



**PARISH OF ST HELIER**

www.sthelier.je

**ROADS COMMITTEE MEETING**

**Wednesday 20 November 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 16 October 2024 ('A' Agenda items).
- A4. Matters arising.
- A5. For decision: Proposed alterations to Library Place parking.
- A6. For information: Proposed changes to waterfront area presentation.
- A7. For decision: To agree Grands Vaux bus stop location, visit by Deputy Max Andrews.
- A8. For decision: First Tower School request for bollards in Tower Road.
- A9. For decision: Oxford Road: road sign either refurbish or replace.
- A10. For decision: To consider recent Planning applications.
- A11. Agreed decisions.
- A12. Lodging items for forthcoming Roads Committee meetings.

**'B' AGENDA – CLOSED TO THE PUBLIC**

- B1. For information: Life cycle Data Trust, data results presentation.

**Dates of 2024 meetings:**

~~Wednesday 10 January 2024 (Roads Committee)~~

~~Wednesday 13 March 2024 (Roads Committee)~~

~~Wednesday 8 May 2024 (Roads Committee)~~

~~Wednesday 10 July (Roads Committee)~~

~~Wednesday 7 August 2024 (Visite Royale)~~

~~Friday 13 Sept 2024 (Visite du Branchage et Chemin)~~

~~Wednesday 16 October 2024 (Roads Committee)~~

Wednesday 18 December 2024 (Roads Committee)

~~Wednesday 14 February 2024 (Roads Committee)~~

~~Wednesday 10 April 2024 (Roads Committee)~~

~~Wednesday 19 June 2024 (Roads Committee)~~

~~Friday 12 July 2024 (Visite du Branchage)~~

~~Wednesday 14 August 2024 (Roads Committee)~~

~~Wednesday 18 September 2024 (Roads Committee)~~

~~Wednesday 20 November 2024 (Roads Committee)~~





PARISH OF ST HELIER



Minutes	
<b><u>MINUTES OF THE ROADS COMMITTEE MEETING – A- AGENDA</u></b> <b><u>HELD IN THE ASSEMBLY ROOM ON</u></b> <b><u>WEDNESDAY, 16th OCTOBER 2024 AT 9.30AM</u></b>	
<b>PRESENT</b>	<b>Constable S Crowcroft (SC)</b> <b>The Very Rev'd M Keirle (MK)</b> <b>Mrs H Hubbell (HH)</b> <b>Mr M Pirozzolo (MP)</b> <b>Mr J Lagadu (JL)</b> <b>Mr B Manning (BM)</b> <b>Mr K Proctor (KP)</b>
<b>IN ATTENDANCE</b>	<b>Mr J Baker (Procureur du Bien Public) (JB)</b> <b>Mr S Alves (Head of Infrastructure) (SA)</b> <b>Mr A Sty (Infrastructure Manager) (AS)</b> <b>Mr J Donald (Finance Director)</b> <b>Miss E Sheehan (Minutes) (ES)</b> <b>Mrs A Roberts (Parish Secretary) (AR)</b>
<b>APOLOGIES</b>	<b>Mr Andrew Sugden (Chief Executive Officer) (AJS)</b> <b>Mr P Pearce (Procureur du Bien Public) (PP)</b>
<b>DECLARATION OF INTEREST</b>	(JB) lives at La Rue de L'Etau (HH) Lives near the new bus stop
<b>OPEN MEETING</b>	Having been previously circulated, the 'A' Agenda Minutes of the meeting held on 18 <sup>TH</sup> September 2024 were approved.
<b>MATTERS ARISING</b>	
<b>93/2024 VERBAL VISITE ROYALE UPDATE</b>	Previous minutes refer (84/2024)  Amended to read: Grosvenor Terrace: This has not been progressed, as there is a cost to the Parish for an engineer and tree specialist report on the condition of the private wall and trees, this will be monitored very closely by the Parish.
<b>94/2024 VERBAL RPZ PARKING UPDATE</b>	Previous minutes refer (72/2024)  (HH) said the Parish parking group had met and they will bring a draft to the November meeting.
<b>95/2024 E-SCOOTER REVIEW UPDATE</b>	Previous minutes refer (87/2024)  (BM) suggested reforming the group.
<b>96/2024 REVISED BANCHAGE DATES 2025</b>	(SA) advised the Committee there was a typo on the Branchage and Roads Committee date for Wednesday 16 April. He will circulate the correct details to Committee members later today.
<b>97/2024 PROPOSED BUS STOPS AT LA RUE DE L'ETAU &amp; BELMONT ROAD</b>	Jake and Craig from the Government of Jersey's Infrastructure & Environment Team presented their proposals to introduce 4 new bus stops in La Rue de L'Etau and Belmont Road and to obtain the Roads Committee approval on the final location of the Grands Vaux bus stop.  The Roads Committee approved bus stops at the Radisson Hotel, Southbound at Castle Quay and Belmont Road, the Northbound bus stop at Castle Quay can be revisited at a future date.  The decision on the Grand Vaux bus stop was postponed until the next meeting, when Deputy Max Andrews would be invited to share

	<p>his views.</p> <p>The Roads Committee approved bus stops at the Radisson Hotel, Southbound at Castle Quay and Belmont Road, the Northbound bus stop at Castle Quay can be revisited at a future date.</p> <p>The decision on the Grand Vaux bus stop was postponed until the next meeting, when Deputy Max Andrews would be invited to share his views.</p>
<p><b>98/2024 VISITE DU BRANCHAGE ET CHEMIN UPDATE</b></p>	<p>Andre Sty said the Visite du Branchage et Chemins was carried out on Friday 13th September. The party of 16 left the Town Hall at 2.30 on quite a challenging route covering just over 11 miles, viewing 64 roads.</p> <p>There were 5 organised points of interest;</p> <ul style="list-style-type: none"> <li>• Brighton Road / Clairvale Road Committee was met by Community Support Officer Joe Da Costa where Joe highlighted some of the issues in the area with parking, school drop off and the nearby motorcycle bay.</li> </ul> <p>It was agreed the Department would put a report together with some recommendations over the next few months.</p> <ul style="list-style-type: none"> <li>• La Pouquelaye Committee viewed the recently completed footpath widening in the area.</li> <li>• Almorah Cemetery The Constable discussed potential parking outside East and West Lodges. It was agreed the subject would be revisited again in the future if or when the Chappel has a change of use.</li> <li>• Break at the Depot The Constable discussed the issue with bank slippage on La Grande Route De St Jean. Constable suggested he would discuss the matter with the Government as Highway Authority.</li> <li>• Old St Johns Road There was no stop but members rode over the tree recently modular road humps.</li> </ul> <p>There were also 9 infractions noted on the day.</p> <ul style="list-style-type: none"> <li>• 7 with administrative penalties</li> <li>• 2 Letters of advice.</li> </ul> <p>The department is satisfied with the work carried out on the Visite.</p>
<p><b>99/2024 ROADS PROGRAMME UPDATE &amp; PROPOSED CHANGES</b></p>	<p>Silvio Alves said he is seeking the Roads Committee's approval for alterations to the Roads Programme as below:</p> <p><b>Winchester Street (carriageway &amp; footways) @£ 75k budget:</b> Due to a large development that is due to commence off Winchester Street, the proposal is to delay this work until more certainty is obtained from the developer. The road will be made good to address any immediate safety issues.</p> <p>In lieu of Winchester Street, the proposals is to use some of the funding to address the tree roots issues along Parade Gardens. The Parish has appointed an arboricultural consultant to investigate solutions to the tree root heave on the footpath which resulted in a member of the public tripping in 2023.</p> <p>We intend to provide the Committee with an update hopefully at the</p>

	<p>next Roads Committee meeting on a solution that we anticipate will address majority of the root heave which may involve careful tree root surgery to cut back the roots carefully.</p> <p><b>Charles Street footways @ £ 100k budget:</b> Due to ongoing works in the area with developments in the vicinity also reassessing Charles Street footways, we feel that this could be delayed as the condition of the footways are reasonable and could wait another year. We also are aware of the upheaval that this work would create.</p> <p>In lieu of Charles Street, it is recommended that we continue with the works undertaken in Hilgrove Street, by extending the granite paving to the footways and replacing the brick pavers that require regular repairs up to the junction with Bath Street</p> <p>The extent is shown on the photo in your report at this stage we are planning just to do the footways, although if we have sufficient cobbles and budget we will also carry on the cobbles carriageway.</p> <p><b>NIA Pomona Road:</b> As the Committee will recall the funding for this NIA was reduced and therefore, we are only able to deliver half of the NIA and therefore we are planning to undertake Pomona Road. We will be going out to tender at the end of this month with the anticipation of commencing on site in January 2025.</p> <p>There has been some design changes to the scheme as following extensive trial hole investigations we will not be able to provide trees planted at road level due to the extensive services under the tree locations. It was good that we undertook the trial holes to find out that the spacing will not work, diverting services would be extremely costly and result in not being able to deliver this NIA.</p> <p>The team have come up with an alternative which will result in planters being semi-embedded into the pavement – basically no base which will allow for planting and shrubbery to be used, it will still be very effective. The final details are being worked on as we speak therefore, I will circulate to the Roads Committee an update that we will be sending to residents’ shortly which will provide you with the details.</p> <p><b>Road Resurfacing Programme:</b> We are planning to undertake the resurfacing to Duhamel Street and Ann Street before the end of this year.</p> <p>The team will be working on addressing the failed brick areas which will be challenging in terms of access for residents.</p> <p><b>Belmont Road NIA:</b> Will be developing plans to the car park to see if we can introduce an exit for Belmont Gardens and some improvements to the area, this will require planning permission and will be actioned as soon as we can.</p> <p><b>Bike Shelter in Old Street:</b> Will come back to the Committee with options on this as soon as we can.</p> <p>It was agreed the department would write to the Planning Minister in reference to POA for Charles Street and the bus shelter.</p>
<p><b>PLANNING APPLICATIONS</b></p>	
<p><b>100/2024 P/2024/0941 LAND PARCEL BY WEST PARK SLIPWAY,</b></p>	<p>Siting of storage and service kiosk.</p> <p>The Committee approved the draft comments detailed in the</p>

