



ROADS COMMITTEE MEETING

Wednesday 14 August 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 10 July 2024 ('A' Agenda items).
- A4. Matters arising.
- A5. For decision: Transfer of additional footways surrounding Cyril le Marquand Square to Parish.
- A6. For information: Visite du Branchage update.
- A7. For information: Roads programme update.
- A8. For information: Verbal RPZ parking update.
- A9. For information: Verbal Visite Royale update
- A10. For decision: To consider recent Planning applications.
- A11. Agreed decisions.
- A12. Lodging items for forthcoming Roads Committee meetings.

Dates of 2024 meetings:

Wednesday 10 January 2024 (Roads Committee)	Wednesday 14 February 2024 (Roads Committee)
Wednesday 13 March 2024 (Roads Committee)	Wednesday 10 April 2024 (Roads Committee)
Wednesday 8 May 2024 (Roads Committee)	Wednesday 19 June 2024 (Roads Committee)
Wednesday 10 July (Roads Committee)	Friday 12 July 2024 (Visite du Branchage)
Wednesday 7 August 2024 (Visite Royale)	Wednesday 14 August 2024 (Roads Committee)
Friday 13 Sept 2024 (Visite du Branchage et Chemin) <i>Note: this will be an all-day visit</i>	Wednesday 18 September 2024 (Roads Committee)
Wednesday 16 October 2024 (Roads Committee)	Wednesday 20 November 2024 (Roads Committee)
Wednesday 18 December 2024 (Roads Committee)	



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 repost 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 repost 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 1no. 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 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.

<https://www.gov.ie/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2024/0573>

3. La Collette Reclamation Site 2, La Route de Veulle, St. Helier, 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.

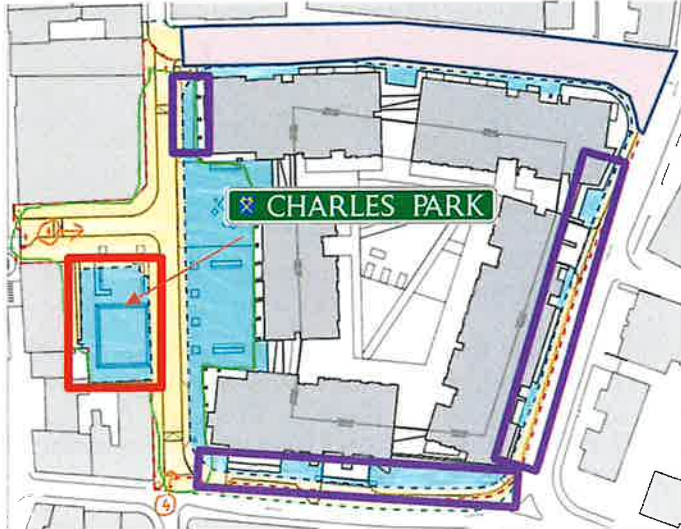

The Applicant will provide the addition of landscaping to the site will create a buffer, softening the transition between the sea around the South East coast of the Island and the industrial setting of the La Collette site.

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>



<p>Date of request: 14 August 2024</p>	<p>Road reference & title of report: Charles Park & Providence St, Charles St & Ann St footways: ownership</p>
<p>Address: Cyril Le Marquand Court and surrounding Parish by-roads</p>	<p>Requested by: Constable</p>
<p>Location map:</p>  <p>Note: See Appendix 1 for enlarged plan</p>	<p>Photograph/street view:</p> 

Brief introduction/summary:

Andium Homes has now completed the "Cyril Le Marquand Court" development which included the provision of a public open area:

Charles Park: The Constable has agreed to the Parish taking over ownership of Charles Park, subject to Parish Assembly approval. Located opposite the Jersey Arts Centre, this will be on a freehold basis at no cost (see the red area outlined on the plan above or see Appendix 1 for a larger plan) and is approximately 394 sq. m. (4,241 sq. ft.).

