PARISH OF ST HELIER

PLANNING & DEVELOPMENT GUIDE

Guidance for architects, developers and property owners on the Parish of St Helier requirements when developing property that impacts on Parish roads

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Contents

1. Welcome

The Parish of St Helier covers over 4 square miles of the Island and is home to over 35,000 residents and the majority of the Island's businesses.

The Parish is led by the Constable, supported by two Procureurs du Bien Public, the Chief Executive and his team. Additionally, the Parish has an elected Roads Committee and many honorary and voluntary roles.

The Parish encourages and supports investment in St Helier that will improve and enhance the lives of those living and working in St Helier by creating a vibrant, safe, engaging and attractive Parish where people choose to live, work and visit.

The Parish's strategic objectives are

- Delivering a safe, clean, attractive, environmentally friendly, natural and built environment.
- Facilitating and promoting a vibrant, inclusive, engaging, accessible capital.
- Enabling and facilitating social inclusion, well-being & community engagement for all parishioners.
- Providing modern, proactive services whilst retaining & promoting local traditions, culture, arts and history.
- Facilitating & promoting a town where businesses can flourish, and parishioners can participate in economic activity.
- Delivering value for money to ratepayers & keeping the Parish Rate low.

This comprehensive guide aims to act as a reference document that architects, developers and property owners in St Helier can refer to as it sets out the expectations for developing in St Helier, especially where a Parish By-Road is impacted directly or indirectly.

2. Highway Authorities

There is a total of 13 highway authorities in Jersey, comprising a Roads Committee per Parish (12 in total), who are the highway authority for the Parish by-roads.

The Department of Infrastructure and Environment (I&E) is also the Highway Authority and owns the main road network in Jersey and is responsible for maintaining it. The roads under their administration are spread within the 12 Parishes.

Some other roads are privately owned, for example:

- Ports of Jersey
- Jersey Property Holdings
- Housing Associations
- Privately owned roads

You can find out who owns or administers a road on the road information map.

3. About the Parish Roads Committee

Each Parish is responsible for the upkeep of by-roads within the Parish. The Government of Jersey, through the Department for Infrastructure, is responsible for main roads. Some roads may be privately owned or administered by another body.

The Roads Committee (Comité des Chemins) is elected to administer the by-roads. The Roads Committee is also the 'highway authority' in relation to the by-roads of the Parish and has duties under various laws, including:

- Loi (1914) sur la Voirie
- Highways (Jersey) Law 1956
- Road Traffic (Jersey) Law 1956
- Roads Administration (Jersey) Law 1960
- Roads (Drainage) (Jersey) Law 1962
- Extinguishment of Roads (Jersey) Law 1972
- Road Works and Events (Jersey) Law 2016
- Planning and Building (Jersey) Law 2002

The Roads Committee is made up of five elected members, plus the Rector and the Constable, who is the chair. The Roads Committee meets once a month on a Wednesday morning to discuss a wide range of matters, particularly in relation to roads and open spaces; the meeting is open to the public

Undertaking alterations to a St Helier by-road must be approved in the first instance by the Parish Infrastructure officers, before being considered by the Roads Committee.

4. Roads Committee and the Planning process

There is a misconception that the Parish of St Helier Roads Committee makes determinations on planning applications; this is incorrect. The Roads Committee can only make suggestions and comments as a Statutory Consultee, however, they do have a strong say especially when a development impacts on a Parish by-road and road safety - for example: inadequate visibility sight lines from a vehicular entrance.

The Parish of St Helier Roads Committee is one of many statutory consultees, all of which form an integral process in assisting the Government of Jersey to determine planning applications.

Statutory consultees play an important role in the planning system, supporting the delivery of development that best meets the needs of the local area. They are organisations and bodies, defined by statute, which must be consulted on relevant planning applications. While the Government of Jersey Planning Department remains ultimately responsible for planning decisions, they can give significant weight to the advice of the key statutory consultees on specialist technical issues where the planning authority may have limited expertise.

There may also be a desire for community groups to engage with the planning process through the critical review of planning applications. Through the 21-day consultation mechanism, community groups can contribute to the planning process about matters of concern to them.

To make an informed decision, planning officers consider the responses from all the statutory consultees, public comments made during the consultation stage, and review of the application with regard to the Island Plan and approved policies.

Depending on the size of the planning application, the determination can be made at officer level, or otherwise, it will be heard by the Planning Committee or, by exception, the Minister for the Environment.

Work undertaken on Parish roadways/footways:

There is also the misconception that if a planning application is successful, the architect and developer can proceed with their development, which may include changes to the public roadway or footway, without having to liaise with the relevant highway authority.

It is **VERY IMPORTANT** for architects and developers to understand that planning Permission does not mean that changes can be undertaken to the public roadway and footway without first obtaining permission of the Parish. If architects and developers press ahead without the appropriate permission being in place, then it is highly likely that the architect and developer will incur potentially significant costs for abortive work on public land and financial penalties.

The Parish has strict requirements for working on Parish by-roads (carriageway and footways), as only approved civil contractors are permitted to work on Parish by-roads. The extent of the works and specifications for works must be agreed upon in advance with the Parish Infrastructure department, which will tend to follow the Government of Jersey Infrastructure and Environment roadway specifications: Technical standards for highway construction

5. Aims and Purpose

The Parish introduced this guidance document to assist architects and developers and to clarify the role of the Parish Roads Committee/Parish in terms of the planning process, what is permitted to be undertaken on Parish by-roads and some useful information that will assist in addressing the likely items that the Parish Roads Committee will raise as part of Planning consultation process. The guidance also includes a section on expected specifications for public realm improvements.

6. Planning application consultation responses

The Roads Committee shall assess each planning application that has an impact on a Parish by-road, whether directly or indirectly, as part of their statutory consultee responsibilities. Responses are often tailored to the planning application.

However, there are standard conditions that are imposed, which we have included below and which are important for architects and developers to consider at the design stage.

The Parish is happy to provide the architect/developer with some pre-planning informal officer advice to give them a sense of what the Roads Committee will most likely look at; however, this advice is only general and is subject to change when the formal application is submitted.

