stay and six long stay spaces for staff and visitors are proposed underneath the canopy at the terminal entrance. Six long stay spaces will have electric charging access.
- 40 no. short stay spaces will be provided within the restricted zone between the terminal and the swim lanes for cyclists travelling on Condor ferries given they check in as 'cars'. 40 spaces are equivalent to two times the Condor ferry capacity for bicycles and will allow for two ferries being scheduled at the same time.
- Alongside this, EVie bike hire provision that currently exists at the terminal will continue to be provided and will be located adjacent to the canopy near the terminal entrance.
- No additional spaces are proposed at Albert Pier. (Secure cycle parking for 10 bicycles is already provided on Albert Pier, this will remain in place)

Roads Committee comments: Roads Committee requests that the cycle parking provided needs to be sufficient in size to cater for cargo bicycles and provision of more cycle charging should be considered as the current proposal is for the six long stay cycle parking spaces to have electric charging. It is noted that the applicant has amended the scheme increasing the number of cycle parking spaces from the previously submitted and incorporating showering/charging for staff which is welcomed.

4. **Public Transport:** There are currently no bus services provided at Elizabeth Harbour, although there are coach parking spaces. 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.

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.

5. **Car Parking:** A total of 149 no. car parking spaces will be provided as part of the scheme, within four separate on-site car parks. This will include three disabled parking spaces supplementing the two provided at the terminal frontage.

The revised application includes alterations to the car parking provision as outlined in the 'Traffic & Transport Assessment - Car Park Management Plan', it is noted that PoJ staff will actively manage the terminal frontage area; ensuring that parking spaces are being utilised for the purposes that they were designed for:

6. As part of the redevelopment, parking is being proposed in the following locations:

- Terminal frontage: A new drop-off / pick-up loop will be located adjacent to the new passenger terminal building. To the north of the drop-off / pick-up loop seven coach parking bays, two disabled parking spaces, two taxi pick-up bays including stacking for five vehicles will be provided away from pedestrian desire lines in the central island, which will be landscaped to prevent use for pick-ups and 16 no. motorcycle parking bays will be provided. A defined no stopping drop-off / pick-up area for ten vehicles will be provided to the south of the drop-off loop.
- Hire car parking: 12 no. spaces will be provided to the east of the existing pump house.
- Dual function car park: This will primarily be for all port users, which could include those working in distribution centres and other port related functions, as well as visitors who will be able to pay to use the car park.
- Two port user car parks: primarily for visitors, are also being proposed which will have 55 spaces in total including 3 disabled spaces.

Table 2.1: New Car Parks

Car Park Area	Designation	Total Capacity (Standard + Disabled)	Disabled Spaces
Terminal frontage	Visitors	12*	2
Terminal frontage (taxis)	Visitors / staff	7**	0
Terminal frontage coach bays	Visitors	7	0
Terminal frontage (motorcycle bays)	Visitors / permit holders	16	0
Hire car parking	Visitors	12	0
Dual function car park	Permit holders / visitors	82	0
Port user car park 1	Visitors / permit holders	30	3
Port user car park 2	Visitors / permit holders	25	0

*The ten drop-off spaces are also designed to be accessible.

**Two designated taxi pick-up bays and five taxi stacking spaces.

Electric Vehicle (EV):

- 6 no. Electric Vehicle (EV) charging spaces are proposed to be available for use as soon as the car parks become operational.
- 21 no. car parking spaces and 7 no. coach parking spaces will also be equipped with ducting so that EV charging points can be added in the future.

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.

7. The applicant proposes to segregate passengers from commercial activities, two separate accesses to the port are proposed, one for passengers and one for freight.

- **Passengers:** The new vehicular passenger access will be provided via a new priority junction off Rue de L’Etau and will provide access to the ferry check-in facilities for vehicles and pick-up / drop-off facilities for all ferry passengers. This access will also provide highways access to the car parks and passenger terminal building for both staff and passengers.

Outbound ferry passenger vehicles keep left to enter the passenger vehicle lanes for the outbound vehicle check in and security, before driving onto the ferry once it is ready. An escape route for rejected vehicles at the check in point is provided, so that vehicles can turn out of the passenger vehicle lanes without disrupting the rest of the outbound passenger traffic.

All other passenger / staff vehicles accessing the harbour and passenger terminal building keep right within the access road. This route will lead to car parking, coach parking, a taxi rank, and a pick-up / drop-off loop. These vehicles can then exit the port back onto Rue de L'Étau the new priority junction.

8. 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.

- **Freight:** The new freight access is located 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'Étau, 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 T-Junction.

Roads Committee comments: The current status of, primarily, freight users utilise 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.

9. **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 berthed 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:

10. As Part of the Public Realm, the Parish requests that the applicant in consultation with Jersey Development Company fund and deliver the proposed new street lighting on la Rue de L'Étau which will improve safety. The new lamp posts will be placed on Parish footpath and will also create a safer access route for pedestrians.