<b>ESPLANADE, ST HELIER</b>	planning repost 16 <sup>TH</sup> October 2024 (refer documentation attached)
<b>101/2024 P/2024/0962 51-53 COLMAR BRASSERIE &amp; CAFÉ, KING STREET, ST HELIER, JE2 4WE</b>	Retrospective Application – Extension of Al Fresco area with the information of new balustrade and 2 new awnings.  The Committee approved the draft comments detailed in the planning repost 16 <sup>TH</sup> October 2024 (refer documentation attached)
<b>102/2024 P/2024/0963 MILLENIUM TOWN PARK, BATH STREET, ST HELIER</b>	Refurbishment of the existing playground.  The Committee approved the draft comments detailed in the planning repost 16 <sup>TH</sup> October 2024 (refer documentation attached)
<b>103/2024 AGREED DECISIONS</b>	<ul style="list-style-type: none"> <li>• The Roads Committee approved bus stops at the Radisson Hotel, Southbound at Castle Quay and Belmont Road, the Northbound bus stop at Castle Quay can be revisited at a future date.</li> <li>• The decision on the Grand Vaux bus stop was postponed until the next meeting, when Deputy Max Andrews would be invited to share his views.</li> <li>• Deputy Max Andrews to be invited to the November Roads Committee – Actioned by Alison 16/10/2024.</li> <li>• Due to building developments in the area the Committee agreed to delay the proposed works to Winchester Street and to move the funding to finding a solution to the tree roots appearing through pavements along The Parade.</li> <li>• The Committee agreed to delay works on Charles Street and to consider further works to Hilgrove Street.</li> <li>• Silvio is to explore what is happening to the Queensway House development, before commencing works in Hilgrove Street.</li> <li>• The Parish is to write to the Planning Minister to explain that the Parish will have to undertake works totalling £100K in Charles Street, because of new building developments in the area. The letter needs to explain that the Planning Obligation Agreement needs to be reviewed, as without the new developments, the road works would not have to be undertaken. (We need to request the money towards these repairs). The Committee also believes that the cost of a new bus shelter in Belmont Road should also come from the POA.</li> <li>• The Committee agreed to amend the Colmar planning application review to state that the applicant is aware that the Parish licence the al fresco area and is to note that if other adjacent premises apply to the Parish requesting an al fresco that the Parish will review this area which could result in the space being split and therefore would impact on this al fresco space. – Actioned by Silvio 16/10/2024.</li> <li>• Silvio to write to the Owner of Colmar advising him of this condition and to put a clause in the alfresco licence conditions</li> <li>• The Constable will discuss with Procureurs whether there should be increased charges for alfresco areas with semi-permanent structures.</li> </ul>
<b>104/2024 AOB &amp; LODGING ITEMS FOR FORTHCOMING ROADS COMMITTEE MEETINGS</b>	<p><b>AOB</b> HH asked for extension to the life cycle data, the Parish's licence time constrained to 90 days and was running out.</p> <p><b>Items for next meeting:</b> The Dean asked if the Government Infrastructure Department could give update of plans for Broad Street, including the impact on Church Street.</p> <p>The Constable advised that he would be bringing a parking paper to the November meeting.</p>

	BM asked if keep clear signs could be placed on the road at back of post office.
<b>NEXT MEETING</b>	The next meeting will take place on Wednesday 20 <sup>th</sup> November 2024.





**1. Land Parcel by West Park Slipway, Esplanade, St. Helier**

**P/2024/0941**

*Siting of a storage and service kiosk.*

The Roads Committee supports this application.

1. Roads Committee notes that the proposal is to provide enclosed storage space for the rental business renting out bikes, e-bikes and fun bikes. A significant part of the operation of the business requires the storage and maintenance of the bikes, along with providing shelter for staff during adverse weather. Bikes are currently stored under a large tarp overnight, and again during adverse weather when it is deemed impractical to operate the rentals. When the sun and wind are strong, the staff are left exposed to the elements.
2. The proposal is for a mobile structure to be installed on-site. It will provide on-site storage and maintenance for bikes, e-bikes, and fun bikes, shelter for the staff from the harsh weather along the beachfront, and a kiosk to operate the rentals (and to sell tickets for Le Petit Train).
3. 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/2024/0941>

**2. 51-53 Colmar Brasserie & Cafe, King Street, St. Helier, JE2 4WE**

**P/2024/0962**

*Retrospective Application - Extension of Al Fresco area with the formation of New Balustrade and 2No. new Awnings.*

The Roads Committee supports this application.

1. Roads Committee notes that this is a retrospective application to provide cover over the extended area of al fresco seating (49m2 in area) located to the rear of the main 'Colmar Brasserie' restaurant on Broad Street, St Helier. This semi-enclosed al fresco area is effectively an extension of the existing al fresco area (69.5m2) to the east which has been located there for several years.
2. To make the al fresco area more resilient to weather conditions, the area is semi-enclosed using an adjustable glass screen which is secured using steel posts, and sitting over the seating area is a retractable canopy which is set at the same height as one covering the adjacent al fresco area.
3. The applicant is aware that the Parish licence the al fresco area and is to note that if other adjacent premises apply to the Parish requesting an al fresco that the Parish will review this area which could result in the space being split and therefore would impact on this al fresco space.
4. 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/2024/0962>

**3. Millennium Town Park, Bath Street, St. Helier**  
*Refurbishment of the existing playground.*

**P/2024/0963**

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

1. Roads Committee notes that the proposal is to refurbish the existing playground which Roads Committee supports.
2. The Roads Committee is supportive of the improvement to the children's play area and welcomes the proposal. The Roads Committee requests that the Applicant works with other stakeholders to ensure that children are provided with varied play equipment so that there is a cohesive approach to St Helier public playgrounds for children to enjoy and develop. This will help in providing varied play areas within St Helier.
3. 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/2024/0963>



<p><b>Date of request:</b> 20 November 2024</p>	<p><b>Road reference &amp; title of report:</b> Library Place - Proposed changes to taxi rank and parking arrangements</p>
<p><b>Address:</b> Library Place</p>	<p><b>Requested by:</b> Government of Jersey Infrastructure &amp; Environment (I&amp;E)</p>

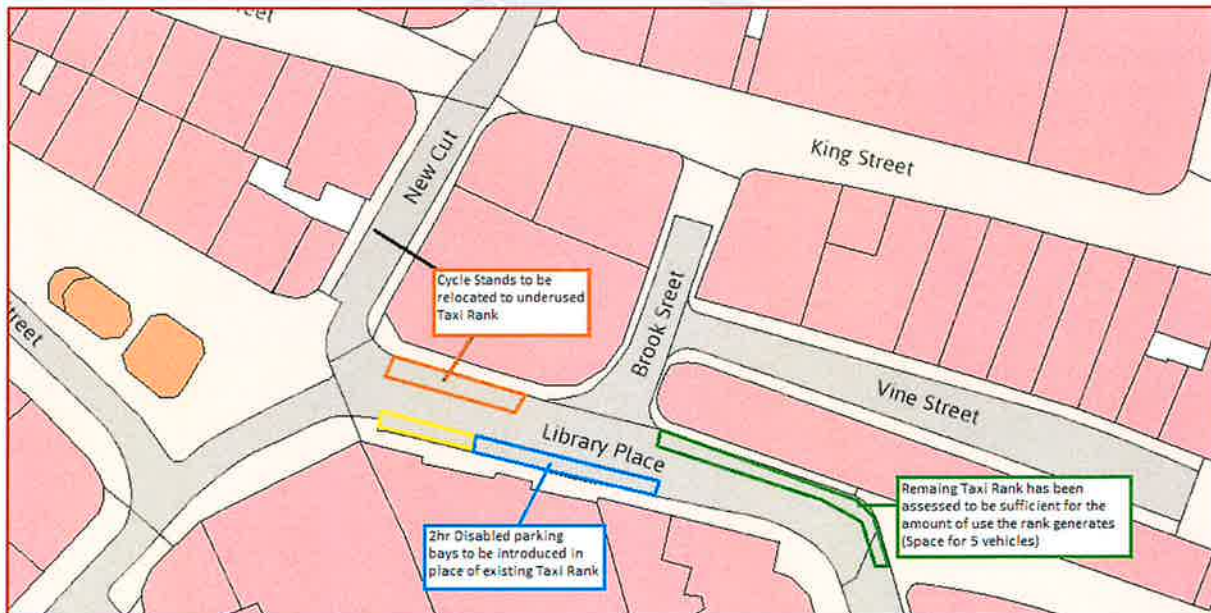
**Brief introduction/summary:**

The Minister for Infrastructure and the Assistant Minister have requested that the following changes be brought forward in Library Place. The Ministers wish to provide better access to cycle parking and remove existing cycle provisions from New Cut to provide better access for pedestrians and cycles into the town centre.

The Ministers want to introduce more disabled parking into the area to provide more benefits to disabled drivers. The I&E Team has assessed the usage of the taxi ranks in Library Place and established the ranks are over-provided.

As a result of I&E's recent assessments, they have determined that there is a need only to provide enough space for a small number of Stationary taxis on the rank. As such, the existing bay marked in green on the sketch below will be the only rank that remains.

This road comes under the remit of the Parish of St Helier, and the Infrastructure Department therefore welcomes the Roads Committee's support to make these changes.



Note: Yellow box represents the existing unloading bay, which will not be altered.





<p><b>Date of request:</b> 20 November 2024</p>	<p><b>Road reference &amp; title of report:</b> Proposed Grands Vaux bus stop location.</p>
<p><b>Address:</b> Grands Vaux bus stop</p>	<p><b>Requested by:</b> Government of Jersey's Infrastructure &amp; Environment team</p>
<p><b>Location map:</b> See below</p>	<p><b>Photograph/street view:</b> See below</p>

**Brief introduction/summary:**

At the Roads Committee meeting on 16 October 2024, the Committee deferred making a decision on the final location of the Grands Vaux bus stop until hearing from Deputy Max Andrews for his input.

