



Minutes	
<u>MINUTES OF THE ROADS COMMITTEE MEETING – A- AGENDA</u> <u>HELD IN THE ASSEMBLY ROOM ON</u> <u>WEDNESDAY, 10TH JULY 2024 AT 9.30AM</u>	
PRESENT	Constable S Crowcroft (SC) Mrs H Hubbell (HH) The Very Rev'd M Keirle (MK) Mr M Pirozzolo (MP) Mr J Lagadu (JL) Mr B Manning (BM) Mr K Proctor (KP))
IN ATTENDANCE	Mr Andrew Sugden (Chief Executive Officer) (AJS) Mr S Alves (Head of Infrastructure) (SA) Mr A Sty (Infrastructure Manager) (AS) Mrs A Roberts (Parish Secretary) (AR)
APOLOGIES	Miss E Sheehan (Minutes) (ES)
DECLARATION OF INTEREST	None
OPEN MEETING	Having been previously circulated, the 'A' Agenda Minutes of the meeting held on 19 th July 2024 were approved.
MATTERS ARISING	None
59/2024 TO RECONSIDER ROADS COMMITTEE PREVIOUS DECISION FOR A RAISED CROSSING OUTSIDE OF HORIZON SITE	<p>On 22 February 2023, the Roads Committee agreed and instructed that the proposed new zebra crossings proposed on La Rue de L'Etiau are placed on raised speed humps/islands, as follows:-</p> <ul style="list-style-type: none"> •The crossing to the South (Location 4) will need to be on a hump, •The crossing on the Granite stays (Location 3) on the raised existing raise granite table •The crossing outside of Horizon (Location 2) is also to be on a raised hump. <p>The Roads Committee clarified this decision on 12 July 2023.</p> <p>Proposal:</p> <p>The Jersey Development company (JDC) has requested that the Parish Roads Committee reconsiders the decision as JDC advises that they are not able to install the raised pedestrian crossing outside of Horizon site (Location 2) due to:</p> <ul style="list-style-type: none"> •A raised table is not essential in this location, the addition of the other raised tables along the road already slow traffic speeds sufficiently and in particular, the proximity of the adjacent table at the Marina Gardens supports this. •It is recognised that raised tables can lead to greater levels of noise and nuisance to residents •It is recognised that raised tables can be problematic for emergency service vehicles and deliveries. •A raised table in this location will be problematic for the Commercial deliveries to Horizon as this location is the exit through the street between Horizon South and East. •The extent of the impact on the newly implemented Public Realm,

	<p>including changes to levels, grading, surface water drainage, will be significant and beyond JDC budget to implement.</p> <p>JDC are proposing: to undertake the raised crossings at Castle Quay (Location 4) and to replace the existing granite table crossing (Location 3) and but to install a painted crossing at Horizon on the current road surface (Location 2) instead of it being placed on a raised table/hump.</p> <p>The Roads Committee accepted at grade crossings and will review in 12 months with a speed hump.</p>
<p>60/2024 TO CONSIDER ADOPTION OF THE REMAINING NEW STREET LIGHTING ALONG RUE DE L'ETAU</p>	<p>The Roads Committee was asked to consider the adoption of the new street lighting that has been replaced along La Rue de l'Étau. In April 2023, Committee agreed to the adoption of the 5 new Bega streetlamp posts and lanterns fitted by the Jersey Electricity on behalf of the Jersey Development Company (JDC).</p> <p>The new street lighting has been relocated to the Parish footway, wired directly into the JEC mains, and is therefore under Parish control. If adopted, the new lighting will be added to the Parish current street lighting portfolio, which currently comprises of approximately 980 streetlights.</p> <p>The new street lighting has been relocated to the Parish footway and are wired directly into the JEC mains therefore under Parish control. The new Street lighting that has been installed in conjunction with Parish Officers. If adopted, the new lighting will be added onto the Parish Street lighting portfolio which is approximately 980 streetlights.</p> <p>The Roads Committee approved the adoption of the remaining new street lighting at Rue de L'Étau.</p>
<p>61/2024 CONSIDER CHANGES TO LA RUE DE TRACHY/LA ROUTE DE ST AUBIN JUNCTION</p>	<p>Government's I&E Department is here today to request Roads Committee's approval for improving the junction of La Rue de Trachy and La Route de St Aubin. There are currently no dropped kerb facilities for pedestrians passing along the northern footpath of La Route de St Aubin and across the bell mouth of La Rue de Trachy, and pedestrian visibility up La Rue de Trachy from the eastern side is sub-standard.</p> <p>The proposed design will provide pedestrians with the minimum required visibility splays in all directions, up Rue de Trachy and along La Route de St Aubin in both directions resulting in a significant improvement.</p> <p>The existing layout's tight left turn out of La Rue de Trachy onto La Route de St Aubin pushes the centre line across on Rue de Trachy, which has a negligible impact on the average car/small van. Officer Recommendation: To approve this request, on condition that Road Safety Audits 1, 2 & 3 are undertaken and that any recommendation be assessed and responded to. The cost of the intervention must be fully funded by Government of Jersey's I&E Department.</p> <p>The Roads Committee approved the above changes.</p>
<p>62/2024 LA POUQUELAYE PAVEMENT IMPROVEMENT – PHASE 1</p>	<p>La Pouquelaye is an important walking route for students accessing D'Auvergne School hence Roads Committee approved Phase 1 of the La Pouquelaye Pavement Improvement Projects, which will involve widening the existing footway between Lower King's Cliff and the access to the School, making it easier and safer for pedestrians. The chicane islands currently in place will be removed (if possible), and other bollards and road markings will be used to protect access to the properties on La Pouquelaye's east side.</p>