This will also include the adoption of the living wall which is located on the gable wall to former properties numbers 3 to 9 Providence Street, which were demolished to form the Charles Park; this living wall is now the gable to the Earl of Granville.





Footpath widening to Charles Street, Ann Street & Providence Street: The Roads Committee is asked to support in principle the transfer of the widened pavements to Providence Street, Charles Street and Ann Street as some of the footway is under the ownership of Andium Homes. This is shown in light blue and outlined with a purple square on the plan above (or see Appendix 1 for the larger plan).

The benefit of this is that the Parish will have increased public realm footways, thus increasing space for pedestrians and opening up the area. Obtaining these additional areas secures the areas from future development.

If approved, the footway widths will increase and will vary by road. The areas that are being offered to the Parish are as follows:

Approximate areas:

- Providence Street: 99.8 sq. m. (1,074 sq. ft.)
- Charles Street: 172 sq. m. (1,851 sq. ft.)
- Ann Street: 85 sq. m. (915 sq. ft.)

The above would be subject to Parish Assembly approval.

Ann Place (approx. 1,130sq m (12,163 sq ft): Roads Committee may be aware that at the Parish Assembly held on 27 September 2017 it was agreed to take over ownership of Ann Place; however, this has not progressed as yet due to Jersey Property Holdings, owners of Ann Place, being required to transfer Ann Place in good condition. This road was last resurfaced in 1984 and requires attention prior to the Parish taking ownership.

Parish Officers are in discussion with Jersey Property Holdings to get this resolved and will progress this as and when Ann Place is in a satisfactory condition. It should be noted that Andium Homes would be seeking to transfer some of the footway within the Andium Homes area along Ann Place to the Parish once in Parish ownership.

Financial costs:

Charles Park: Although there will be a cost associated with taking over Charles Park in terms of cleaning, maintenance and upkeep of the living wall, this will be offset as much as possible by revenue generated from the event space. The main benefit, however, is that the Parish would have secured an outside public event space that offers opportunities for making this area even more vibrant.

Footway widening: The Parish already has a duty of care to maintain the existing footways that are on Parish by-roads (Providence Street, Charles Street and Ann Street), and although there will be a slight increase in time to clean the widened footways, the benefit to the Parish outweighs this cost as it provides wider footways for pedestrian movement and enables the Parish to ensure that this land cannot be developed in the future.

Legal costs: All legal costs associated with these transactions are at the cost of Andium Homes, i.e. no cost to the Parish.