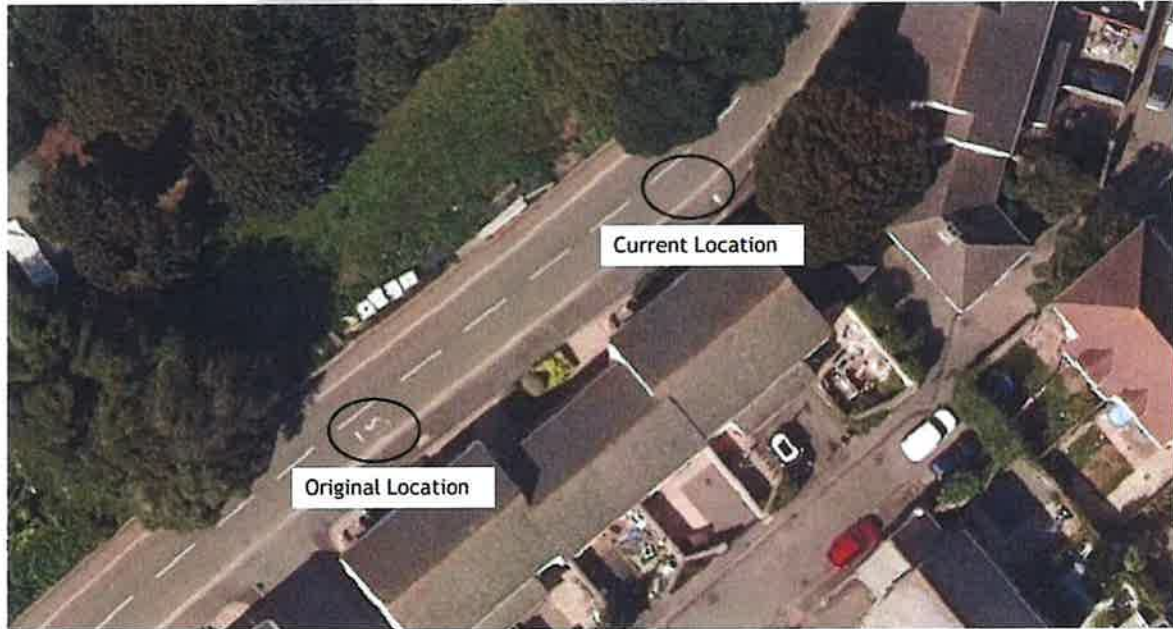
Deputy Max Andrews is here today to provide the Committee with his opinions for the Committee to consider.

Committee will recall that Officers from the Government of Jersey's Infrastructure & Environment (I&E) presented options for the final location of the Grands Vaux bus stop.

As a reminder:-

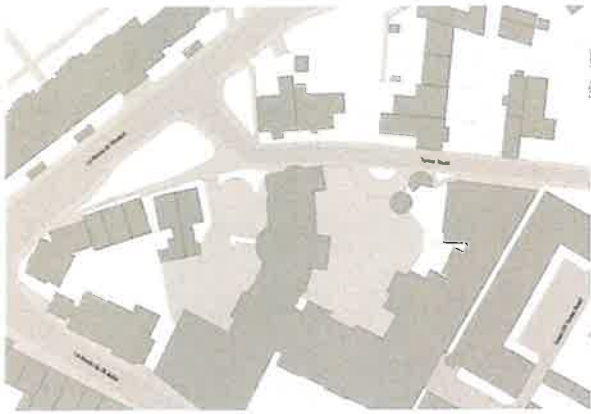

1. **Grands Vaux bus stop:** The I&E Team discussed the Grands Vaux bus stop (Sutton Court S) as I&E Officers are seeking a decision. Since the re-location of the bus stop, there has been negative feedback from a resident voicing opposition, who would like it returned to its previous location.

The Roads Committee will need to decide whether to move the stop back to its original location or keep it where it is, while also considering road safety concerns associated with this move.







<p><b>Date of request:</b> October 2024</p>	<p><b>Road reference &amp; title of report:</b> (242) Tower Road First Tower School Safety Measures</p>
<p><b>Address:</b> First Tower School, Tower Road</p>	<p><b>Requested by:</b> First Tower School</p>
<p><b>Location map:</b></p> 	<p><b>Photograph/street view:</b></p> 

**Brief introduction/summary:**

First Tower School have been in contact with the Parsh regarding placement of some bollards to assist them with issues they are facing with the school pick up and drop off.

Parish Officers and Parking control met the Headteacher, Deputy Head and Caretaker on site on 17<sup>th</sup> October 2024 to discuss various different issues on the government and parish road.

**Problem A** It was reported that a student had been recently struck by a vehicle driving on the footpath at the bottom of the road as it bends to right and approaches the junction with La Route Es Nouveaux. This area is owned by the Parish as can be seen on the coloured plan below (marked in red) as this was once up on a time part of the Tower road carriageway.





The school have requested some bollards be positioned to stop parents pulling up in this area.

If committee is minded to allow bollards to be installed we believe at least one should be lockable / removable for emergency services etc to use when required.

**Problem B** The school also requested a number of bollards be considered along the footpath to the east again to stop drivers pulling up on the footpath. To be effective approximately 7 stainless steel bollards would be required.



The cost for supply and installation of 10 stainless steel bollards would be in the region of £2500. Bollards are in stock, and installation would be undertaken by a POSH approved civils contractor.








**Officer recommendation/comments:**

Officers would recommend the approval of First Tower School's request for bollards on the grounds of improving the safe walking route for students and other pedestrians in the area.

DRAFT





<p><b>Date of request:</b> 20 November 2024</p>	<p><b>Road reference &amp; title of report:</b> 170 – Oxford Road</p>
<p><b>Address:</b> Oxford Road</p>	<p><b>Requested by:</b> Infrastructure</p>
<p><b>Location photo:</b></p> 	<p><b>Photograph/street view:</b></p> 
<p><b>Brief:</b></p> <p>Attention was raised on a social media page and by a Procurer concerning the state of Oxford Road’s existing road sign. The photo shows that the sign is corroded and requires repairing or refurbishing.</p> <p>The usual process is that this sign would be replaced with a standard plastic green sign, however following a lot of interest in this historic sign, the Parish requested a quotation to restore this sign to its former glory. (Please see <b>Appendix 1</b> for the quote from the specialist restorer).</p> <p>The Committee is asked to advise whether to restore or simply replace the sign with a plastic standard road sign. It should be noted that there are some other historical road name signs, such as Ingouville Place, which would also benefit from restoration or replacement.</p>  <p>The decision the Committee agrees upon will set a precedent and guide the Department on the course of action moving forward with these historical signs, i.e. to restore them wherever possible or replace them with the standard St Helier green road name signs.</p> <p>In the coming weeks, the Department will undertake a detailed audit of the road signs to identify these historical signs, and, if the Committee is minded to restoring them, we will set an appropriate budget next financial year for this work.</p>	
<p><b>Funding proposal:</b></p> <p>The cost to restore the Oxford Road sign = <b>£ 1,290.00</b> + work to repair the masonry and making good the decoration to the property (see Appendix 1).</p> <p>The alternative is to remove and dispose of this sign and replace it with a standard plastic road sign, which would be circa <b>£ 150</b> for supply and installation (Signs costs approx. £ 75 depending on size + installation costs).</p> <p>There is no set budget for repairing the existing signs; however, the Parish could use the existing road budget to pay for Oxford Road sign restoration, but this will impact on other work and may require compensatory saving on other work to cover this cost.</p>	



The Committee is also asked to advise how to proceed moving forward: if the Committee wishes to have these historical signs restored, we could increase our signage budget to allow for up to 2 signs to be restored on a budget value of £ 1,500 per sign each financial year.

**Programme:**

At this stage, we cannot give specific time frames as the restoration of the signs require blacksmith work to reform the missing letter.

However, if Committee approves the restoration, then the Parish will place an order with the supplier to attend with the aim to ensure that the sign is back in place as soon as possible.

**Appendix 1: Quote to restore sign**

**RYLANCE Ltd**

# Architectural Ironworks

La Fosse, La Grande Route de Rozel, St Martin, Jersey, JE3 6AY

T: 01534 723860 [office@rylanceltd.com](mailto:office@rylanceltd.com)

A Sartin  
Streets Inspector -Infrastructure Department  
Parish of St Helier  
Town Hall  
St Helier  
JE4 8PA

21<sup>st</sup> October 2024

Re; Oxford Road

To survey and remove vintage wrought and cast iron roadname sign,  
To brush down render/masonry and seal any obvious holes.

Strip letters from backing plate  
To cast missing letter A  
To gritblast and zinc prime all  
To align letters back onto backing plate  
And tap new fixings as required  
To apply, by brush, Sigma 2pack paint system  
1 x 280, 1 x 456 and 2 x 520 top coats  
Backing, Black, letters, white.  
Re assemble letters onto plate, caulk and cut in white 520

Deliver back to site, align and fix back into original position

£ 1,290.00 + Gst

Not Inc any masonry remedial work revealed.

Stephen Rylance

**1. New Hospital Overdale Site, Westmount Road, St. Helier, JE2 3UH**

**P/2024/1025**

*Construct new hospital including surface level parking, external plant and landscaping. Demolish existing buildings and structures, to include part of Camden and the garage to Briez Izel. Alter Westmount Road. Alter access through West Park and Val Andre including a new pedestrian and cycle route along with associated alterations to the highway network. Provide new drainage connections and High Voltage power cable below ground through West Park. Below ground attenuation in People's Park. 3D Model available.*

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

**INTRODUCTION:**

1. Roads Committee notes that this is the first stage of the Health Estate Programme - to construct an Acute Hospital at Overdale. Separate planning applications will be prepared in due course for the other elements of the New Healthcare Facilities Programme (NHFP).
2. The proposal is to construct the new "Overdale Acute Hospital" (OAH), including surface-level parking, external plant and landscaping. Access through West Park and Val André will be altered to include a new pedestrian and cycle route, and alterations will be made to the highway network to accommodate the development.
3. The application site of the proposed Acute facility covers an area of approximately 17 hectares (ha). The proposed development includes several distinct elements, which are described in this section and will form the overall development known as the Overdale Acute Hospital.
4. The proposed development would provide the following services for Jersey:
  - Emergency department
  - Radiology and diagnostic imaging
  - Women's and children's services (including maternity, obstetrics, neonatal and paediatric inpatients)
  - Operating theatres for emergency and planned elective surgery (where the patient requires an overnight stay)
  - Inpatient wards
  - Clinical and non-clinical support services including a pharmacy, pathology, catering, estates and facilities, and administration.
5. All acute, medical and surgical, emergency and planned inpatient beds would be provided at the Acute hospital and a private patient facility is to be included. Staff rest and welfare facilities would be provided.

**ROADS COMMITTEE COMMENTS:**

6. Roads Committee welcomes the provision of the new OAH development, which sees a much lighter touch on Westmount Road and the introduction of a new Active Travel Route utilising Westmount slopes and Val André.
7. At the presentation to the Roads Committee on 19 September 2024, the OAH team confirmed that the design of the Hospital caters for future changes to approximately 2036; however, the site has the flexibility to grow and adapt as demands change.