Standard Roads Committee responses:

If Planning approval is granted

1. The 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.

2. The construction process and site servicing arrangements must be discussed with the Parish of St Helier's Infrastructure Department in advance prior to any work commencing on site.

3. 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.

Walking/pedestrians

4. The development should be set back from the road edge to provide a public footway at a minimum of 1.5m wide.

5. The new footway created is to be transferred to the Parish at no cost. The Applicant is to pay for all legal and construction costs. The Applicant will need to provide the Parish with a drawing indicating the area to be transferred, with dimensions and areas shown, which will then need to be approved by the Parish Assembly. The Applicant must contact the Parish if planning permission is granted to discuss the process.

   The design and specification of the footway must be agreed upon with the Parish, ensuring that pedestrians have priority over cars and cyclists. Footways must therefore be continuous across vehicle entrances, giving priority to pedestrians, prior to work commencing on site.

6. The Applicant will be expected to renew 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.

Cycle parking provision

7. That the Applicant provides a covered cycle parking facility, which must have sufficient space to accommodate larger cargo bicycles.

8. There must be a minimum of one cycle parking space per bedroom provided for the site and sufficient visitor cycle parking spaces.

9. The Roads Committee requests the provision of the appropriate number of charging points for electric bicycle charging. The applicant is to be aware of the fire risk associated with electric charging batteries and ensure adequate provision is provided to address this fire risk.

10. The Applicant is to provide appropriate shower facilities, especially for commercial premises, to encourage an alternative to car use.

Public transport

11. The Applicant is to consider improvement to the nearest bus stop to this development and must therefore liaise with the Government of Jersey to investigate the possibility of providing a further bus stop close to this development or/and to contribute to the provision of a sheltered bus stop in the area.

Car share and cycle share club facilities

12. The Roads Committee requests that the Applicant introduce electric car club/electric cycle share facilities. To include at least one year's free membership offered to all the occupiers in the development.

Motor vehicle parking provision

IMPORTANT NOTE: It is important to note that the Parsh Roads Committee does not tend to support an application where there is no car parking provision provided, especially in developments where there has been the removal of existing car parking.

This does at times go against Planning Policy which the Parish is seeking to have amended as residents in St Helier have the same rights as those in rural parishes to own and be able to park a car.

The Roads Committee expects to see the car parking provision being provided wherever possible; otherwise, this puts more pressure on the existing on-street public car parking provisions.

The applicant/developer should be aware that if car parking is not provided, it is highly likely that the Parish Roads Committee will not support the application.

13. The Roads Committee is of the opinion that the number of parking spaces for the occupants of the premises is insufficient. The Applicant is to increase the number of parking spaces.

14. That the Applicant submits a properly detailed and dimensioned plan showing the layout of the car parking area where it has not been provided.

15. The Roads Committee requests the provision of the appropriate number of charging points for electric cars. The Applicant is to future-proof the car parking spaces by providing the infrastructure to enable extending electric charging to all parking spaces for the future. The applicant is to be aware of the fire risk associated with electric charging batteries and ensure adequate provision is provided to address this fire risk.

16. If car parking cannot physically be accommodated on-site, the Applicant should consider creation of off-street motorcycle parking for the occupants.

17. The users of the car parking spaces will be expected to reverse into the parking space as parking front-face will cause a serious risk to pedestrians walking on the footway. The Roads Committee requests that if the application is approved there be a condition imposed on the Applicant that cars parking in these spaces must reverse into the parking

spaces; if this cannot be conditioned then the Roads Committee has serious safety concerns and therefore the applicant will need to implement processes to manage this risk which should be checked with independent Road Safety Audits 1, 2 and 3 being undertaken.

18. The Roads Committee requests that the Applicant provides off-street parking provision to enable servicing of the units of accommodation and/or commercial premises. There should be sufficient service parking provided to enable deliveries of goods, service visits, refuse collections, etc.

19. The Roads Committee requests that the parking provision provided within the development is allocated exclusively for the occupiers of the development - it is not to be leased outside the development.

20. 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.

21. 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 before the completion of the development.

22. Residents in St Helier should have the same rights as those in rural parishes to own and be able to park a car. The Roads Committee expects to see car parking being provided otherwise, this puts more pressure on the already very busy public car parking spaces and the Residents Parking Zone (RPZ).

Servicing of the exterior of a tall building

23. A strategy to clean the façade of the building without the necessity for external equipment which must be operated from the roadway must be developed.

Visibility splays

24. That the Applicant must comply with the visibility requirements as set out in '**Access onto the Highway – Standards and Guidance**' as produced by the 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 plant growth, is to be permanently restricted in height to 900 mm above road level in perpetuity.

Vehicular access

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

26. 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 before the vehicle entrance being used. The Parish will not allow access across the footway by the Applicant/owner without this work being undertaken first; this is to avoid damage to the kerbstones from vehicle movement.

Please note that footways MUST be continuous across all vehicular entrances as priority is to be given to pedestrians.

The Applicant must contact the Parish of St Helier's Infrastructure Department before undertaking any work on the public highway to agree on the extent of work and specific details and specifications. 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

27. 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 before the parking space being used.

    The Applicant must contact the Parish of St Helier's Infrastructure Department before undertaking any work on the public highway to agree on the extent of work and specific details and specifications. 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.

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

28. 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

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

30. In the event that the connection required results in the need to trench a Parish By-Road, the Applicant will need to discuss their requirements well in advance to obtain approval from the Parish and to agree the scope of the works and the reinstatement required. All at the full cost of the Applicant.

Encroachments

31. That the requirements of the Highway Encroachments (Jersey) Regulations 1957 are strictly complied with. Planning approval does not permit a structure or soil/soft landscaping/plant growth 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 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.

    - That external insulated systems do not encroach over the public highway. Planning permission does not entitle the property owner/developer to encroach out onto neighbouring property that is not under their ownership, which includes public roadways/footways.

32. Planning approval does not permit 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.

33. 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

34. The Applicant must remove obsolete service boxes that are no longer used to provide a service to the Applicant's site or 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

35. 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.

Signage and blinds/canopies

36. That proposals are presented to the States of Jersey Police, as one or more of their CCTV surveillance cameras is trained on the area and close-up viewing may be impaired by the sign(s).