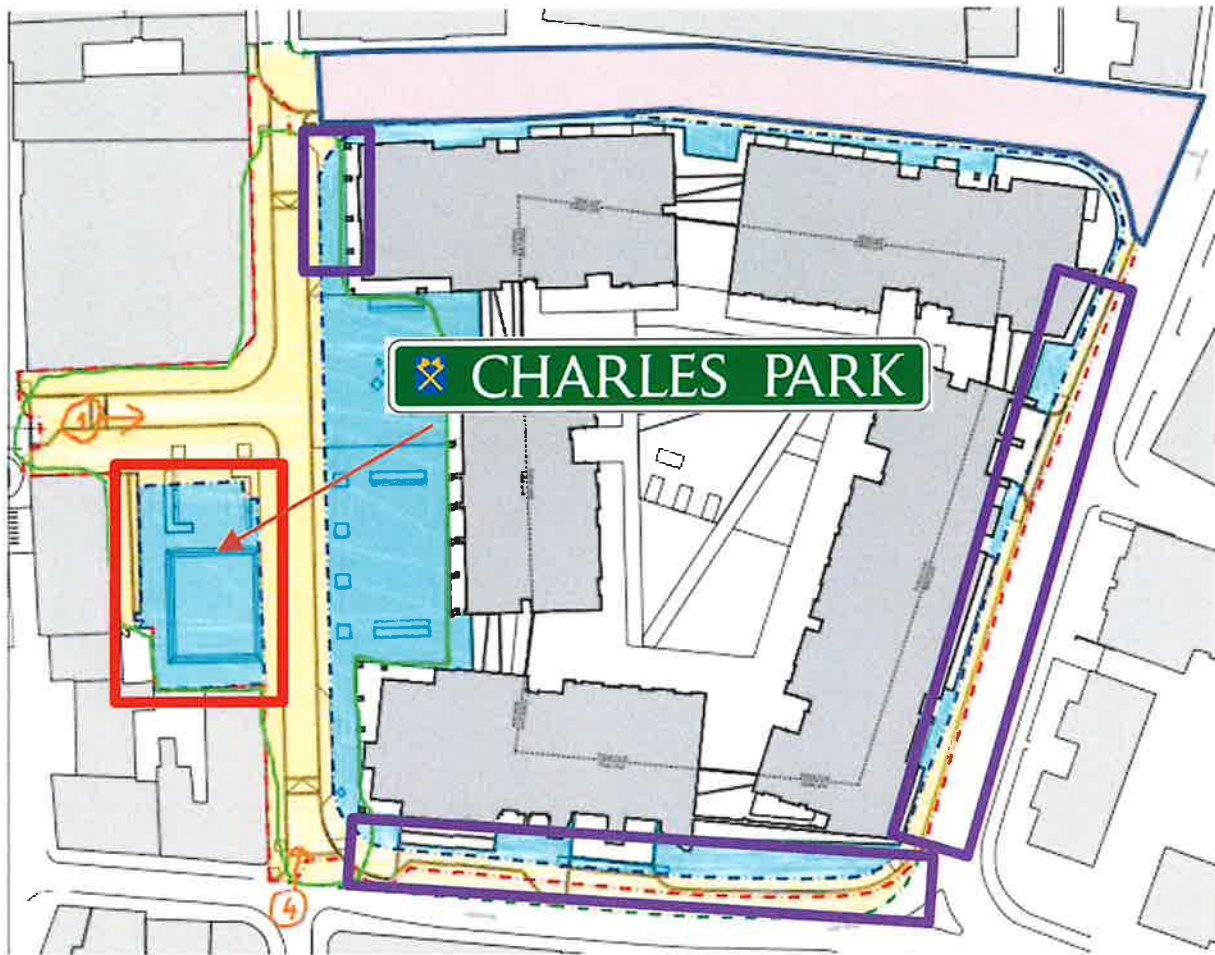
Programme:

The Parish will seek to progress this matter to Parish Assembly once all due diligence has been undertaken.

If Roads Committee is supportive in adopting the additional land for the footways to the Parish by-roads, we would seek to do a combined Projet for Parish Assembly that will incorporate both Charles Park and the footways.



Appendix 1: Plan



KEY:

- **Yellow shaded areas:** Parish-owned (Phillips St., Ann St., Providence St. and Charles St.)
- **Light Blue:** Areas owned by Andium Homes
- **Red square:** Charles Park to transfer to the Parish (subject to Parish Assembly approval)
- **Purple squares:** Areas of land offered to the Parish (light blue shaded area) to widen the existing footways on the existing Parish by-roads (Ann Street, Providence Street and Charles Street)
- **Light red shaded area:** Ann Place currently in Jersey Property Holdings (JPH) ownership; Parish to adopt once JPH renews Ann Place