**TRAVEL PLAN:**

8. The Framework Travel Plan (FTP) provided by the Applicant is intended to form a central element of the overall long-term connectivity strategy for the Overdale Acute Hospital.
9. The Travel Plan will be implemented when the Overdale Acute Hospital becomes operative. The proposed development is anticipated to be operational by 2029, and the Full Travel Plan will be submitted for approval prior to occupation.
10. The Travel Plan is aimed at staff, visitors and patients, with limitations on patient travel choices and limited influence over visitor choices being duly considered. It is expected that the majority of the targets and Travel Plan measures will mainly focus on staff, as it is more difficult to directly influence patient and visitor travel behaviour given the normal function of the Hospital.
11. The aims and objectives of this Travel Plan are in line with the goals of the Government of Jersey's Sustainable Transport Policy. The Policy framework sets out a bold ambition to achieve a fully sustainable transport system by 2030, which overlaps with the same goal and ambition for this Travel Plan.
12. Decarbonisation of the transport system is also an aim of the Sustainable Transport Policy. Modal shift to walking, cycling and public transport is an integral part of decarbonisation.
13. Within one year, or the site being at least 50% occupied, a baseline travel survey will be undertaken to confirm the baseline mode shares estimated in the TA. Subsequent travel surveys will take place regularly to monitor the progress of the Travel Plan and to note any necessary changes.
14. A Travel Plan should be periodically monitored and updated to remain current and relevant to the development site and its use. As such, the Applicant's supplied Travel Plan has no expiration date and should be updated throughout the life of the Hospital to reflect its current condition.
15. Travel Plans are aimed at delivering sustainable transport objectives and providing a range of benefits to the community as a whole, including:
  - Reducing congestion and peak time conflicts;
  - Reducing energy use and harmful transport emissions;
  - Facilitating improved public transport through economies of scale and transport efficiency; and
  - Improving accessibility.
16. The benefits of the proposed Travel Plan will be:
  - Releasing additional site capacity or capital by reducing requirements for car parking spaces and site maintenance costs;
  - Reducing business/organisation operating costs by introducing more efficient and sustainable transport options;
  - Assisting staff recruitment and retention by encouraging improved accessibility through a wider range of travel choice; and
  - Creating a healthier environment and workforce by offering healthier sustainable travel choices.

17. Overdale Acute Hospital will be responsible for appointing a Travel Plan Coordinator (TPC) with sufficient time and resources to fulfil the role. The role is expected to be a part-time position that could be allocated to an existing member of the Hospital's administration. Alternatively, a Travel Plan Coordinator could be appointed to oversee the travel plans for all sites forming part of the New Hospital Facilities Programme, including the End Quenaut Health and Wellbeing Centre, the Overdale Acute Hospital, the Kensington Place Ambulatory Hospital, and a Health Village at St Saviour.

**ROADS COMMITTEE COMMENTS:**

18. Roads Committee requests that the Applicant appoints the proposed Travel Plan Coordinator prior to completion of the new OAH development.

**ACCESS / LOCAL HIGHWAY NETWORK:**

19. The highway network serving the site is described as follows

- **Westmount Road (POSH)** runs in a north/south alignment adjacent to the site. To the south, there are several bends along Westmount Road, including a hairpin bend, before it forms a priority junction with St Aubin's Road.
- **Tower Road (POSH)** is a two-way, east-to-west route linking St John's Road in St Helier with Route es Nouaux in Bellozanne;
- **St John's Road (GoJ)** is a two-way, south-to-north route connecting central St Helier to the A9 Queen's Road in the north;
- **A9 Queen's Road (GoJ)** is a two-way, single-carriageway that forms part of the A9. This section of the A9 begins at the Queen's Road roundabout and ends at the junction with La Grande Route de Saint-Jean and St John's Road. Queen's Road provides a south-to-north link between central St Helier and Le Mont à l'Abbé;
- **A1 St Aubin's Road (GoJ)** forms the section of the A1 that begins at the St Aubin's Road roundabout and ends at the junction with the A2 and A11 in the west;
- **St Aubin's Road (GoJ)** links the A1 Esplanade with Westmount Road, Cheapside and St John's Road;
- **Cheapside (GoJ)** is a one-way route that joins St Aubin's Road and St John's Road with The Parade;
- **The Parade (GoJ)** is a one-way link that connects Cheapside with central St Helier;
- **A1 Esplanade (GoJ)** is a dual carriageway consisting of three lanes in each direction; and
- **Gloucester Street (GoJ)** forms the southernmost section of the A9, linking the A9 to the A1 Esplanade to the northwest and southeast.

20. The main access to the Acute Facility will be via Westmount Road, via Tower Road, located to the north of the site, or via St Aubin's Road to the south and southeast of the site.

21. Westmount Road is a winding road that includes a 'hairpin turn'. The road runs through the site, connecting onto Tower Road to the north, and Peirson Road/St Aubin's Road to the southeast. Some alterations will be made to the highway, including Westmount Road.

22. The existing access to the Crematorium will remain unchanged, as will the existing Jersey Water access from Tower Road.

**ROADS COMMITTEE COMMENTS:**

23. Roads Committee was advised at the presentation by the OAH design team on 18 September 2024 that the Crematorium does not form part of the Project. The proposals submitted show that the Crematorium will remain in place, as there is no intention to change there are no plans to remove any of the memorial gardens.

24. Roads Committee requests that there is sufficient parking provision provided during and after the construction of the OAH. There are times during busy services where there is a very high demand for parking to the Crematorium.

**ACTIVE TRAVEL ROUTE:**

25. Given the site is located on the edge of St Heller, there is the opportunity for journeys to be made by foot; however, the topography may represent a barrier to some accessing the site.

26. To provide an alternative Active Travel Route to Westmount Road, the development of Active Travel Routes within West Park is proposed to assist pedestrians and cyclists to access the Acute Facility. This would provide a lit route varying between 2.4m and 3.5m from St Aubin's Road through the woodland of West Park to the western side of the OAH.

27. Therefore, the Active Travel Route (ATR) will be provided through West Park and Val André to assist pedestrians and cyclists in accessing the Acute Facility, providing a lit route and linking to existing paths from St Aubin's Road and Westmount Road through the woodland to the western side of the Acute Hospital.

28. The route will connect to the north via a link through the former Jersey Water site and access directly on to Tower Road.

29. To the east the Active Travel network is extended through to Old St John's Road via a traffic-free link between the North and South parking areas. This link will also serve as an emergency secondary access for vehicles should the main Westmount Road access junctions be impacted by an accident or incident preventing normal access/egress.

30. Connections with Tower Road via the existing Jersey Water site (northern edge of the site) and between Westmount Road and Old St John's Road via the proposed eastern car parks (northeast corner of the site) will be provided.

31. The landscape is a key part of the Proposed Development: it is a 'landscape that heals'. The landscape is designed to be used by visitors, clinicians, patients and the wider community. The landscape is split into character areas, which allows each section of its design to cater for different requirements.

**ROADS COMMITTEE COMMENTS:**

32. Roads Committee requests that the Active Travel Route's path lighting and surfaces be installed and maintained/cleaned at no cost to St Heller parishioners, as this route will mainly benefit and support access to the new OAH. The OAH is going to be accessible for all Islanders and not just St Heller residents; therefore, the cost for maintaining and upkeep should be Island-wide and not just a burden for St Heller ratepayers.

**WALKING:**

33. The site is located on the edge of the town of St Heller and therefore there is an opportunity for journeys to be made by foot; however, the existing topography may represent a barrier to some accessing the site.



34. The proposed walking routes are designed to provide safe and convenient movement around the site. They will be a minimum of 2m wide, allowing for two wheelchair users to pass. Westmount Road is to be upgraded to promote low-speed movement, improving pedestrian safety. This is to be in tandem with effective pedestrian crossings which will provide safe movement from the car parks to the main building.
35. For individuals accessing the Hospital on foot, the Active Travel Route through West Park will provide a safe route away from vehicle movement, giving opportunity to take advantage of the adjacent green spaces.
36. This will lead to a secondary entrance situated in the west of the building, leading to a lift to the ground floor for visitors, or to a change and shower hub for staff. The Active Travel Route is also currently proposed to connect to Tower Road, situated to the north of the site.
37. An accessible pedestrian route is to connect the south entrance to the parking on the south side of the site, and finally to the north a pedestrian link to the bus drop-off and Patient Transport Services will be created.

**ROADS COMMITTEE COMMENTS:**

38. The cost for undertaking works to Parish by-roads is to be fully funded by the Applicant. The final design, specifications and details are to be agreed with the Parish.

**CYCLING/BICYCLE PARKING:**

39. There is a segregated cycle route (Route 1) on the south side of the Esplanade. This cycle route follows the perimeter of the Island providing links to First Tower and St Aubin's to the west, and Grouville to the east. Route 1A is a spur off Route 1, which loops south through the harbour's waterside development and provides a link to the recreational and residential developments. The cycle route network is illustrated within the Jersey Cycle Guide.
40. Cycle access to Overdale is anticipated to be provided via Westmount Road. Although this is the most direct route from central St Helier, the steep gradient may discourage some.
41. As with the pedestrian access, the Active Travel Route through West Park will provide a route to the site for those choosing to cycle. This route will be designed to allow for both modes of transport to travel seamlessly and without conflict.
42. The Active Travel Route is then to connect to the Tower Route, providing wider active travel connectivity across St Helier.
43. A covered cycle store is currently proposed as the Active Travel Route leaves the boundary of West Park which is to provide ample storage for both visitors and staff choosing to cycle to the site. This is accompanied by two further secure cycle parking spots located in the southern car park, expected to be used by cyclists coming from the north of Westmount Road.
44. Both long-stay (staff) and short-stay (patient and visitor) cycle parking is proposed to encourage future users to travel by bicycle. For staff, a total of 90 long-stay, secure and sheltered cycle parking stands are proposed. For patients and visitors, a total of ten short-stay secured and sheltered 'Sheffield style' cycle parking stands are proposed.

45. Staff Changing, with showers and lockers is to be provided on the Lower Ground Floor directly accessible from the Western Entrance.

**ROADS COMMITTEE COMMENTS:**

46. The Roads Committee welcomes the introduction of cycle parking. The Applicant advised at the presentation given at the meeting on 18 September 2024 that there is enough flexibility in the design to allow for extending cycle parking provision as uptake increases.

47. The Applicant should consider setting up cycling initiatives for staff to enable expansion of the uptake of cycling, i.e. consider having a pool of electric cycles for staff to utilise.

**PUBLIC TRANSPORT:**

48. The closest bus stop to the site is located on Westmount Road, 100m south of the site. There are no existing waiting facilities at this stop, such as a shelter. This bus stop is served by the Number 19 service, which provides an hourly service between St Heller and La Pouquelaye via Overdale Hospital.

49. There are also bus stops on Queen's Road, located 800m (ten-minute walk) to the north of the site, which can be accessed via Tower Road and St John's Road. Alongside the Number 19 service, these stops are served by the Number 5 service which routes between Liberation Station and St John's Village to the north of the Island.

50. To the south, there is a bus stop located 550m (seven-minute walk) from the site on the A1 St Aubin's Road. This stop can be accessed via an existing stepped, unlit pedestrian route through West Park.