	<p>This work is expected to commence during the school holidays in July and August, and disruption for residents will be kept to a minimum during implementation, although some closures will be necessary.</p> <p>The Roads Committee was asked to formally approve the proposal, which will also be subject to Rate Assembly approving the 2024/25 budget.</p> <p>The Roads Committee approved the above.</p>
<p>63/2024 OLD ST JOHNS ROAD TRAFFIC MEASURES OPTION</p>	<p>The Roads Committee are aware that the St John's Road trial, which closed the road to Northbound traffic, has created significant problems for residents living on Old St John's Road, which is a No Entry except for access.</p> <p>The road has been abused regularly since the trial commenced, placing pedestrians, especially school children, at risk as they have to get out of the way of speeding vehicles travelling up the road. Policing of the access to premises is creating challenges in terms of officer availability - and motorists still ignore the road sign and knowingly break the law by accessing the road as a shortcut.</p> <p>To initially address the road safety aspect in terms of speeding vehicles the Parish wishes to resurrect the idea of speed humps as previously presented to the Committee in January 2022. At that time, Committee decided to instruct officers to introduce the 'No Entry except for Access' instead of speed humps.</p> <p>The Roads Committee approved the above, will look at introduction of speed humps.</p>
<p>PLANNING APPLICATIONS</p>	
<p>64/2024 P/2024/0557 14 TEMPLE BAR PUBLIC HOUSE, STOPFORD ROAD, ST HELIER, JE2 4LZ</p>	<p>Demolish ground floor public house and ancillary 3 bedroom first floor staff flat. Construct 2 - 3 bedroom, 3 storey semi-detached dwellings with associated amenity area and external storage. Second floor roof terrace provided to South Elevation. Various external alterations. 3D MODEL AVAILABLE.</p> <p>The Committee approved the draft comments detailed in the planning report 19th June 2024 (refer documentation attached)</p>
<p>65/2024 P/2024/0573 24 GLENFERRIE REST HOME, PEIRSON ROAD, ST HELIER, JE2 3PD</p>	<p>Demolish existing garage. Construct 1 - two bed cottage.</p> <p>The Committee approved the draft comments detailed in the planning report 19th June 2024 (refer documentation attached)</p>
<p>66/2024 P/2023/1070 LA COLLETTE RECLAMATION SITE 2, LA ROUTE DE VEULLE, ST HELIER, JE2 3NX</p>	<p>Increase in height of an existing mound known as the East Headland by waste containment cell construction, hazardous waste disposal in the cells, capping of cells, placement of restoration soils and landscaping, the formation of mounds of inert waste soil to the south and west of the reclamation site, vehicle access path with associated railings and enhancements to existing rock armour structure REVISED DESCRIPTION Increase in height of an existing mound known as the East Headland by waste containment cell construction, hazardous waste disposal in the cells, capping of cells, closure and aftercare of Headland by the placement of restoration soils and landscaping, The formation of mounds of non-recyclable inert waste to the South and West of the existing recycling and reclamation site with final landscaping. The formation of a vehicle access path around headland, with associated fencing, and railings and enhancements to existing rock armour revetment structure. Environmental Impact Statement submitted.</p> <p>The Committee approved the draft comments detailed in the</p>

	planning repost 19th June 2024 (refer documentation attached)
67/2024 AGREED DECISIONS	Old St Johns Road – approved the temp crossing Rue de Trachy – improved junction La Rue de L’Etau – street lighting, crossing approved
68/2024 LODGING ITEMS FOR FORTHCOMING ROADS COMMITTEE MEETINGS	Regent Road – junction (to be coming back) Parking work group meeting Review Teds report – Scooter review
NEXT MEETING	The next meeting will take place on Wednesday 14 th August 2024.