RATES ASSEMBLY APPROVAL (10.07.24)
PROPOSED ROADS PROJECT AND MAINTENANCE

Version: 2.0
 Date: 14.08.24

A. ROAD WORKS MAINTENANCE/RESURFACING WORK

Priority	Brief detail	Indicative budget cost	approx Area	approx Lin/m	Update
1	Road wrks mat., Road Markings, Asphalt R&M, fountain R&M, etc.	137,000	Essential maintenance		Used as and when required
2	Replace failed bricked areas Clairvale Rd., Rue de L'Etou, Clearview St., Dorset St., Clarendon Rd., etc. - essential work)	100,000			Ess. wrk brick areas H&S risk - can't wait for NIA
3	Winchester Street (Carriageway and Footways)	75,000	1,000	210 l/m	Essential work - undertake wrks Autumn 24
4	Duhamel St. (Carriageway and Footways) 1990	35,000	2,638	310 l/m	To be undertaken spring Autumn/winter
5	Ann Street (Carriageway and Footways) La Motte St to Charles St	75,000	1,010	160 l/m	To be undertaken spring Autumn/winter
6	Charles St. Footways - (use POSH Granite for footways) (Phase 1)	100,000	355	91 l/m	Phase 1 South side FP (Granite from stock)
Sub total:		522,000			Approved budget: 522,000

RESERVE LIST

1	Charles Street (Phase 2) (Carriageway) 2002	85,000	312	91 l/m	(Postponed to 2024/25, due to funding)
2	Clair Street (Carriageway and footways)	50,000	775	105 l/m	
3	Tower Road Carriageway section	30,000	300	55 l/m	
4	Museum Street Carriageway and Footways	35,000	440	75 l/m	
5	Aquila Rd. (Carriageway and footways) 1989	125,000	2638	310 l/m	

A. Road works Maintenance: the roads have been assessed on site and against the department's

B. ROAD WORKS IMPROVEMENTS

Priority	Brief detail	Indicative budget cost	Score	Criteria	Update
1	Allowance for Road Safety Assessments & Topographical surveys	20,000			Used as necessary for H&S & Surveys
2	NIA - Pomona Rd. & Poonah Rd. Design team appointed 2023/24	490,000	31	1,3,4,5,6,8,9	50% of funding - NIA design progressing
3	La Pouquelaye road safety improvements - chicane area (Phase 1)	150,000	31	1, 2, 3,6,8,9	On site approx: £ 18k overbudget
4	NIA - Belmont Rd - Develop scheme drawings for delivery 2025/26	65,000	23	3,4,5,6,8,9	Develop plans for car park area wall
5	Hope Street (Closure-to-traffic) OSJ Rd temp speed humps trial	15,000	H&S		Funding from Hope St diverted to OSJ Temp humps
6	Twining Signs	10,000			Replacement of old Twining signs
7	Bike shelter for Old street	15,000			New bike shelter over exsting public cycle spaces
Sub total :		765,000			Approved budget: 765,000

RESERVE LIST

1	Highview Lane Road improvement	75,000	25	1,2,5	(Requires purchase of land - possibly Compulsory Purchase)
2	Barbizon, La Pouquelaye - Road Improvement line	75,000	22	1,4,5,6	(Requires purchase of land - possibly Compulsory Purchase)
3	La Pouquelaye footpath widening, prog (Phase 2)	50,000	22	1,3,5,6	(Postponed to 2024/25, due to funding)
4	Hope Street - afresco area	15,000	21	3,4,5,7,8,9	(Moved to reserve as funding needed for OSJ)
5	Rue De L'Etou Improvement scheme	80,000	17	1,5,2	(Speed humps & Lighting by JDC. Unloading bays req'd)
6	Claremont Road Traffic Calming	15,000	17	1,5,6	(This forms part of the works being undertaken by IHE)
7	Don Street Regeneration	100,000	16	3,5,6,7,9	(£ 30k POA to replace tarmac footpath with granite)
8	Vallee Des Vaux Traffic Calming (Phase 2)	80,000	12	3,5,6	(Phase 1 - 2023/24 - undertake review in approx. 12 months)

9	Les Chenes rebuild roadside wall	75,000	10	3,5 (Listed can't set wall back to create footpath on STJR - planning)
10	Seaton Place planter & Paving	45,000	6	3,7,8,10 (Postponed due to funding)

PROJECTS/MAINTENANCE CRITERIA OBJECTIVES

Version: 2.0
Date: 14.08.24

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

1. Lucas House, St Clement's Road, St Helier, JE2 4PX

P/2024/0652

Demolish all buildings on site and construct mixed-use development comprising 32 no. residential units (18 no. 1-bed, 12 no. 2-bed and 2 no. 3-bed) and 1 no. commercial unit, including parking for 13 no. vehicles (including a public EV space), 4 no. motorcycle spaces and 61 no. bicycle spaces (including cargo bicycle space), with landscape amenities comprising of new connected 'mews' and 'ginnel', shared podium gardens with play areas and shared roof gardens. 3D model available.