51. A dedicated bus stop is to be provided to allow for access to the site via public transport. This is proposed to be located to the north of the Acute Building and will comprise a layby with shelter and timetable information.

52. The proposed arrangement will allow for access from both the north and south of Westmount Road, and a dedicated turning cycle will ensure buses are able to leave and enter the site via the same junction.

53. The bus access strategy for OAH seeks to provide a realistic alternative travel mode choice to the private car. There have been initial discussions with I&E and the incumbent bus operator, Liberty Bus, regarding potential improvements to the existing service provision.

The aspiration for the development is to provide one bus service every 15 minutes. This could be delivered through the combination of:

- Existing Number 19 bus service operating once per hour;
- Redirecting the existing Number 5 service via Westmount Road, operating once per hour; and
- New bus service between Liberation Bus Station and OHP operating every 30 minutes, which could be a dedicated service or integrated with wider aspirations for a town centre service.

54. The proposal includes a new bus terminal to the north of the main building and associated bus shelter.

55. The existing and proposed services will be agreed upon with I&E prior to the site becoming operational. Opportunities to improve bus service provision will be periodically explored by the Travel Plan Coordinator.

**ROADS COMMITTEE COMMENTS:**

56. Roads Committee requests that the Applicant appoints the proposed Travel Plan Coordinator prior to completion of the new OAH development with a view to looking at improving bus connectivity to the site.

**CAR & MOTORCYCLE PARKING FACILITIES:**

57. It is proposed that a full Car Parking Management Plan be secured by a planning condition. This would be developed in consultation with I&E Operations and Management.

58. The proposed car parking strategy for OAH responds to the sustainable aspirations of the site, whilst recognising some may need to travel by car. A total of 343 car parking spaces are proposed, including 23 accessible and 13 oversized spaces. Whilst all key staff will have access to the car parking on site, some will need to use other public car parks, such as Patriotic Street Multi-Storey Car Park, and travel to the site by another mode. Reducing the convenience of car travel will encourage the use of sustainable modes of travel.

59. The proposed car parking provision is as per the below:

- There are 12 existing parking spaces adjacent to the former Jersey Water offices. In addition, the main car parking will be located in two areas to the east of the site, within the areas currently identified as Fields H1550, H1551, and H1552, and will be accessed via Westmount Road. This at-grade parking will provide 305 spaces, including allocation for accessible and EV parking spaces.
- A secondary parking area will be located to the south of the main building west of Westmount Road, also accessed off Westmount Road, and will provide 38 spaces. Parking spaces for 20 motorcycles have also been incorporated at several locations within the proposed scheme.

60. Both car parks include allocation for accessible and EV parking spaces, as shown in the table below:

Type	Southern Car Park	South East Car Park	North East Car Park	Total
<b>Standard</b>	13	71	193	277
<b>EV (Standard)</b>		30		30
<b>Oversized</b>	13			13
<b>Accessible</b>	12	8		20
<b>EV (Accessible)</b>		3		3
<b>Total Additional</b>	38	112	193	343

**ROADS COMMITTEE COMMENTS:**

61. Roads Committee notes that the existing on-street parking near the Overdale entrance has been omitted; however, this parking primarily serves visitors to the Crematorium. It is noted that the Applicant has not indicated how many parking spaces are being provided for the Crematorium, especially given the loss of on-street parking spaces.

62. Roads Committee was advised at the presentation given by the OAH Design Team on 18<sup>th</sup> September that there is a drop-off facility at the entrance to the Hospital, which the Committee welcomes.

**SERVICING BAY:**

63. The Hospital will be served by an FM Yard planned on the lower ground level below the main pedestrian and vehicular routes, offering a clear demarcation and segregation between patients/visitors and FM delivery operations. Access to the FM Yard will be from Westmount Road via the road between the Crematorium and the Jersey Water land, ramping down to the lower section of the site.

64. The Facilities Management Yard (FM Yard) will include delivery bays to receive service vehicles and goods for the Facility. It will also be the area from which operational waste generated by the Facility will be collected. Wrapping around the secure service yard, the Facilities Management Department is strategically located to provide essential support to all Hospital departments. Key service lifts facilitate efficient movement throughout the Facility.

**ROADS COMMITTEE COMMENTS:**

65. Roads Committee welcomes the provision of the servicing bay.

**WESTMOUNT ROAD CHANGES:**

66. The main entrance will be located to the east, off Westmount Road, providing direct and convenient routes to pedestrian and cycling links as well as buses and parking facilities. The Emergency Department/Blue Light entrance is set back on the northern face of the building, ensuring minimum disturbance to the neighbouring residents.

67. Therefore, the main access to the Acute Facility will be from Westmount Road via Tower Road to the north or St Aubin's Road to the southeast of the site. Some alterations will be made to the highway, including Westmount Road. These comprise:

- Localised widening of the highway in areas of bends to at least 6.7m with a 2m wide footway to ensure that two-way movement of a single-decker bus can be accommodated where possible, without encroaching onto the opposite side of the carriageway (except for at the hairpin which is described later).
- Verges, earthworks embankment and other forms of boundary treatment including retaining structures, walls, fences, vehicular restraint barriers etc on either side of the road.

- A new junction located north of the existing driveway to Camden House, Rockferry, and Ponderosa, providing access for ambulances, public drop-off, car parking, taxis, and other emergency vehicles.
  - An Emergency Department Access, being a single-direction loop adjacent to the main building, intended for ambulance access to the Emergency Department (Blue Light).
  - A new junction located north of the Emergency Department Access, providing access for buses, patient transfer services, and secondary access to FM Yard areas.
  - The existing accessway between the Crematorium and Jersey Water Reservoirs will be modified to improve visibility and manoeuvring space on Westmount Road.
  - Southeastern and Northeastern Car Park Junctions: New junctions will facilitate access to the new public and staff car parking areas.
68. The existing alignment of Westmount Road has a series of sharp and tight corners with varying road widths. Vehicular swept path analysis of the existing alignment has been undertaken to determine whether the existing corners, road widths and junctions can accommodate the two-way movement of the anticipated vehicular types safely.
69. Vehicular tracking confirmed that larger vehicles such as buses or ambulances would encroach onto the opposite side of the carriageway in some places which could lead to conflicts between the vehicles. The likelihood of this occurring due to the increased trip generation by the proposed Overdale Acute Hospital would likely increase.
- 70. Treatment of Westmount Road Hairpin:** To provide Blue Light Services priority through the Hairpin we propose to introduce W1g-Wag signals or the use of Vehicle Actuated Hazard signs. Both proposed options would require the siting and use of on-the-ground and 'in-cab' detector technology.
71. Two alignment options were developed between the southern corner of Westmount Court and the Jersey Bowling Club's car park. Each option had an associated traffic signalling strategy - the final decision was for Option 2:
- Option 2: Two bi-directional lanes as existing, with a widened inner lane (controlled by hazard signals for emergency access only). The increased width to the inner lane provides improved conflict avoidance for downhill traffic; however, vehicle tracking shows that conflicts will continue to occur between some larger vehicle types (as they do in the existing situation).
- 72. Short Section of Priority Give-Way:** The existing section of the carriageway between the Hillcrest/Castle View and Ocean Apartments is constrained due to retaining features and cannot be demolished. Together with the constraint covering the property demolition outlined earlier, the carriageway cannot safely and satisfactorily accommodate all users. To mitigate the carriageway width, we propose introducing 75m of Priority Give-Way. The Priority will be in a south-to-north direction and controlled by signage.
- The footway will be demarked with bollards, and we have allowed for a break approximately halfway along the total distance for a vehicle pull-in to allow better management of non-conformance. This facility will also assist in providing priority for BLS.

73. **Bowling Club to Westmount Apartments:** the Applicant proposes minor alterations to the southern side of Westmount Road adjacent to the Pergola Walk. This mitigation will look to reduce the level of conflict that certain larger vehicles experience during existing use. Detailed design will be progressed through the next stage of work and will look to minimise the impact on the Pergola structure itself.

**ROADS COMMITTEE COMMENTS:**

74. Roads Committee is aware that the Government of Jersey will likely take over ownership of Westmount Road as it becomes a main arterial road to the OAH and requests that this should also be extended to Tower Road for the same reason.

75. If the transfer does not go ahead, then Roads Committee requests that the works undertaken on Westmount Road be fully funded by the Applicant. Works are to be undertaken to a high standard and the details to be agreed with the Parish. All costs associated for the implementation, and on-going maintenance in perpetuity, of the proposed hazard signals for "emergency access only" are to be met by the Applicant. There is to be no cost burden to St Helier parishioners.

76. It is noted that there will be a loss of on-street parking at the bottom of Westmount Road at the junction with St Aubin's Road/Cheapside area and further loss of on-street parking at the junction of Tower Road. The Applicant will need to agree proposals with the Parish and agree POA contribution.

77. The Roads Committee notes and welcomes that there will be no requirement for purchasing/compulsory purchase of Parish land. It was noted that at the presentation given on 18 September 2024 Government intends to rescind the compulsory purchase orders: this is due to be debated by the States Assembly in early 2025.

78. The Roads Committee understands that there is no intention to demolish properties, which is welcomed.

79. Adjustment to the pergola needs to be discussed and agreed in detail with the Parish as there has been very little information contained within the proposals. The Roads Committee requests that it be a conditioned that work cannot commence until details of the changes to this important walking route is agreed.

80. Westmount Road will need to be resurfaced in its entirety at the cost of the Applicant, in view of the heavy traffic use during the construction phase of the Project.

**OTHER HIGHWAY CHANGES:**

81. Elsewhere, changes are proposed to highway junctions to facilitate vehicle and pedestrian movement:

- *Cheapside Gyrratory:* The proposed mitigation arrangement for the Cheapside Gyrratory seeks to reduce the number of conflict points by rationalising the existing junctions along St Aubin's Road and introducing traffic signals. This includes proposed signals at the Westmount Road and Kensington Street/Peirson Road junctions with St Aubin's Road.
- *St Aubin's Road/Kensington Street/Peirson Road junction:* New signal-controlled pedestrian crossings at the proposed St Aubin's Road/Kensington Street/Peirson Road junction will be introduced. The Applicant is proposing crossings across each arm of the junction to

maximise the permeability and provide People's Park with a pedestrian gateway, thus helping to better facilitate larger events in the future. However, the landing of the pedestrian crossing at People's Park will require the loss of up to eight parking spaces.