37. That the proposals are presented to the States of Jersey Police as one or more of their CCTV surveillance cameras is trained on the area and close-up viewing may be impaired by the canopies(s).

38. The Applicant is to be aware that under the Road Traffic (Jersey) Law 1956 Article 72 (5), the Applicant can be required to remove any signage that is considered to be a hazard.

Public Realm improvements

39. The Roads Committee is planning to undertake improvements in the vicinity to improve the public realm, which will also benefit this development. Therefore, the Roads Committee will be seeking a financial contribution from the Applicant to go towards the improvements to the surrounding area.

40. The Roads Committee requests that the Applicant provides trees planted within the road (avoiding planters wherever possible).

    It is important that the Applicant consults with a qualified and experienced arboriculturist to ensure that the appropriate species of tree is chosen and ensuring that appropriate root guards are provided. The Applicant is to note that the Parish requires a condition imposed on the developer to make the developer responsible for replacing the tree(s)/planting should the tree die, be damaged or diseased in the first 3 years.

41. Planters provided around the perimeter of the site that will be transferred to the Parish must include an irrigation system that is supplied and installed by an irrigation specialist at no cost to the Parish.

    - Moveable planters installed on a hard surface are to have drainage holes raised from the bottom to create a 6-10 cm deep reservoir of water within the soil profile.

    - Built planters to be raised stone/brick planter to be sufficient to protect from vehicle overruns and pedestrian trampling.

- Paving level planters are to have a low-level trip fence surrounding the area to protect from vehicles and pedestrian trampling.
- The soil depth should be at least 0.75 meters of clean, good-quality topsoil.
- They are to be designed in such a way as to resist wind moving a mulch material.
- Mulch is to be placed above the soil level at a depth of at least 15cm, to prevent weed growth. (This will require the soil level to be sunken 20 cm below paving level to allow for mulch material and prevent wind movement)
- Plants are to be larger and more mature to have an instant effect and will be more robust against trampling/vandalism.

42. Hanging baskets that are to be transferred to the Parish must be of good quality, and the design and type of pole must be agreed with the Parish in advance to ordering materials. The hanging basket must be connected to an irrigation system, the developer will be expected to supply and install the hanging baskets.

    The irrigation system installed is to be agreed in advance with the Parish where the hanging basket is to be transferred to the Parish.

Children's playground

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

    If it is not possible to provide a playground within the development due to site restrictions, then the Parish will be seeking financial contribution from the Applicant to invest in a public playground in the nearby area that will serve families within the Applicant's site.

Refuse & Recycling

44. 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.

7. Refuse and Waste Management

Inadequate refuse storage is one of the biggest challenges that the Parish experiences, as some architects and developers leave this important and vital facility as a last-minute afterthought, not realising the stringent requirements for refuse and recycling storage. It is therefore very important to consult with the Parish Refuse and Street Cleansing Manager at the earliest opportunity in the design process.

There have been many instances where an architect and developer has missed this very important step, which has resulted in significant issues which can result in the Parish being unable to collect refuse from the property.

The Parish follows the guidance provided in "**BS 5906:2005. Waste management in buildings—Code of practice.**" It is essential that suitable waste management facilities be provided. Such facilities should provide adequate storage and, where appropriate, sufficient space to allow for the on-site treatment of commercial and/or household waste, recyclable waste, and equipment and containers should be accommodated to enable efficient management of waste.

Household refuse is collected once a week; however, refuse is to be collected and stored in suitable bins or receptacles, and in new developments and/or refurbishments, the expectation is that the refuse bins MUST be stored in dedicated off-street bin stores.

The distance collectors should have to cover in respect of transporting waste containers to and from the collection vehicle is to be:

- Two-wheeled containers for a distance of no more than **15 m.**
- Four-wheeled waste storage containers from the storage points to collecting vehicles for a distance of no more than **10 m**. The collectors should not be required to move wheeled waste storage containers over surfaces that may hinder the smooth passage of the container.

To avoid issues, the Parish recommends that architects and developers consult with the Parish Refuse and Street Cleansing Manager at the earliest opportunity in the design process to ensure that proposals for waste storage and collection meet the requirements. Refuse and recycling must not be an afterthought and underestimated as to the impact it will have on the design layout; refuse storage is a vital requirement that needs to be integral to a development scheme.

Example of specification:

As a general rule:-

- The bin storage must have a level entranceway to enable the bins to be wheeled to the back of the refuse truck and allow easy access to the bins for residents' use.
- Bin stores must be vermin-free.

- Suitable and robust doors should be installed inward opening doors as outwards opening doors will obstruct the footway or roadway. The bin stores must include adequate lighting to enable safe access to the bin in darker mornings. The Parish would also recommend having a floor gully fitted to the bin store and a washing facility to enable bins and bin stores to be washed regularly.

- Waste operatives will not enter communal areas within the flat block or be required to wheel bins through communal areas.

- The bin store should be separate from any cycle store/store areas.

- The architect and developer must not underestimate the necessary space requirements to accommodate a refuse vehicle on their site, as the Parish will seek an off-street bin collection service so as not to create traffic issues.

- Roads should be arranged so that collecting vehicles can continue mainly in a forward direction. If reversing is unavoidable (e.g., cannot accommodate a 20.3 m turning circle), then the distance should not exceed 12 m. Vehicles operating in service areas should enter and leave in a forward direction.

Calculation of Refuse Volumes

Residential:
Each bedroom of the property has an allowance of 70 litres per bedroom. An extra 30 litres is added per property for weekly waste arisings.
e.g. 3 Bed property, 3 x 70 = 210, 210 + 30, Total 240 litres.

Retail:
85% of total square meterage is allotted 10 litres of waste arisings daily.
E.g. Total retail square metres = 200. 85% of 200 = 170 square metres. 170 square metres x 10 litres = 1700 litres per week.

Restaurants:
Calculated using a figure of 75 litres of waste arising per cover per week. Capacities (covers) are calculated on the basis of 50% being kitchen and using Building Byelaws occupancy factors to calculate a number of covers. The number of actual covers stated can also be used in the calculation.