11. The applicant will need to undertake a condition survey of the La Rue de L'Étau to record the condition of the road and pavement prior to work commencing on site, the condition survey is to be funded by the Applicant and the results of the condition survey shared with the Parish for approval/agreement prior to any work commencing on site as a true reflection of the road and pavement conditions.

The survey is to be updated following the completion of the construction work on site with any faults identified created due to the construction phase/heavy vehicle son the Parish by-Roads are to be rectified to the satisfaction of the Parish using Parish Approved contractors at the cost of the applicant.

12. The applicant is to commission and fund an independent Road Safety Audit for the alterations to the Parish by-road La Rue de L'Étau, especially in terms of the new junction and any alterations to the Parish by-road which includes pedestrian and cycle safety/access. Road Safety Audits Levels 1, 2 and 3 are to be undertaken and the results of the Audit shared with the Parish. The recommendation provided are to be considered, responded, and actioned. This is to be at the full cost of the Applicant.
13. Applicant must note that Planning approval does not permit the Applicant to undertake any alterations on the public road or footway without the **PRIOR** agreement and permission from the Parish of St Helier. The Parish will need to agree the exact details and specifications in advance to any work commencing on the public roadway or footway.
14. The construction process and site servicing arrangements must be discussed with Parish of St Helier's Infrastructure Department at development stage.
15. Alterations/surfacing to the Parish footway and/or carriageway must **ONLY** be undertaken by an approved Parish contractor. The cost associated with any necessary alteration(s) or resurfacing to the public footway or carriageway will be at full expense of the Applicant.
16. That the Applicant must comply with the visibility requirements as set out in '**Access onto the Highway – Standards and Guidance**' as produced by Government of Jersey's Infrastructure 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 plants growth, to be permanently restricted in height to 900 mm above road level in perpetuity.
17. That any new or altered access must be surfaced in a hard bound material, such as concrete or asphalt (not loose stone or gravel), within 2m of the public highway, and all surface water generated on the area is to be disposed of within the site by soakaway or other appropriate means. This is a Parish of St Helier set condition which must be undertaken by the Applicant **prior** to the parking space being used.
18. The kerb and footway 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 vehicle entrance being used. The Parish will not allow access across the footway by the Applicant/owner without this work being undertaken first; this is to avoid damage to the kerbstones from vehicle movement.

Please note that footways are to be continuous across all vehicular entrances as priority is to be given to pedestrians. Priority is to be given to pedestrians across footpaths.
- 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/footway. All necessary works are to be at the cost of the Applicant.
19. 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 footway entrances are to be removed with the kerbs and footway 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 footway, although in some instances the Applicant may need to reset granite footway 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/footway. All remedial works are to be at the cost of the Applicant.

20. 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.

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

- It should be noted that the Parish cannot collect refuse unless adequate access and storage facilities are provided on-site.
- The Applicant is to indicate on a plan showing a properly constructed enclosure for the storage of refuse prior to collection.
- There should be no step between the floor of the refuse store and the footway.
- That the refuse store is fitted with a standard Parish lock.

22. 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/2023/0062>

2. 6, Caledonia Place, St. Helier, JE2 3NG

P/2023/1201

Change of use on the ground floor to South Suite from (Class A) Shop and (Class B) Retail to (Class M) Wine bar. AMENDED DESCRIPTION: Change of use of ground floor from Class A (Retail) and Class B (Café and Restaurant) to Class M (Late night entertainment and drinking venues).

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

1. The Roads Committee notes that this application is for a change of use of ground floor from Class A (Retail) and Class B (Café and Restaurant) to Class M (Late night entertainment and drinking venues).
2. That the refuse store/collection arrangements, refuse separation and recycling strategy are to be agreed in detail with the Parish Refuse Manager.
 - It should be noted that the Parish cannot collect refuse unless adequate access and storage facilities are provided on-site.
 - The Applicant is to indicate on a plan showing a properly constructed enclosure for the storage of refuse prior to collection.
 - There should be no step between the floor of the refuse store and the footway.
 - That the refuse store is fitted with a standard Parish lock.

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2023/1201>

3. 16, West Park Avenue, St. Helier, JE2 3PJ

P/2023/1237

Relocate existing entry gate to South-East boundary wall.

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

1. The Roads Committee notes that the application is to relocate the existing gate on the front low wall to the front garden on West Park Avenue elevation.
2. Applicant must note that Planning approval does not permit the Applicant to undertake any alterations on the public road or footway without the PRIOR agreement and permission from the Parish of St Helier. The Parish will need to agree the exact details and specifications in advance to any work commencing on the public roadway or footway.
3. 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.
4. The footpath is to be made good where the existing garden gate is blocked, and the footpath is to be made good where the wall opening is formed. The extend of making good is to be agreed in advance with the Parish. 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/footway. All necessary works are to be at the cost of the Applicant.

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2023/1237>