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

1. Roads Committee notes that the proposal is to demolish the existing building on site and replace it with 32 residential units consisting of 1, 2 and 3-bedroom apartments and a commercial unit on the ground floor fronting St Clement's Road. 13 car park bays will be provided, including a shared car club space.

The development will comprise:

- 18 no. 1-bed units
- 12 no. 2-bed units
- 2 no. 3-bed units
- 1 no. commercial unit

- 61 no. bicycle parking spaces
- 13 no. car parking spaces (access via the Rodney Avenue)
- 4 no. motorcycle parking spaces

There has been previous Officer level consultation with the developer's transport team where concerns were expressed on the proposed development which have been reduced, but the same concerns remain around the same issues with inadequate parking provision, and the use of Rodney Avenue as the car park access for this large development is of significant concern.

2. 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.
3. The proposed pedestrian route on St Clement's Road will force pedestrians onto the developer's private land; this is unacceptable and needs to be amended.
4. The Applicant will be expected to renew the public footway to the satisfaction of the Parish prior to completion of the development – this is to Rodney Avenue and Cleveland Avenue. The Applicant must discuss the rectification of the footway well in advance with the Parish Streets Inspectors.
5. It is noted that the Applicant advises that there will be a total of 62 no. cycle parking spaces provided with electric charging for e-cycles. The cycle parking provision is broken down as follows:
 - 4 no. visitor parking spaces
 - 3 no. cargo cycle parking spaces

- 4 no. cycle rack in the car park
 - 32 no. bike parking bay area 1
 - 18 no. bike parking area 2
 - 1 no. detachable cargo bike/buggy bay
6. The Committee has concerns that there does not seem to be sufficient visitors cycle parking spaces, especially in light of the inadequate provision of car parking for a commercial unit. Proposals for the commercial unit are also unclear from the application for the projected customer access and number of staff - all of which will require parking provision.
7. Only 4 motorcycle parking spaces are proposed; electric motorcycle charging facility should be provided.
8. The Roads Committee does not support this application due to the poor provision of car parking. This area does not have sufficient parking as it is, and adding this very large development will exacerbate the parking situation. The Committee sees that this development offered the opportunity to provide basement or ground floor parking (with a podium garden area over the top of the car park). The provision of only 13 no. car parking spaces for a development consisting of 32 no. residential units and a commercial unit is inadequate. Provision of customer car parking for the commercial unit should also 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.
9. The use of Rodney Avenue as the main vehicular access to this development is a major concern. The car park should be accessed via St Clement's Road, which is more suitable due to the width of the road and as there is already existing parking provided to the front of this existing commercial unit accessed via St Clement's Road. Rodney Avenue is a very quiet residential road and should not be used as the main vehicular access. Planning will be aware of this from the numerous residents who have contributed to the consultation and raised this as one of their major concerns.
10. The Roads Committee has concerns about the lack of a servicing bay for the refuse bins and for servicing the retail unit. Committee is aware of the Government of Jersey's Infrastructure & Environment (I&E) Department's concerns with the proposed unloading bay on St Clement's Road. The Applicant will need to ensure there is a dedicated servicing bay within the Applicant's site for the refuse bin collection and for the servicing of the commercial units as well as the residential units.
11. It is noted that the position of the proposed Car Club space will make it very difficult to access the bins and will need to be reviewed.
12. There should be servicing provision provided for the commercial units and customer parking.
13. The Applicant must undertake a condition survey of Cleveland Avenue and Rodney Avenue 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 this development. The Applicant will be required to repair and reinstate any damage caused to the Parish infrastructure (footways, carriageway, line markings, etc) to the satisfaction and approval of the Parish.
14. That the requirements of the Highway Encroachments (Jersey) Regulations 1957 are strictly complied with. Planning approval does not give permission for a structure to encroach on the highway or footway.