Please also refer to **BS5906** for further guidance on refuse calculations. The table below is from BS5906

Waste management in buildings – Code of practice BS 5906:2005

Table 1 Typical weekly waste arisings and subsequent storage requirements

Building	Equation for weekly waste arising (litres)	Typical example of the size of concern	Weekly waste arising (litres)	80litre bin/bag/box equivalent	120 litre bin equivalent	240 litre bin equivalent	660 litre bin equivalent	720 litre bin equivalent	1100 litre bin equivalent	7.6m compactor equivalent (3:1 ration)
Domestic	number of dwellings x ((number arising per bedroom (70l) x average number of bedrooms) +30)*	number of dwellings =1, number of bedrooms =3	240	3	2	1	0.36	0.33	0.22	0.01
Office	volume rising per employee (50l) x number of employees	number of employees = 40	2,000	25	16.67	8.33	3.03	2.78	1.82	0.09
Shopping centre	volume arising per m2 of sale area (10l) x square meterage	sales area = 25m2	250,000	3125	2083.3	1041.7	378.8	247.22	227.3	11.11
Fast food outlet	volume per sale (5l) x number of sales	number of sales = 45,000	225,000	2812.5	1875	937.5	340.9	312.5	204.6	10
Department store	volume per m2 of sales area (10l) x sales area	sales area 3,700m2	37,000	462.5	308.3	154.2	56.1	51.4	33.6	1.64
Restaurant	number per volume of covers (75l)	number of covers (i.e. dining space) = 8	600	7.5	5	2.5	0.91	0.83	0.55	0.03
4/5 star hotel	volume per bedroom (350l) x number of bedrooms	number of bedrooms = 370	129,500	1618.8	1079.2	539.6	196.2	179.9	117.7	5.76
2/3 star hotel	volume per bedroom (250l) x number of bedrooms	number of bedrooms = 100	25,000	312.5	208.3	104.2	37.9	34.7	22.7	1.11
1 star hotel/B&B	volume per bedroom (150l) x number of bedrooms	number of bedrooms = 5	750	9.38	6.25	3.13	1.14	1.04	0.68	0.03
Supermarket (small)	volume per m2 of sales area (100l) x sales area	sales area 800m2	8,000	100	66.7	33.3	12.1	11.1	7.3	0.36
Supermarket (large)	volume per m2 of sales area (150l) x sales area	sales area 2,000m2	30,000	375	250	125	45.4	41.7	27.3	1.33
Industrial Unit	volume per m2 of floor area (5l) x floor area	sales area 2,000m2	10,000	1.25	83.3	41.7	15.1	13.9	9.1	0.44
Entertainment complex/leisure centre	volume per m2 of floor area (100l) x floor area	sales area 3,500m2	17,500	218.8	145.8	72.9	26.5	24.3	15.9	0.78
*** Based on average household occupancy**										

Refuse truck dimensions and weights that the Parish of St Helier utilise

DENNIS EAGLE
A TERBERG ENVIRONMENTAL COMPANY

Quantity	1	
DE Build No(s)	**36066**	
Chassis	4x2	Narrow
Body	OL10N	
Bin Lift	DE Beta 2 Lip Lift	
GVW (kg)	18,000	
Wheelbase (mm)	3,250	
Engine	Volvo 280bhp	
Gearbox	Allison MD3000	

CONFIGURATION

Chassis	**4x2 (Narrow)**
Body	**OL10N**
Bin Lift	**DE Beta 2 Lip Lift**

STANDARD SPECIFICATION

Vehicle Overview			
Drive Hand	Right Hand Drive		
Track	Narrow		
GVW(kg)	18,000		
Wheelbase(mm)	3,250		
Engine	Volvo 280bhp		
Gearbox	Allison MD3000		
Fuel Tank	150 litres		
Cab Seating	Driver + 3		
PTO	Constant Drive PTO on LHS		
Body Volume (m^3)	10.3	Hopper Volume (m^3)	2.4

DIMENSIONS

Dimensions (mm)	
Overall Length	7,842
Overall Width	2,250
Overall Height	3,501
Front Overhang	1685
Rear Overhang	2907
Cab Step Height	495
Cab Floor Height	794 (Driver) and 849 (Passenger)
Cab Roof Height	3,146

WHEELS, TYRES & SUSPENSION

Axle	Design Weight (kg)	Suspension	Tyres
Axle 1	7,500	Air Assisted	295/80R22.5
Axle 2	12,600	Full Air	295/80R22.5
	Tyre Manufacturer	Bridgestone	

STANDARD EQUIPMENT – CHASSIS

- Low Entry Cab with Single Step Entry	- LED Integral Corner Cab Roof Beacons
- Flat, Unobstructed Walkthrough Cab Floor	- 2x LED Grille Mounted Strobes
- 6 Cylinder 7.7 litre In-Line Diesel Engine	- LED Daytime Running Lights
- Stainless Steel Vertical Exhaust	- Illuminated Cab Step Entry
- DOC, DPF, SCR & Regeneration Injector	- Integrated Panel for Body Controls/Rear Monitor
- Electronic Fuel Injection	- Brake Pad Wear Lining Sensors
- Enhanced Converter Load Reduction (ECLR)	- Engine Immobiliser
- Lane Departure Warning (LDW)	- On-Board Diagnostics System
- Advanced Emergency Braking System (AEBS)	- Air Assisted Adjustable Steering Column
- Electronic Stability Programme (ESP)	- Drivers Air Suspended Seat
- Park Brake on Auxiliary & Drive Axles	- Red 3 Point Inertia Seatbelts
- Brake Assist Function	- 2x Front & 2x Rear Overhead Lockers
- Driver & Passenger Map Lights	- Driver/Passenger Door LED Red Strip Marker
- 4x Cup Holders in Central Lower Panel	- 1x Cup Holder in each Slam Door
- Ambient Lighting in Header & Lower Panel	- 2x USB Socket & 1x 12v Socket
- Emergency Brake Signal	- 4x Split Coat Hooks, Accommodates 8 Coats
- Fuel Tank Anti-Siphon, Anti-Spill & Lockable Cap	- 2x Half Width Sun Blinds
- Locking Ad-Blue Cap	- Document Storage Net
- 10mm Non-Fletched Chassis Frame	- 24v Electrical System
- Rail Section 260mm x 100mm x 10mm	- 130A Alternator
- Frame Width 890mm	- 2x 180amp Batteries
- Chassis Raise/Lower Control	- Traction Enhancement
- Return to Ride Height – 15kph(Low) & 30kph(High)	- O-Licence and VTG 6 Holders in Cab
- Seatbelt Warning – Driver & Crew	