- *Old St John's Road*: The relocation of the existing signal-controlled crossing at the corner of Old St John's Road will better cater for the pedestrian flow from both St Helier's centre and the proposed Ambulatory facility at Kensington Place.
- *Lower Park*: A wheeling ramp is proposed to allow easier movement from St Aubin's Road to and from Lower Park as a relatively non-invasive measure with the intuition that the impact on the steps is kept to a minimum. The Applicant is not proposing to widen the existing pedestrian path through Lower Park; however, depending on continual monitoring of numbers, if usage is found to warrant further mitigation, this may be something that can be explored by others.
- *West Park*: The link from West Park is completed by the installation of a further Toucan crossing across Victoria Avenue connecting into the existing pedestrian and cycle infrastructure. The crossing landing area would require three parking spaces to be lost in the layby.

**ROADS COMMITTEE COMMENTS:**

82. Roads Committee notes the intention for the Parish to lose at least 8 no. parking spaces at People's Park. Details and compensation for the loss of this parking is to be agreed with Parish, and, until agreement is reached, the Parish Roads Committee does not approve of any changes to the Parish parking spaces.

83. The provision of the wheeling ramp to access the stairs is very concerning and will require careful review as the steps are steep. There is potential risk for users using the wheeling ramp of losing control of their cycle whilst pushing or holding back the cycle on the wheeling ramp resulting in risk of conflict with pedestrians at the bottom of the steps or using the steps and not realising that a cycle is being pushed up or down the wheeling ramp. The Committee expresses concern as to the safety of this facility in a public environment.

There is also a concern about the ongoing costs in maintaining the wheeling ramp, together with associated liability for injury due to misuse of the ramp, that will require careful assessment before the Parish agreement is given. This option is also subject to an appropriate road safety and risk assessment being undertaken to prove that this does not add risk to users and pedestrians who could be struck by an out-of-control cycle on the ramp.

**CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP):**

84. The CTMP will present the proposed procedures that will be introduced to reduce the traffic impacts associated with the construction of Overdale and potential offsite works, including works to Westmount Road. The scope of the CTMP is proposed to include the following:

85. A Framework Construction Traffic Management Plan (CTMP) has been prepared. Construction vehicles will access the site via Westmount Road, from the existing north and south junctions.

- *Site access*: The contractor will be required to ensure that public access and roadways are kept clean and free of debris. Appropriate wheel washing facilities will be installed at the site entrance. Watering of the access tracks will be routinely undertaken to prevent dust from spreading to surrounding areas.

- *Site boundary treatment:* Where suitable security fencing does not exist, the site shall be secured using timber hoarding (or similar) fence panelling, double clipped and located securely using footings. Fencing shall surround the entire site to prevent unauthorised access by members of the public and shall be maintained throughout the works. The gates to the site shall remain padlocked except during vehicle movements.
- *Construction vehicles:* A variety of vehicles are assumed to be required for construction workers. Of these, the largest is the low loader. Most trips are, however, expected to be made by smaller vehicles, including a 17t tipper and concrete mixers.
- *Construction traffic volumes:* Traffic associated with construction is expected to comprise the delivery of materials for site set up (e.g. Security/office cabins, toilets etc), delivery of plant machinery for the construction of the existing structures, removal of waste materials associated with the construction and contractor movements to and from the site.

The construction programme for the proposed development is planned to take place from October 2025 to August 2028. An average of 19 construction vehicles are forecast to access the site each weekday, with a forecast peak of 35 movements per weekday. The 12-month peak period for construction traffic movements is anticipated between April 2026 and March 2027. In this period, an average of 29 trips are forecast to the site per weekday, of which 24 would be HGVs and 5 would be LGVs.

There is an estimated peak of 637 operatives on site at any time. In the peak 12-month period between April 2026 and March 2027, an average of 426 operatives are anticipated to be working at the site. Assuming 25% of operatives travel to the site by car, this equates to 107 arrivals by car per weekday.

With construction activities proposed to commence on site at 07:30, labour movements should have a minimal traffic impact in the morning peak hour (07:30-08:30). Similarly, operations are planned to finish at 18:00. The traffic impacts in the PM peak hour (16:30-17:30) should, therefore, also be limited.

- *Parking and layover:* All construction vehicles will be directed towards the site compound. Suitable areas will be provided for vehicles to collect waste materials, turn around and leave the site in a forward gear. HGVs will not need to reverse on site which minimises the risk to site staff. Swept path analysis of the site will be used to determine the space requirements for HGVs to turn around.

86. Condition surveys will be undertaken for those roads identified in the CTMP. A video survey that records the current condition of the road surface is sufficient.

**ROADS COMMITTEE COMMENTS:**

87. Roads Committee is aware that the Government of Jersey will likely take over ownership of Westmount Road as it becomes a main arterial road to the OAH; this would also likely include taking over ownership of Tower Road as this also becomes a main road that provides access to the new OAH.
88. Westmount Road will need to be resurfaced in its entirety at the cost of the Applicant, especially in view of the heavy traffic use during the construction phase of the Project.



**SURFACE WATER TANK:**

89. *Use infiltration techniques:* Infiltration tests have been requested within People's Park and are awaiting approvals for them to take place. If the results are favourable, then a storage structure will be needed within People's Park to collect surface water flows and infiltrate the flows slowly into the ground. The storage size will be dependent on how high the infiltration rates are compared to the incoming surface water flows generated in extreme storm events. If the results are not favourable, then lower-priority destinations will be needed.

Management and Maintenance Plan: The ownership and maintenance of the proposed drainage is yet to be fully defined, but it is likely that the proposed drainage networks will be owned and maintained by a department within GoJ or the facilities management of the NHFP project.

The respective Highway Authority will also need to issue relevant notices for the disposal of surface water emanating from the highway. Consequently, the management and maintenance of the drainage will be subject to their specific management and maintenance requirements; however, they are likely to include the following:

Manholes and Catchpits – Inspections and cleaning with vacuum pumps, or manual removal if required (note: some of the network is up to 6m deep locally).

- Pipelines – Inspections, jet washing if necessary.
- Bioretention systems - Inspections, litter removal, grass cutting and shrub/weed management, sediment removal.
- Below-ground storage – Regular inspections, water jetting if necessary.
- Vortex flow control devices – Inspections and cleaning with vacuum pumps, or manual removal if required.
- Road gullies, channel drains, flow paths – Cleaning with vacuum pumps, litter/debris removal, sediment removal.

All drainage should be inspected and maintained regularly during construction prior to final handover. During the first year of operation, regular monitoring of the system will be required to identify any changes, issues or modifications required to optimise the system. Inspection should also be undertaken immediately after a significant storm event. These inspections will help confirm the performance of the system, and will also identify potential system failures such as blockages, poor infiltration and water quality.

**ROADS COMMITTEE COMMENTS:**

90. Roads Committee is waiting on a formal request from the Applicant and understands that the need for the water storage tank is being assessed. If a water storage tank is required in People's Park, then the Applicant will need to agree the final design and location with the Parish. There will also need to be further discussion with the Parish to agree a POA for the use of this land, as it could create a barrier to the Parish in terms of using the space for events.

**TREES/LANDSCAPING:**

91. The Overdale site is surrounded by existing woodland and amazing views and so the Applicant's aspiration is to protect and enhance those natural assets to help assist with patient recovery and design the spaces around the Hospital so that patients, staff, and visitors alike are able to easily see and access this incredible landscape.

92. To the west of the existing Overdale Hospital site is the Val André, a dense woodland with an open meadow valley running down the middle. There is a clear boundary between the woodland and the Hospital site, with the manicured and decorative landscape within the existing Hospital grounds contrasting with the overgrown and unmanaged wood.

93. The aspiration for the new Hospital landscape is to extend the existing wood into and through the site, and to deliberately blur the boundary between Hospital gardens and woodland. This blurring of boundaries also works the other way - through the linking of existing woodland paths to new garden paths which assists to encourage people to enjoy the woodland as an extension of the gardens.

94. Biodiversity Net Gain (BNG): The proposed BNG area habitat is 16.67% and the proposed BNG hedgerows is currently 10.48%. Supporting best practice and Island Policy, 10% BNG shall be targeted at Overdale, increasing to 20% if possible.

- The trees selected for the Project will take into consideration the significant limitations on the ability to import/transport larger trees into Jersey as a consequence of the maximum shipping container size of 8m (30ft). This will mean that it is not possible to bring in any tree taller (longer) than 7m excluding its root ball or container into Jersey.
- The selected trees will be procured in a range of sizes. Larger sizes/more mature trees will be selected for key focal locations and infrastructure, which will be required to achieve the framework and scale necessary to complement the size of the Hospital massing and relate to the existing trees which will be retained.
- Most of these trees will be in the 25-30cm girth/5-6m height with a few notable specimen exceptions which will be larger at approximately 30-40cm girth/5.5- 7.0m height (the maximum that can be brought to site). The remainder of the trees will be a mix of sizes from transplants, whips, feathereds and standards (light, heavy and extra heavy) and located in accordance with the hierarchy of planting principles. In addition, the varied age range will provide a good basis to ensure a mixed-age structure of planting across the site.
- The Applicant intends to retain 1,469 trees. 230 trees will need to be removed, and 89 were lost during the recent storms. 755 new trees are planned to be planted.

**ROADS COMMITTEE COMMENTS:**

95. Roads Committee is supportive with the proposal to increase the number of trees. The species and number of trees is to be agreed with the Parish, together with where the trees are placed in Parish land.

**PLANNING OBLIGATION REQUIREMENTS:**

**ROADS COMMITTEE COMMENTS:**

96. Roads Committee will be seeking for POAs on the project. This is subject to final negotiations and discussions with the Parish in terms of specification, changes that the Applicant wishes to make on Parish-owned land, final details and possible Parish Assembly approval will be required.

- a) **POA 1:** Westmount Road: to be resurfaced and new lighting provided, due to the condition of the road which has already been impacted by construction vehicles in the area, especially with the demolition of various buildings on the Overdale site, and the fact that there will be further

impact from the construction vehicles to deliver this Project, loss of on-street car parking near the junction of Tower Road and the junction with Cheapside/St Aubin's Road. This road will also be the main arterial road access road and Blue light transport (BLT) route to the new OAH, therefore it will require work to ensure the surface is appropriate especially for emergency services. The existing street lighting should also be improved as part of this POA as this route forms an important access for pedestrians and cyclists to the new OAH.

As part of this POA, the Parish also seeks that Tower Road, which also forms part of the main access to the OAH, be resurfaced to ensure it is appropriate for BLT as this is also a route that could be used.

- b) **POA 2:** Provision of new public toilets in People's Park. This will be a requirement if the intent is to place a water storage tank under the Park, as this will impact on events on the parkland and changes to the Parish's existing pergola walkway leading up towards the Jersey Bowling Club. The exact position of the water storage tank and the construction will need to be agreed with the Parish, as the tank structure will need to be sufficient to take loads from HGV and theme park rides on top of the tank. The changes to the pergola walkway will need to be agreed with the Parish in advance.