15. That 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.
 16. 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.
 17. 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.
 18. 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.
 19. 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.
 20. The construction process and site servicing arrangements must be discussed with Parish of St Helier's Infrastructure Department at development stage.
 21. 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 the full expense of the Applicant.
 22. 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.
- Please note: It is extremely important that the applicant consults with the Parish Refuse Manager otherwise it will result in the Parish not being able to collect refuse from this development. The current proposals seem to indicate a logistical challenge and will need to be discussed with the Refuse Manager. It is noted no discussion has taken place with the Parish Refuse team.

23. The Parish has set up a Neighbourhood Improvement Area (NIA) reserve, and the Havre des Pas area is also earmarked in the future to benefit with a NIA. The Parish therefore seeks a POA contribution of **£ 200,000** to go into this central NIA reserve that will be used to improve residential streets which includes Rodney Avenue and Cleveland Avenue.

24. That notwithstanding the above comments, this submission should be referred to the Government of Jersey's I&E 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/2024/0652>

<Committee to note that the recommendation is that this application is not supported as it does not meet the Roads Committee's requirements, especially in terms of parking and access to the parking.>

2. Union House, Union Street, St Helier, JE2 3RF

P/2024/0661

Change of use of existing building from Class C - office to residential, comprising of 10 no. 1-bed, 16 no. 2-bed and 1 no. 3-bed residential units. Construct two additional floors and extensions to north elevation. Create ground floor coffee shop. Various external alterations.

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

1. Roads Committee notes that the proposal is to redevelop Union House by converting the existing offices on the taller southern element of the tower into a mix of 1- and 2-bedroom flats, as well as a café on the ground floor, and to remodel the existing 6 flats in the northern lower element. In addition to this, an additional 2 storeys to the southern tower to form a duplex penthouse and an additional 4 storeys to the northern tower to be used for an additional 4 2-bedroom flats.

Overall the site will comprise:

- 10 no. 1-bed units
- 16 no. 2-bed units
- 1 no. 3-bed units
- 1 no. café
- 41 no. cycle parking spaces
- 19 no. car parking spaces

2. 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. If this is not possible due to site restrictions, the Parish will seek financial contribution from the Applicant to invest in a public playground in the nearby area that will serve families within the Applicant's site. The Parish is currently planning to upgrade Parade Gardens in the near future which is in close proximity, and would seek a contribution towards this as further changes are planned for the 0 to 6 year olds' playground.

3. It is unclear from the application how many cycle parking spaces are proposed, however, what is shown on the drawing seems to be insufficient. There needs to be at least 49 cycle parking spaces, provision for cycle parking also needs to be provided for the café/commercial unit for staff, and

further cycle parking for residents' visitors and the commercial unit/café customers. It is important that there is sufficient space to cater for larger cargo cycles. The Applicant is to ensure that electric charging is provided for e-cycles.

4. The Roads Committee welcomes the retention of the existing 19 no. car parking spaces which is very important and should not be reduced in any way as residents in St Heller should have the same rights as those in rural parishes to own and be able to park a car. The Parish requests that electric charging be provided to all car parking spaces.
5. It is noted that it is not possible to increase the car parking provision, in which case the Applicant is to provide a one-year subscription service to EVie and provide EVie credit for each residential unit for those residents who will miss out on having access to a car park. This credit can be used across the EVie network's cars and vans, and the residents will need to use the nearest EVie shared transport hub.
6. The Applicant will need to ensure that there is sufficient scope for servicing the development off-street, especially in terms of refuse collection.
7. The Applicant must undertake a condition survey of Le Geyt Street, recording the condition of the footway and carriageway which will be impacted during the refurbishment of the building and sharing this with the Parish prior to commencing the development. The Applicant will be required to repair and reinstate any damage caused to the Parish infrastructure (footways, carriageway, line marking etc) to the satisfaction and approval of the Parish.
8. 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.
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. 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.