STANDARD EQUIPMENT - BODY

- CE Approved – EN1501-1 & EN1501-5	- Inverted Sweep Rams & External Pack Rams
- Smooth Sided One Piece Construction	- Roof Mounted Hopper Lift Rams
- Low Centre of Gravity	- Integral Hopper Safety Prop
- Fully Integrated CANbus Logic System	- Body Cycle & Run Hour Display in Monitor
- In-Cab Control Panel & CCTV Colour Monitor	- Keeled Floor for Liquid Run-off
- Quiet & Efficient Hydraulic System	- Full Height Hopper Seals
- Auto Cycle, Continuous Cycle & Manual Override	- Front of Body Drain Hose
- In-Cab Body Controls	- High Tensile Steel Ejection Plate
- Short Rear Overhang	- Heavy Duty Packer Plate
- Waterproof Side Mounted Electrical Junction Box	- 18 Second Cycle Time (Nominal)
- Rear View Camera	- 125 litre Hydraulic Tank c/w Remote Pressure Fill
- High Front of Body Dam	- 10 Micron Return Line Filter
- Front of Body Netting	- 8mm Tailgate Floor
- IP67 Wiring & IP69 Switches	- LED Side Marker Lights
- Interlocks Prevent Operation Unless Tailgate Down	- LED High & Low Level Rear Lights
- Integrated Diagnostics Display	- LED Hopper Load Lamp & LED Hopper Work Lamp
- Off-side Access Door for UK Operations	- Bin Lift Reverse Auto Raise
- Protection from Rodents	- Loadsense Axle Weight Indication System
- Packer Cut-Out Linked to Weigh System	- Number & Colour Coded Wiring

BIN LIFT

Option No.	Option Name
5-00336-0001	Beta 2 Lip Lift

OLYMPUS - 4x2 NARROW TRACK - SMOOTH BODY RCV

ELITE+ - 4x2 NARROW TRACK

VEHICLE MODEL		OL-10N 4x2
Compaction body type - effective volume(s)		Olympus 10N (10.3 m³)
Elite chassis type		4x2 Narrow Track
GVW (Gross Vehicle Weight)		18000
Front axle plated weight		8000*
Rear axle/bogie plated weight		11500
Recycling box type		-
Recycling box type (capacity m³)		-
V1	Overall wheelbase	3250
Turning circle - overall (metres)		15.6***
Vehicle unladen weight**		11640
V2	Overall length§	7175
	Overall length - tailgate raised§	8695
V3	Front axle to front of compaction body	650
V4	Front overhang	1685
	Front overhang - cab tilted	3220
V5	Rear overhang	2240
	Rear overhang - tailgate raised	3760
V6	Overall height	3450
	Overall height - tailgate raised	5100
V7	Height at exhaust tip - nominal	3500
V8	Cab roof height	3155
	Cab roof height - cab tilted	3640
V9	Cab floor height	745 Driver side, 800 Passenger side
V10	First cab step height from ground	415 Driver side, 430 Passenger side
V11	Rave rail height	1125
V12	Ground clearance at lowest part of vehicle	250
V13	Ground clearance - tailgate	350
V14	Approach angle	14°
V15	Departure angle	9°

(*) 315/80 tyres are required on the front axle for 8000 kg. Alternative tyres sizes will result in a different axle weight capacity.
(**) Typical rear mounted lifting device equipment will add up to 1200 kg.
(***) Turning circle shown is for worst case, fitment of optional tyres may reduce turning circle.
(§) Excludes front view mirror which adds approx. 230 mm.

NOTE: Unless otherwise stated, all dimensions are nominal, in mm and represent an unladen vehicle without a lifting device and fitted with standard tyres; tyre deflection is not included. All specifications are subject to manufacturers tolerances. An allowance of +/- 2% should be made for all weights. All weights are in kgs and include oil and water, and on diesel fuelled vehicles, AdBlue and 50 litres of fuel. Additional equipment may alter dimensions and weights quoted.

CHASSIS CAB

- Elite+ 4x2 Narrow Track.
- Cab - Low floor with one step entry, Cromweld stainless steel construction, standard seating for driver +3 crew, optional driver +1 or driver +2 seating.
- Engine - Volvo (Euro 6) D8K 280/320 bhp, 6 cylinder, 7.7 litre in-line diesel.
- Braking system - full air - twin circuit, EBS with Electronic Stability Program, traction control (ASR), 2 wheel parking brake.
- Gearbox - Allison MD 3000, 6 speed automatic.
- Electronic Levelling Control (ELC).
- Front suspension - air assist with twin leaf parabolic springs and anti roll bar.
- Drive axle suspension - trailing arm, full air with anti-roll bar.
- For detailed specification and options, see relevant Elite+ datasheet.

BODY

- Constructed from high tensile steel one piece rolled side sheets and braced by front and rear hoops, with pressed integral channels and 'keel' type floor.
- Sides in 4 mm S275 EN10025, roof in S355 EN10025.
- Floor in three sections across width: 4-5 mm S355 EN10025.
- Rear hoop: 5-6 mm S355 EN10025.
- Barrier rails: 8 mm DOMEX 700 (700 N/mm²).
- Rear cross-member: 6 mm DOMEX 650 (650 N/mm²).
- Fitted with under-floor sump to prevent liquid seepage and to allow clean discharge of any liquid content (100 mm depth).
- Only two greasing points in body and tailgate.

REFUSE EJECTION PLATE

- Ejection plate face is manufactured from high tensile abrasion resistant steel, forming a smooth and unobstructed discharge surface.
- Pressure regulation of the ejection plate from cab display.
- Self lubricating bearings guide the ejection plate along rails within the body.
- Multi-staged double acting hydraulic cylinder enables efficient ejection and retraction.