1. 14 Temple Bar Public House, Stopford Road, St. Helier, JE2 4LZ

P/2024/0557

Demolish ground floor public house and ancillary 3 bedroom first floor staff flat. Construct 2 No. 3 bedroom, 3 storey semi-detached dwellings with associated amenity area and external storage. Second floor roof terrace provided to South Elevation. Various external alterations. 3D MODEL AVAILABLE.

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

1. Roads Committee notes that the proposal is to demolish existing disused Temple Bar and 1st floor staff accommodation. Construct 2no. 3 bed terraced houses with associated amenities. Various external alterations including to adjoining garden walls.
2. Committee requests that secure cycle parking is provided per unit of accommodation on a ratio of at least one cycle space per bedroom, and that the cycle parking provided is of sufficient size to accommodate cargo cycles. Electric charging must be provided for e-cycle charging. This is especially important as the applicant does not provide car parking
3. Committee notes that the applicant does not seek to provide any onsite car parking (which is contra to the current SPG notes that sets a minimum level of 0.25 spaces per unit should be provided). Residents in St Helier should have the same rights as those in rural parishes to own and be able to park a car. The Roads Committee expected to see the car parking provision being provided otherwise this puts more pressure on the already very busy public car parking spaces and the Residents Parking Zone (RPZ) which already has a very long waiting list, which is currently more than 2 years.
4. If the Applicant cannot provide car parking, then the Applicant is to provide a one-year subscription service to EVie and providing EVie credit for each residential unit. This credit can be used across the EVie network cars and vans, and the residents will need to use the nearest EVie shared transport hub.
5. The applicant must undertake a condition survey of Chevalier Road to record the condition of the footway and carriage way which will be impacted during the demolition and construction of the building and share this with the Parish prior to commencing on their development. The applicant will be required to repair and reinstate any damage caused to the Parish infrastructure (footways, carriage way, line marking, etc) to the satisfaction and approval of the Parish.
6. That the requirements of the Highway Encroachments (Jersey) Regulations 1957 are strictly complied with. Planning approval does not give permission for a structure to encroach on the highway or footway:
 - That any windows bordering the public road or footway shall be of a type whose opening lights do not open beyond the face of the building. The Applicant should note that contravening this condition will mean that the Parish will take action against the Applicant/owner under the Highways Encroachments (Jersey) Regulations 1957.
 - That no doors may open outwards over the public highway. The Applicant should note that contravening this condition will mean that the Parish will take action against the Applicant/owner under the Highways Encroachments (Jersey) Regulations 1957.
7. 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.

8. 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.

9. 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.

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

11. 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.

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 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.

13. That notwithstanding the above comments, this submission should be referred to the Government of Jersey's Infrastructure & 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/2024/0557>

2. 24 Glenferrie Rest Home, Peirson Road, St. Helier, JE2 3PD

P/2024/0573

Demolish existing garage. Construct Ino. two bed cottage.

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

1. Roads Committee notes that the proposal is to demolish the existing single storey flat roofed garage which is accessed from Lewis Street, together with a rear pedestrian access, and garden area containing oil tanks and refuse bin storage. Construction of two and a half storey, two-bedroom cottage. A secure cycle store is proposed, however, there will be no car parking as this cannot be accommodated.

The applicant advises that the existing garage on Lewis Street is not used; therefore, they would like to utilise the area by separating the site and demolishing the existing garage and constructing a new dwelling