12. 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 I&E 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.
13. 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.
14. 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.
15. The construction process and site servicing arrangements must be discussed with Parish of St Helier's Infrastructure Department at development stage.
16. 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.
17. 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.
18. The Parish has set up a Neighbourhood Improvement Area (NIA) reserve, and Le Geyt Street/Great Union Road are earmarked to benefit in the future as an NIA. The Parish therefore seeks a POA contribution of **£ 100,000** to go into this central NIA reserve that will be used to improve residential streets in the vicinity.
19. 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/2024/0661>

3. 67½, New Street, St Helier, JE2 3RA

P/2024/0665

Change of Use of ground floor retail unit to part office (Class C) and part store/garage area. Alterations to south elevation and construct dwarf boundary wall with metal railings over on west of site.

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

1. Roads Committee notes that the proposal is for the modification of the existing ground floor commercial retail space to form a single garage and office space with storage. The office space is planned to be utilised by the Applicant to run their business operations. The Applicant advises that the original design of the building had included the provision of the proposed garage which was never constructed at the time. The new storeroom will be used to consolidate the refuse store to provide a single storage area serving both the residential units and the revised ground floor unit.
The proposal also includes changes to the existing forecourt to form a dedicated cycle parking space for the office.
2. The proposed cycle parking space should include an electric charging facility and also be of sufficient size to accommodate large cargo cycles.
3. The proposed new garage should include an electric charging facility for electric cars.
4. The Roads Committee supports the provision of an additional garage and the reduced in size commercial unit. It is important to ensure that the garage meets current road safety standards in terms of visibility and Committee requests that the Applicant reviews the standards and guidance document to ensure that the visibility splays to meet current standards which are different from 1993.
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 I&E 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 900mm above road level in perpetuity.
5. 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.
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.
6. 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 the full expense of the Applicant.
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. The applicant advises that they will be modifying refuse storage arrangements which will require the applicant to agree the revised 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.

12. 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/2024/0665>

4. Liberation Court, Ann Street, St Helier

P/2024/0687

Remove part of an existing boundary wall to create 1 no. additional parking space electric charge point for public use.

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

1. Roads Committee notes that the proposal is for the creation of an additional parking space which will be used as an electric charging bay off Brooklyn Street. This will require motorists to reverse park into the parking space in order to ensure road safety in terms of visibility.
2. 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.ie/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 900mm above road level in perpetuity.

3. The users of the car parking spaces will be expected to reverse into the parking space as parking front-face will cause a serious risk to pedestrians walking on the footway. The Roads Committee requests that if the application is approved there be a condition imposed on the Applicant that cars parking in these spaces must reverse into the parking spaces; if this cannot be conditioned then the Roads Committee has serious safety concerns and therefore the Applicant will need to implement processes to manage this risk which should be checked, with independent Road Safety Audits 1, 2 and 3 being undertaken by the applicant.
4. That any new or altered access must be surfaced in a hardbound material, such as concrete or asphalt (not loose stone or gravel), within 2m of the public highway, and all surface water generated on the area is to be disposed of within the site by soakaway or other appropriate means. This is a Parish of St Helier set condition which must be undertaken by the Applicant prior to the parking space being used.
5. 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 **MUST** be continuous across all vehicular entrances as priority is to be given to pedestrians.
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.
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 footway 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.
7. 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 the full expense of the Applicant.
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 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.
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 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.