TAILGATE

- Optimised 2.4 m³ swept volume capacity, resulting in fewer packing cycles, reducing wear, fuel consumption and noise.
- Full 1.9 m uncluttered loading width without lifting device.
- Low rave rail height for manual loading and versatile lifting device mounting with bolt-on rave rail adaptor for lifting devices.
- Substantial pressed side plates form integrated channels to guide the compaction mechanism.
- Hydraulic packer plate cylinders are positioned to eliminate damage from waste.
- Reduced overhang for improved weight distribution and manoeuvrability.
- Integral rear frame for lifting device mounting.
- Floor: 8 mm HARDOX 400 (400 HB- 1000 N/mm²).
- Sides: 7 mm HARDOX 400 (400 HB- 1000 N/mm²).
- Rave rail: 4 mm STRENX 700 (700 N/mm²).
- Retainer plate: 4 mm HARDOX 400 (400 HB- 1000 N/mm²).

COMPACTION MECHANISM

- Proven two-plate fabricated carriage plate and packer plate design.
- Manufactured using high tensile abrasion resistant steel.
- Slides within tailgate channels on low friction self lubricating bearings.
- Heavy duty carriage and packer cylinders.
- The remaining structural elements are constructed in steel S355 EN10025 (355 N/mm²).
- Carriage plate base and tube: 4 mm HARDOX 400 (1000 N/mm²).
- Packer plate base: 6 mm HARDOX 400 (1000 N/mm²).
- Nominal 18 second cycle time.

HYDRAULIC SYSTEM

- Quiet, PTO mounted close-coupled standard pump delivers 70 litres/minute at 1000 rpm.
- Body mounted 125 litre tank with remote pressure fill.
- Full flow 10 micron return line filter controls contaminant levels.
- Engine speed is maintained by electronic throttle control system when hydraulic power consumption increases.
- Heavy duty inverted packer plate cylinders fitted with maintenance free spherical bearings.
- Heavy duty inverted compaction cylinders mounted outside the compaction mechanism, clear of the loading area.
- Roof mounted tailgate lift cylinders.
- Adjustable barrier retention pressure.

ELECTRICAL SYSTEM

- Fully integrated CANbus system logic (CANopen) with integral axle load weight indication.
- Simple display unit in cab for body controls and diagnostics.
- Fully water-proofed side mounted junction box contained within a locker allowing easy access for diagnostics and maintenance via laptop.
- Number and colour coded wiring for easy identification, maintenance and fault finding.
- Weatherproof switch, plug and socket connectors.

SAFETY

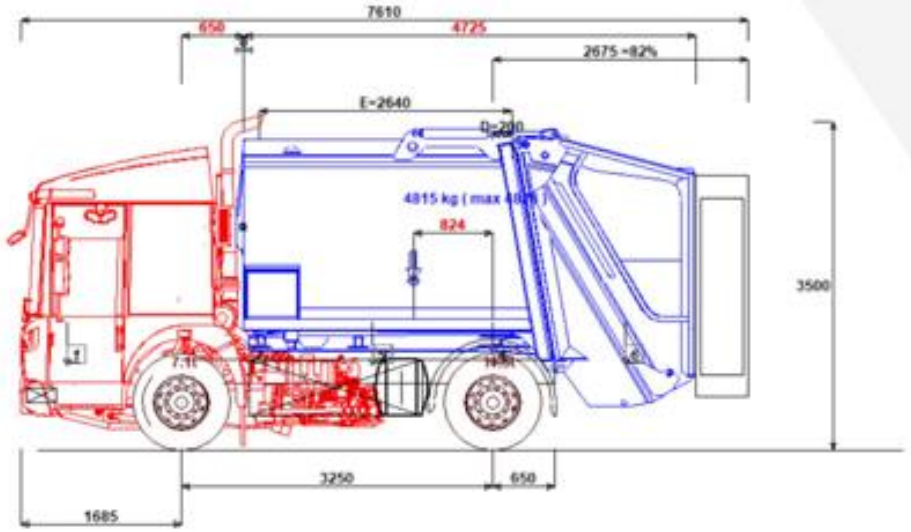
- CE and UKCA Approved. Safe by design.
- Circuit designed to enhance Health and Safety features, and installation of lifting devices.
- BS EN 1501 series compliant.
- Two-plate design, automatic body/tailgate locks and clean discharge remove the need to approach moving parts.
- Interlocks prevent the mechanism from working unless the tailgate is fully lowered.
- Automatic gearbox interlocks enhance safe operations.
- Tailgate lift rams are fitted with integral pilot operated load holding valves so that even if a hose fails, or is removed, the tailgate cannot descend unless positively powered downwards.
- Indicator icons show the driver when the mechanism is in operation, and when the tailgate is out of its locks.
- In cab discharge controls as standard, with external tailgate lower controls for optimised safety.
- Interlocked access door for safe maintenance operations.
- Integral safety prop.

OPTIONS

- A range of compatible lifting devices and DIN frames are available.
- Ladder to access the side door of the body.
- Leachate tank between body and tailgate.
- Brush and shovel with mountings.
- Hand wash unit.
- Rubber packer plate flap.

For more details of specifications and options please consult a Dennis Eagle Sales representative.

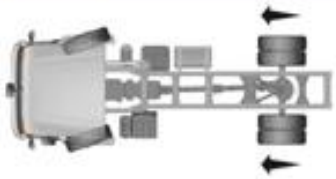
Elite+ 4x2 - OL10N - Beta
Weight Prediction Datasheet



Unloaded	△ 5267 (40%)	△ 7905	= 13172 kg
loaded	6488 (36%)	11499	= 17987 kg
Permitted mass	7100	11500	= 18000 kg