The Parish seeks that a public toilet be constructed in People's Park with a minimum of 2 unisex toilets and at least 1 disabled toilet facility. The location of the toilet block is to be agreed with the Parish. It is likely that the Parish will request that it is positioned in the vicinity of the children's play area and be accessible to pedestrians walking along Westmount Road. This will require the Applicant to apply for Planning permission and to construct the new toilet facility to a good standard, and appropriate in design to blend with the Park. The toilet facility will need to be constructed to the specification and agreement of the Parish, as the facility needs to be robust for public use.

There should also be stop-off seating points along the walk up to the new OAH to enable pedestrians/cyclists to stop to rest before proceeding, to make the walk/cycle as comfortable as possible up Westmount Road.

- c) **POA 3:** Refurbishment of the Ferguson's Folly bus shelter and addressing the concrete degradation to this listed structure: The existing bus shelter is located across from the proposed Active Travel Route through West Park and Val André and will also possibly be another key bus stop area for passengers to get off the bus and then use the Active Travel Route to walk to the OAH. This is in exchange for the Applicant to take a maximum of 8 car parking spaces along the front edge of People's Park for the road crossing, and changes to the Lower Park to accommodate cycles – although, as alluded to above, the Parish does have Health and Safety concerns with the proposed cycle ramp.

### **STANDARD ROADS COMMITTEE COMMENTS**

#### **If Planning approval is granted:**

97. 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 to the exact details and specifications in advance of any work commencing on the public roadway or footway.

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

99. 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.

**Refuse & recycling strategy:**

100. 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 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.

**Visibility splays**

101. That the Applicant must comply with the visibility requirements as set out in '**Access onto the Highway – Standards and Guidance**' as produced by Government of Jersey's Infrastructure and Environment Department, available online at: <https://www.gov.je/travel/roads/pages/roadhousingdevelopment.aspx>. Everything in the visibility areas so formed, including gates, pillars, walls and plants growth, to be permanently restricted in height to 900 mm above road level in perpetuity.

**Vehicular access**

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

103. 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. Therefore, there is no need to provide tactile paving on either side of a vehicular entrance.

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

**Delineation between public and private land**

104. 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.

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.

### **Encroachments**

105. 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.
- That any "up and over" door is of a type which does not encroach over the footway or highway when being opened or closed or when fully open. Should it be a new vehicular access from a Parish by-road, the kerb and footway must be lowered by the Parish at the Applicant's expense.
- That no part of the foundations of the building may project under the public highway. The Applicant should note that contravening this condition will mean that the Parish will take action against the Applicant/owner under the Highways Encroachments (Jersey) Regulations 1957.

106. Planning approval does not give permission for a structure to encroach on the highway or footway. Any sign, structure or object which overhangs a public footway or highway requires prior written approval from the Parish of St Helier's Infrastructure Department. Approval is required irrespective of how long a structure has been in position and irrespective of how high it is.

107. Under the Highways (Jersey) Law 1956 any structure that overhangs a public footway must have a minimum of 450mm from the edge of the carriageway and can only project a maximum of 1.25m from the building, which is set out in the adopted Access Standards.

### **Service boxes**

108. 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 dish 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.

### **Street furniture**

109. 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.

**Government of Jersey roads**

110. Notwithstanding the above comments, this submission should be referred to the Government of Jersey's Infrastructure & Environment Department since there will be some Government main roads impacted by this development.

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2024/1025>

**2. Fat Face 26, Halkett Place, St. Helier, JE2 4WG**

**P/2024/1042**

*Change of use of retail shop to part retail shop and part dog day care area.*

The Roads Committee supports this application provided:

1. Roads Committee notes that this is an application is for a part-change of use of the current retail unit to provide retail to the front third of the ground floor and the other two-thirds will become a dog daycare centre. The Applicant is providing two cycle parking spaces for its staff to the rear of the unit.
2. That the refuse store/collection arrangements, refuse separation and recycling strategy are to be agreed in detail with the Parish Refuse Manager. It should be noted that the Parish cannot collect refuse unless adequate access and storage facilities are provided on-site.
  - The Applicant is to indicate on a plan showing a properly constructed enclosure for the storage of refuse prior to collection.
  - There should be no step between the floor of the refuse store and the footway.
  - That the refuse store is fitted with a standard Parish lock.
3. 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/2024/1042>

**3. 27, Manor Park Road, St. Helier, JE2 3GH**

**P/2024/1081**

*Demolish existing single garage and boundary wall to West of site. Alterations to vehicular access and formation of parking space. Construct single storey extension on North elevation and boundary wall to North of site.*

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

1. Roads Committee notes that this is application is for demolition of the front wall to increase the width to the existing car parking space.

**Visibility splays**

2. That the Applicant must comply with the visibility requirements as set out in 'Access onto the Highway – Standards and Guidance' as produced by Government of Jersey's Infrastructure and Environment Department, available online at: <https://www.gov.je/travel/roads/pages/roadhousingdevelopment.aspx>. Everything in the visibility areas so formed, including gates, pillars, walls and plants growth, to be permanently restricted in height to 900 mm above road level in perpetuity.

**Vehicular access**

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

4. 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. Therefore, there is no need to provide tactile paving on either side of a vehicular entrance.

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

**Delineation between public and private land**

5. 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.

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.

**Street furniture**

6. 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.

**Encroachments**

7. 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.
- That any "up and over" door is of a type which does not encroach over the footway or highway when being opened or closed or when fully open. Should it be a new vehicular access from a Parish by-road, the kerb and footway must be lowered by the Parish at the Applicant's expense.
- That no part of the foundations of the building may project under the public highway. The Applicant should note that contravening this condition will mean that the Parish will take action against the Applicant/owner under the Highways Encroachments (Jersey) Regulations 1957.

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2024/1081>

**4. 3-7, Devonshire Place, St. Helier, JE2 3RD**

**P/2023/0220**

*Change of use of retail shop to part retail shop and part dog day care area.*

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

The Parish Roads Committee comments previously submitted on 10 May 2023 are updated to reflect changes:-

1. Roads Committee notes that the proposal is for a change in use from a warehouse/ store and retail unit, and private commuter car park to residential. The site is located within the Town Centre where there is a mix of residential and commercial units thus, proposing residential units for the site  
The proposals are to demolish existing dilapidated storage building and remove the private commuter open car park and construct the following:

- 1 x 2 bed / 3-person ground floor apartments
- 1 x 1 bed / 2-person mews house with terrace
- 3 x 2 bed / 3-person duplex apartment with roof terrace
- 1 x ground floor retail unit



- Private residential courtyard

In total within the development there will be 4 no. 2x bed units + 1 no. 1x bed unit + a retail unit.

There is there is a dedicated cycle Store provided for up to 8 no. cycles on a stacking system.

There is no car parking or servicing provision provided.

2. The applicant is to provide a safe pavement along Devonshire Place and is to liaise with Government's Infrastructure and Environment department as Devonshire Place is not a Parish by-road. The applicant is to note the comments raised as part of consultation from the Infrastructure and Environment department, who is the highway authority for Devonshire Place.
3. The applicant is to provide a larger dedicated cycle store which is conveniently and easily accessible. The store should incorporate an electric charging facility, for residents to use. The cycle store should be of sufficient size to accommodate larger sized cycles, such as cargo cycles. The cycle parking provision provided falls short. The Roads Committee requests that there should be at least 1 no. cycle space per bedroom and cycle parking for the retail unit.
4. Visitor cycle parking should be provided and sufficient to serve the residential units and retail unit.
5. Roads Committee requests that the applicant provides car parking and space for unloading and servicing within the site, although this may result in amending the layout to accommodate an unloading/servicing area as currently there is no scope for unloading in this area.
6. That the refuse store/collection arrangements, refuse separation, and recycling strategy are agreed in detail with the Parish's Refuse Manager. It is noted that the applicant advises that the bins are underground; however, there are no details as to how this is to be accessed, and how the size of the bin storage was determined. The bin storage should be located off road.
  - 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
7. That notwithstanding the above comments, this submission should be referred to Infrastructure and Environment since the road in front of the property is a Government main road.

<https://www.gov.ie/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2023/0220>

**5. Beau Sejour, Old Trinity Hill, St Heller, JE2 4NG**

**P/2024/1089**

*Demolish 1 No. existing lodging house 15 bed. Construct replacement building comprising 1 No. 1 bed and 3 No. 2 bed apartments and 3 No. 3 bed detached dwellings with associated cycle and bin stores and parking spaces. Form new vehicular access onto Old Trinity Hill. 3D MODEL AVAILABLE.*

The Roads Committee does not support this application :

1. Roads Committee notes that this is an application is for the demolition of the existing 4 storey property with 15 lodging units of accommodation which currently has no parking.

Construct three new mews dormer bungalows to the west of the site and a new four-unit apartment building to the East of the site. In total the site will comprise of:

- 1 no. 1 bed units
- 3 no. 2 bed units
- 3 no. 3 bed units

A new vehicular access is proposed off Old Trinity Hill which will result in the loss of existing on-street car parking.

The applicant proposed to provide 3 no. car parking space with Electric charging and 12no. cycle stands within the site.

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

3. There is inadequate provision of cycle parking. 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 be of sufficient size to accommodate cargo cycles. Electric charging must be provided for e-cycles, ideally in a dedicated cycle store facility. Visitor cycle spaces should also be provided.

4. The Transport Statement advises that the Parish will need to lose 3 no. existing on-street car parking spaces to accommodate this new vehicular access. The Roads Committee disagrees with the Transport Engineer's statement, in that 4 of the 11 existing on-street car parking spaces are associated with this site. This is misleading as the on-street parking spaces are public parking spaces that can be used by any resident in the area or any visitor. The on-street car public parking is not dedicated to a particular property.

The loss of on-street car parking spaces is unacceptable unless the Applicant can cater for the lost spaces within the site or is willing to fund the provision of creating new parking spaces within the vicinity, which the Applicant needs to identify by liaising with the Parish.

5. This area does not have sufficient parking, therefore the loss of 3 no. on-street parking spaces to create this vehicle access will exacerbate the parking problem situation. The Applicant is only providing 3 no. car parking spaces (with electric charging) for 7 units of accommodation, which is insufficient as residents in St Heller should have the same rights as those in rural parishes to own and be able to park a car.

**If Planning approval is granted:**

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

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 Heller. The Parish will need to agree to the exact details and specifications in advance of any work commencing on the public roadway or footway. This includes agreeing to a solution to address the proposed loss of the 3 no. loss on-street parking spaces.