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

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2024/0687>

5. 27, Roseville Street, St Helier, JE2 4EP

P/2024/0683

Convert 1 no. 1 bedroom flat & 7 no. bedsits into 1 no. 1 bedroom flat & 2 no. 2 bedroom flats with associated external storage and bicycle parking. Construct 2 no. dormer windows to east elevation & 2 no. dormer windows to west elevation.

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

1. Roads Committee notes that the proposal is for the conversion of 8 no. existing bedsit units into 1 no. 1-bed unit and 2 no. 2-bed units. Currently, the site benefits car parking spaces (the site photos indicate two car parking spaces) – which seem to be outside the Applicant's site. The application site plan drawings do not show this.

The property currently does not have any cycle parking facility and the proposal is to use the rear of the property with the Applicant advising "*There is provision for car parking at the rear of the property*". It seems that the car parking is outside the site boundary, as shown on the site photographs. Applicant to clarify this parking due to the site being restrictive.

2. The proposed cycle parking spaces should include an electric charging facility and also be of sufficient size to accommodate large cargo cycles. The Applicant currently shows 4 no. cycle parking spaces which is insufficient and should be increased to provide at least one cycle space per bedroom.

3. The current plans do not show any car parking although the design statement makes mention of "*There is provision for car parking at the rear of the property*". It seems that the car parking is outside the site boundary, as shown on the site photographs. Applicant to clarify this.

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 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.

5. 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/2024/0683>

6. Undercliffe Lodge, Undercliffe Road, St Helier, JE2 3PR

P/2024/0732

Widen existing vehicular access onto Undercliffe Road and locally repair existing granite roadside retaining wall. Reconfigure garden retaining walls and relocate bin store.

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

1. Roads Committee notes that the proposal is for widening the existing vehicular entrance/exit which currently provides poor visibility and for alterations to the bin storage area.
2. The Roads Committee welcomes the improvements to visibility and asks that the applicant achieves the current visibility standards as set out in the guidance which may require moving the relocated pillar slightly further south.

The Applicant is to 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.

3. 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.

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.

4. 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 the full expense of the Applicant.
5. 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.
6. 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.
7. The construction process and site servicing arrangements must be discussed with Parish of St Helier's Infrastructure Department at development stage.
8. It is noted that the existing refuse storage areas is proposed to be altered, therefore 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/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2024/0732>

7. St Michael, La Route du Petit Clos, St Helier, JE2 3FX

P/2024/0776

Demolish existing shed and greenhouse. Construct 1 no. two-bed dwelling with associated storage to north of site.

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

1. Roads Committee notes that the proposal is for the demolition of the existing shed and greenhouse which adjoins Jersey Homes Trust's site at Clos Le Gallais (which consists of blocks of flats). A new single storey 1 no. 2-bed unit assisted living house is proposed to be constructed, which will include secure storage for two electric cycles with electric charging and parking for one EV car, also with electric charging. Access to the proposed new unit is via the existing car park to Clos Le Gallais.
2. 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/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2024/0776>

8. 4, Grove Street, St Helier, JE2 4TU

P/2024/0779

Infill extension to extend ground floor commercial space.

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

1. Roads Committee notes that the proposal is to reduce the front forecourt which is currently home to the Immotion motorcycle dealership, to extend the ground floor retail area and create some off-street parking bays (two) that can be used for car parking or motorcycle parking within the Applicant's site.
2. The proposed vehicles parked on the new parking spaces must not encroach out onto the public footway: the Applicant will need to ensure this is managed effectively.
3. The new off street parking spaces created should be conditioned to be used for customer parking only.

12. 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 footway 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.
13. 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.
14. 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.
15. The construction process and site servicing arrangements must be discussed with Parish of St Helier's Infrastructure Department at development stage.
16. The proposal will alter the refuse and collection arrangements and therefore the refuse store/collection arrangements, refuse separation and recycling strategy are to be agreed in detail with the Parish Refuse Manager.
17. 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/2024/0779>