SEATING POSITION OPTIONS

WHEELBASE



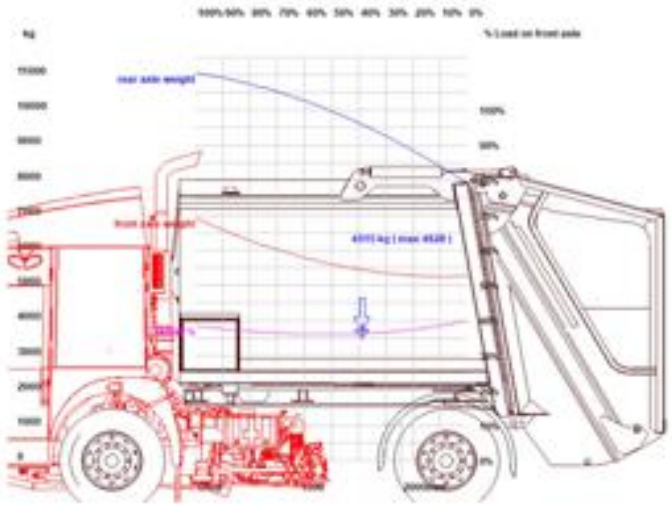
CALCULATIONS

DENNIS ELITE+ 4x2 Narrow Track Euro6 3250 + DENNIS Olympus OL 10N (10.31 cu m) + Beta Lifter

Wheelbase	mm	3250
Front overhang	mm	1685
measurement: front axle-rear of cab	mm	650

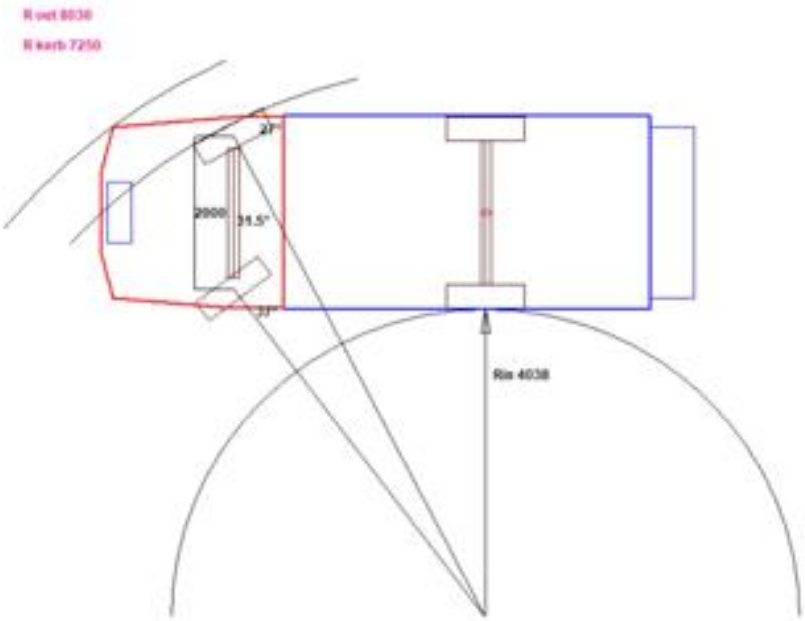
	x CoG	Fa	Ra	Total
+ Chassis weight		4300	2180	6480
+ number of persons 3 x 85 kg	-800	318	-63	255
+ body weight 0 kg/m	3048	292	4400	4692
1 Counterweight x1	-1200	178	-48	130
2 SUPD	1610	20	20	40
3 Fuel 150L	2300	35	85	120
4 Mudwings and Mountings	3250	0	40	40
5 Minor Options	2000	23	37	60
6 Pipe Up	4640	-26	86	60
7 Weighted Bumper 620kg	-1465	718	-223	495
8 Space Claim - Beta	5650	-591	1391	800
= weights unloaded :		5267	7905	13172
+ carrying capacity	2426	1221	3594	4815
= Weights loaded :		6488	11499	17987
:: Gross Vehicle Weight		7100	11500	18000

INCREMENTAL CALCULATION WITH FRONT AXLE LOADING (EVEN LOAD DISTRIBUTION)



CALCULATED TURNING RADII

This calculation is based on 295/80R 22.5 tyres



PAYLOAD CONSIDERATIONS

The payload is based upon a maximum refuse density of 467kg/m^3, which is **limited by the rear axle**. If materials with lower densities (i.e. recycling materials) are collected, a lower payload is expected. Additionally, if refuse with a significantly greater density is collected; the rear axle limit may be reached prior to GVW, thus reducing legal payload. The payload value is subject to a tolerance of approximately +/- 5%.

The legal maximum payload of this vehicle is configurated as 4698kg when there is a density of 467 kgsm^{-3}. As an anticipated guide, the payload calculated when a guide of 500kgm^{-3} waste density equates to 5155kgs. Please note this would overload the vehicle.

EN1501-1 Relative Front Axle Load : RFAL Unladen = 5267 Kgs (40%) - RFAL Laden = 6488 kgs (36%)

Glass collections

The Parish operates various public bring sites throughout St Helier where residents can bring glass for recycling. To view the full list of bring sites, please click here.

The Parish also offers a paid-for glass collection service for commercial and residential sites (Monday to Friday only) with a minimum collection of one per month.

A Glass Contract and Service Level Agreement are required to run on an annual basis from 1 November to 31 October each year. These are rolling contracts, and one month's notice is required for cancellation or amendments.

For further information, visit the Parish website: Recycling | Parish of St Helier

On the collection day, glass must be put out by 7am.

Cardboard

Cardboard can be placed in with the blue bag.

Communal facility:

It is up to the landlord/tenants association of the building to contact the Parish Municipal Services Department and advise if they have allocated a bin within the communal storage areas and would like a collection.

Recycling

The Parish operates a kerbside recycling scheme. All recyclables are to be split into two bags:

Further details can be found on the Parish of St Helier website: Recycling | Parish of St Helier

8. Planning Obligations

Planning obligations are legal agreements (POA) between a developer and the Minister for the Environment. They are made to ensure that the implications of new development are balanced by the provision of necessary infrastructure and services, the cost of which will be met by the developer. Further information on this can be found on the Government of Jersey website: Planning obligations agreements

Planning obligations are used when planning conditions are not appropriate or are not capable of being applied. They are used 'on site' and 'off site.'. 'On-site' is within the boundary of the land that may be the subject of a development application, and 'off-site' is on land that lies outside the boundary of the site that is the subject of an application.

Where a development impacts a Parish by-road directly or indirectly, the Parish of St. Helier will likely request that Planning include a POA or impose a condition in which the developer contributes to the provision of improvement to the public realm in the vicinity. The purpose of this is to improve the environment, which will benefit the developer and provide improved public realm facilities for neighbours in the vicinity.