2. Committee requests that secure cycle parking is provided at a ratio of at least one cycle space per bedroom, and that the cycle parking provided is of sufficient size to accommodate cargo cycles. Electric charging must be provided for e-cycle charging. This is especially important as the applicant does not intend to provide car parking.
3. The proposed bin/cycle store is **unacceptable** as the doors **must not** open outwards therefore encroach across the public footway. The applicant **MUST** redesign the bin/cycle store to ensure that opening doors/windows do not encroach out across the public footway.
4. If the applicant cannot provide car parking, then the Applicant is to provide a one-year subscription service to EVie and providing EVie credit for the residential unit. This credit can be used across the EVie network cars and vans the residents will need to use the nearest EVie shared transport hub.
5. The Applicant must undertake a condition survey of Lewis Street to record the condition of the footway and carriageway which will be impacted during the demolition and construction of the building and share this with the Parish prior to commencing development. The Applicant will be required to reinstate and reinstate any damage caused to the Parish infrastructure (footways, carriageway, line marking, etc) to the satisfaction and approval of the Parish.
6. That the requirements of the Highway Encroachments (Jersey) Regulations 1957 are strictly complied with. Planning approval does not give permission for a structure to encroach on the highway or footway:
 - That any windows bordering the public road or footway shall be of a type whose opening lights do not open beyond the face of the building. The Applicant should note that contravening this condition will mean that the Parish will take action against the Applicant/owner under the Highways Encroachments (Jersey) Regulations 1957.
 - That no doors may open outwards over the public highway. The Applicant should note that contravening this condition will mean that the Parish will take action against the Applicant/owner under the Highways Encroachments (Jersey) Regulations 1957.
7. 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 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 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 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.
8. 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.

9. 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 Heller. The Parish will need to agree the exact details and specifications in advance to any work commencing on the public roadway or footway.
10. The construction process and site servicing arrangements must be discussed with Parish of St Heller's Infrastructure Department at development stage.
11. 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.
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 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.ie/citizen/Planning/PlanningApplicationDetail.aspx?s=1&r=P/2024/0573>

3. La Collette Reclamation Site 2, La Route de Veulle, St. Heller, JE2 3NX

P/2023/1070

Increase in height of an existing mound known as the East Headland by waste containment cell construction, hazardous waste disposal in the cells, capping of cells, placement of restoration soils and landscaping, the formation of mounds of inert waste soil to the south and west of the reclamation site, vehicle access path with associated railings and enhancements to existing rock armour structure REVISED DESCRIPTION Increase in height of an existing mound known as the East Headland by waste containment cell construction, hazardous waste disposal in the cells, capping of cells, closure and aftercare of Headland by the placement of restoration soils and landscaping. The formation of mounds of non-recyclable inert waste to the South and West of the existing recycling and reclamation site with final landscaping. The formation of a vehicle access path around headland, with associated fencing, and railings and enhancements to existing rock armour revetment structure. Environmental Impact Statement submitted.

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

1. Roads Committee notes that the proposal comprises the construction of landscaped mounds to provide additional capacity for waste disposal, ecological enhancements, local habitat creation and extended coastal access within the La Collette Land Reclamation Site. Proposed Development includes the following:
 - The increase in height by 4.5m of an existing mound referred to as the 'East Headland', formed from waste containment cells and the hazardous waste disposed of in the cells.
 - The formation of a 'South Mound' and 'West Mound' with non-recyclable inert waste to provide visual screening of the waste operations within La Collette;
 - The creation of a 1000m long and 5.5m wide multi-user friendly coastal path; and
 - Landscaping and restoration of the East Headland, South Mound and West Mound with a focus on ecological enhancement and habitat creation.

It is noted that the site is an existing industrial area and is the location of the majority of the Island's solid waste management facilities.

The proposed coastal path will extend the existing track around the perimeter of the site and provide access up to the shoreline on the eastern side of the peninsula.

The Applicant will provide the addition of landscaping to the site will create a buffer, softening the transition between the sea around the South East coast of the Island and the industrial setting of the La Collette site.

The site is designated under the Bridging Island Plan 2022 as a waste management site. La Collette is the designated site on the Island which has been developed to treat and deal with the Island's waste and recycling. The Proposed Development is therefore a continuation of the agreed approach and strategy for the Island.

2. The Roads Committee request that the proposed coastal pathway is accessible to the public and a continuation of Havre des Pas' coastal path, the Coastal path is to be of sufficient width to accommodate cycles and connect to existing cycle network where possible. The provision of seating areas and cycle parking is to be provided along the pathway.
3. The Road Committee welcomes the provision of woodland and scrub to screen steep inland profiles, on the northern sides of the eastern and western landforms, and on the northern edge of the southern landform. A total of 12,921 square metres of woodland, and 16,745 square metres of scrubland are proposed. It is vital that the new coastal path is screened with the appropriate planting that can survive in the coastal conditions.
4. That notwithstanding the above comments, this submission should be referred to I&E since the road in front of the property is a Government main road.

<https://www.gov.ie/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2023/1070>