1. The construction process and site servicing arrangements must be discussed with Parish of St Helier's Infrastructure Department at development stage.
2. 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.
3. The Applicant will be expected to renew and make good to the public footway to the satisfaction of the Parish prior to completion of their development. The Applicant must discuss the rectification of the footway well in advance with the Parish Streets Inspectors.

**Planning Obligation Agreement (POA):**

4. Roads Committee will be seeking for POA on the project. This is subject to final negotiations and discussions with the Parish in terms of specification and changes that the Applicant wishes to make on Parish-owned roadway.
7. **POA 1:** Old Trinity Hill: the Roads Committee will be exploring the possibility of a Residents Parking Zone (RPZ) area to be formed in this location subject to further research, and therefore the Parish will be seeking for a financial contribution from the Applicant to develop the RPZ. The funding is to cover the costs for the initial research and the proviso of the scheme, including contribution to costs for line marking and signage associated with an RPZ.

8. **POA 2:** The Parish will be seeking a contribution for the provision of public cycle parking hoops and making good to the roadway and pavement following the completion of this development.

**Visibility splays**

5. That the Applicant must comply with the visibility requirements as set out in '**Access onto the Highway – Standards and Guidance**' as produced by Government of Jersey's Infrastructure and Environment Department, available online at: <https://www.gov.je/travel/roads/pages/roadhousingdevelopment.aspx>. Everything in the visibility areas so formed, including gates, pillars, walls and plants growth, to be permanently restricted in height to 900 mm above road level in perpetuity.

**Vehicular access**

6. That any new or altered access must be surfaced in a hard-bound material, such as concrete or asphalt (not loose stone or gravel), within 2m of the public highway, and all surface water generated on the area is to be disposed of within the site by soakaway or other appropriate means. This is a Parish of St Helier set condition which must be undertaken by the Applicant prior to the parking space being used.
7. 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. Therefore, there is no need to provide tactile paving on either side of a vehicular entrance.

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

**Motor vehicles parking provision**

8. If increasing car parking spaces is not possible, as an alternative the Applicant should consider including facilities for a car share club (such as EVie Car club or similar) for residents and provide occupiers with 12 months' free membership.

If a car club is to be introduced, these car parking spaces should have their own dedicated parking space to ensure that there is no reduction in available visitor and service spaces. It should be made conditional that the car club/share facility should be provided prior to completion of the development.

**Delineation between public and private land**

9. 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.

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.

**Encroachments**

10. 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:

11. 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.

12. 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.

13. That any "up and over" door is of a type which does not encroach over the footway or highway when being opened or closed or when fully open. Should it be a new vehicular access from a Parish by-road, the kerb and footway must be lowered by the Parish at the Applicant's expense.

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

15. Planning approval does not give permission for a structure to encroach on the highway or footway. Any sign, structure or object which overhangs a public footway or highway requires prior written approval from the Parish of St Helier's Infrastructure Department. Approval is required irrespective of how long a structure has been in position and irrespective of how high it is.

16. Under the Highways (Jersey) Law 1956 any structure that overhangs a public footway must have a minimum of 450mm from the edge of the carriageway and can only project a maximum of 1.25m from the building, which is set out in the adopted Access Standards.

#### **Service boxes**

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 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.

#### **Street furniture**

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.

#### **Rainwater pipe(s) located along the public roadway/footway elevation(s)**

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

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

#### **Foul Drainage**

20. Any connection or alterations to the main drains must be agreed with the Government of Jersey's Drainage Team.

#### **Refuse & recycling strategy:**

21. That the refuse store/collection arrangements, refuse separation and recycling strategy are to be agreed in detail with the Parish Refuse Manager. It should be noted that the Parish cannot collect refuse unless adequate access and storage facilities are provided on-site.

- The Applicant is to indicate on a plan 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/2024/1089>

**<Roads Committee to note that this application is not supported due to the loss of on street car parking and inadequate car parking provision.>**

**6. Thorn Cottage 9, D'Auvergne Lane, St. Helier, JE2 4PS**

**P/2024/1095**

*Demolition of the existing dwelling and two number outbuildings, the construction of a replacement dwelling on the same footprint and the formation of a new vehicular access.*

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

1. Roads Committee notes that this is an application for demolition of the existing dwelling, two number outbuildings, the construction of a replacement dwelling and the formation of a new vehicular access.

The previous approved Planning application, ref: P/2023/1280, was to keep the original building; however, due to the lack of foundations and the structural stability of the building, the applicant advises that it is more cost-effective to demolish the building and reconstruct using modern materials.

There will be the provision of 1 no. car parking space with electric charging provided and cycle store.

2. Applicant must note that Planning approval does not permit the Applicant to undertake any alterations on the public road or footway without the PRIOR agreement and permission from the Parish of St Helier. The Parish will need to agree to the exact details and specifications in advance of any work commencing on the public roadway or footway.
3. The construction process and site servicing arrangements must be discussed with Parish of St Helier's Infrastructure Department at development stage.
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. The Applicant will be expected to renew and make good to the public footway to the satisfaction of the Parish prior to completion of their development. The Applicant must discuss the rectification of the footway in advance with the Parish Streets Inspector.

**Visibility splays**

6. That the Applicant must comply with the visibility requirements as set out in 'Access onto the Highway – Standards and Guidance' as produced by Government of Jersey's Infrastructure and Environment Department, available online at:

<https://www.gov.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 900 mm above road level in perpetuity.

**Vehicular access**

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

**Motor vehicles parking provision**

8. The user of the car parking spaces will be expected to reverse into the parking space as parking front-face will cause a serious road safety risk to for pedestrians and motorists. 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 will need to implement processes to manage this risk which should be checked with an independent Road Safety Audits 1, 2 and 3 being undertaken.

**Rainwater pipe(s) located along the public roadway/footway elevation(s)**

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

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

**Drainage**

10. Any connection or alterations to the main drains must be agreed with the Government of Jersey's Drainage Team.

**Delineation between public and private land**

11. 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.

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.

**Encroachments**

12. 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.
- That any "up and over" door is of a type which does not encroach over the footway or highway when being opened or closed or when fully open. Should it be a new vehicular access from a Parish by-road, the kerb and footway must be lowered by the Parish at the Applicant's expense.
- That no part of the foundations of the building may project under the public highway. The Applicant should note that contravening this condition will mean that the Parish will take action against the Applicant/owner under the Highways Encroachments (Jersey) Regulations 1957.

13. Planning approval does not give permission for a structure to encroach on the highway or footway. Any sign, structure or object which overhangs a public footway or highway requires prior written approval from the Parish of St Helier's Infrastructure Department. Approval is required irrespective of how long a structure has been in position and irrespective of how high it is.

**Service boxes**

14. The Applicant must remove obsolete service boxes that are no longer used to provide a service to the Applicant's site or, alternatively, realign/renew service boxes, liaising with the appropriate utility company. Obsolete dished kerb and 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 dish 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.

**Street furniture**

15. Applicant is to note that the cost for removal and relocation of any street furniture or utilities, for example lampposts, bollards, bike racks, etc., and subsequent making good to road and pavement surfaces due to this application, is to be at the Applicant's cost. Relocation of street furniture must be agreed with the Parish in advance prior to any work commencing on site.

**Refuse & Recycling**

16. 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/2024/1095>

**7. Villa Dupuit, Green Street, St. Hellier, N/A**

**P/2024/1097**

*Demolish existing garage and outbuilding and construct two story extension with first floor terrace to East elevation. Various internal and 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:
  - a) Demolish an existing outbuilding, an existing garage and parts of an existing the principal building.
  - b) Construct a new 'L' shaped two-story extension to the East of the site.
  - c) Various secondary improvements to the existing building and site.

To the North Villa Dupuit is bordered by Harve Des Pas Gardens, a 20mph one-way Parish Road offering egress onto Green Street from the East.

On the extension's East elevation vehicular access to a reformed garage space is provided at ground floor level. There is also the provision of 4 no. cycle parking spaces within the proposed new garage.

**Visibility splays**

2. That the Applicant must comply with the visibility requirements as set out in 'Access onto the Highway – Standards and Guidance' as produced by Government of Jersey's Infrastructure and Environment Department, available online at: <https://www.gov.je/travel/roads/pages/roadhousingdevelopment.aspx>. Everything in the visibility areas so formed, including gates, pillars, walls and plants growth, to be permanently restricted in height to 900 mm above road level in perpetuity.

**Vehicular access**

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

4. The garden wall and planting adjacent the entrance path to the property on the northern end, as circled on the plan on the right-hand side, must be kept low in perpetuity and must be conditioned on any approval 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 900mm above road level in perpetuity. This is essential to ensure that motorists have clear visibility at the junction of the road as they pull out of Havre des Pas Gardens onto Green Street.

**Refuse & Recycling**

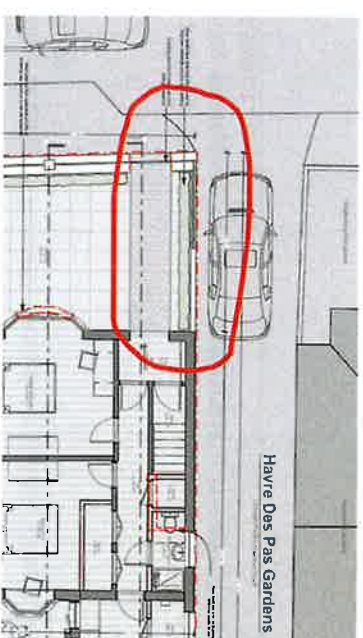
5. That the refuse store/collection arrangements, refuse separation and recycling strategy are to be agreed in detail with the Parish Refuse Manager. It should be noted that the Parish cannot collect refuse unless adequate access and storage facilities are provided on-site.

- 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.

**Government of Jersey, Infrastructure & Environment**

6. 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/2024/1097>



**8. Claremont Coach House, College Hill, St. Helier, JE2 4RX**

**P/2024/1098**

*Proposed double garage to south-west of property.*

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

1. Roads Committee notes that this is an application for the provision of a double garage within an existing car park parking courtyard.

**Vehicular access**

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

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.

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

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

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2024/1098>

**9. 25 -27, King Street, St. Helier, JE2 4WF**

**P/2024/1170**

*Change of use of Ground Floor Retail Unit (Class A) to Restaurant (Class B). Upgrade shopfront's to King Street & Vine Street.*

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

1. Roads Committee notes that this is for a change of use from a retail unit to a restaurant at the combined properties 25-27 King Street and 10 & 12 Vine Street.

**Refuse & Recycling**

- The relocated bin store doors are to open inwards into the applicant's site not open outwards to encroach onto the footway.
- 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.

**Government of Jersey, Infrastructure & Environment**

4. 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/2024/1170>