As a general example, the request could be:

- to widen footway(s);
- to provide new pedestrian crossing(s) (zebra crossings);
- transfer of land to the Parish where a new or improved public footway has been created;
- resurface a roadway/footway;
- introduction of better cycling parking provision;
- contribute to improvements to a public facility;
- 'Greening' of the streetscape;
- any other items that will benefit both the development being constructed and the wider neighbourhood.

It is very much dependent on the location and the size of the development and the impact it will have on residents in the area.

The Planning Department is the authority that will decide which condition and POA will be imposed in the planning approval, as they also manage the POA funds.

Where a development is adjacent to both the Government of Jersey Road and a Parish by-road, the Planning department will balance the POA requests, as it could be that the POA is split between the two highway authorities or in favour of one highway authority.

9. Adoption of land

Wherever possible, the Parish Roads Committee is seeking to improve the public realm around the applicant's development so that this can improve connectivity to the site and provide a safer and more aesthetically pleasing public realm.

Wherever possible, the Parish will seek for footways to be widened for pedestrian access improvements and safety. This may mean that the Parish will request that the development is set back away from the existing footway to enable the footway to be widened and will request that the additional land is gifted to the Parish as it will form part of the public footway, this is essential to enable the Parish to police and clean the area.

The Parish would expect that the applicant/developer construct the widened footway or roadway at no cost to the Parish, this work would need to be undertaken with an approved civil contractor and with discussion with the Parish Officers to agree a specification for the area to be gifted.

It is vital that the developer meets with the Parish Streets Inspector and/or Technical Manager to agree on a design and specification before commencing on-site; the developer is advised to start the conversation early on to avoid disruption further down the line.

The applicant will need to be aware that the gift of the land may be a Planning Obligation Agreement, which will need to be discharged before the applicant can receive a completion certificate, therefore it is very important to address this POA in advance of your completion date, as it must not be underestimated the number of processes that need to be followed and the time it will take for these process to be completed and the time it will take lawyers to draw up contracts.

Stage 1: Roads Committee approval (in principle)

The Parish Roads Committee will need to approve the gift of land in principle – as it is only the Parish Assembly that can approve the transfer and instruct the Constable and at least one Procureur du Bien Public to pass the contract. The applicant/developer will need to present to the Parish Roads Committee their design ideas for the land so that this is approved.

Once this process is approved and the specification and materials are agreed upon, we move to the next stage, Parish Assembly.

Stage 2: Parish Assembly approval

Once the road Committee has approved in principle, a report is produced for the Parish Assembly known as a "Projet" in which the details of the 'gift' is outlined.

Within the projet we will set out the size and area of the land therefore a drawing will need to be provided by the applicant showing the exact dimensions and area being gifted, a drawing showing the proposed improvement/widening will also need to be provided so that the Parish Assembly are aware what is being offered and proposed.

Within the Projet the Parish will outline the details of the gift and then present this to the Parish Assembly on the night for their approval. However, depending on the complexity of the gift, the Parish may request that the applicant or their representative also attend to present the item to the Parish Assembly, certainly, it would be very helpful to have the applicant or their representative at the Parish Assembly as there may be questions raised.

In all cases, the Parish Assembly would expect that the work to construct the widened footway/roadway and all reasonable legal fees (Parish lawyers) will be paid by the applicant, in other words, at no cost to the Parish.

At the end of the presentation to the Parish Assembly, they will take a vote, which could either be by a show of ballot cards or a secret ballot, depending on how controversial the issue is.

If approved, we move to the next stage of implementation and pass the contract.

Stage 3: Implementation and passing of the contract

The transfer will be subject to all the works being undertaken to the satisfaction of the Parish, to a good standard and that the specification of the works has been agreed and approved by the Parish.

This is where delays can and often occur, as the works must be undertaken to the satisfaction of the Parish and a good standard, we have seen many times developers just going ahead with work without any consultation with the Parish resulting in costly abortive work as the developer will need to rectify the issues to ensure compliance with Parish standards.

Once the works are completed, then the Parish will be able to pass the contract, the applicants/developers' lawyers will draw up the contract, and the Parish Lawyers will check the contract to ensure that the Parish is aware of any liabilities taking over ownership.

The Parish will have concerns with party walls, boundary walls, services under the gifted land and establishing whose liability it will be, as the Parish expects all utilities, including foul

drainage, not to be the Parish's responsibility. The Parish will need to be aware of any rights of access in place and ensure that there are no encroachments.

The Parish would also expect warranties to be in place against poor workmanship/failures due to poor construction.

Once all is constructed and completed, then the legal teams will finalise the contract and the Constable and at least one Procureur du Bien Public will attend Royal Court to pass the contract.

10. Public Realm improvements

A thriving public realm is somewhere people want to live, work, and spend time. It is good for the economy, community wellbeing and environment.

The quality of the public realm materials and street furniture is very important to get right to ensure it is robust and appropriate for use in the public realm.

Street Furniture must be agreed in advance by the Parish before the applicant purchases it.

The parish has strict requirements when it comes to street furniture which must be robust, good quality and maintenance-free and readily available if it needs to be replaced due to damage.

In this section of the guidance, the Parish outlines its expectations for the public realm. It is vital that the applicant liaises with the Parish in advance of procuring materials which are planned to be placed on a public road, as the details and specification must be agreed and approved by the Parish.

Surface Finishes

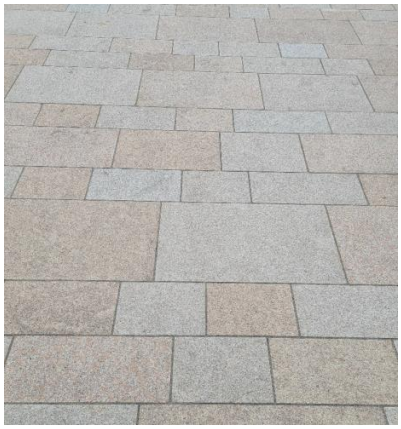
Good footways are simple, durable and well-maintained. The footway and highway design should be to adoptable standards even though they may not be adopted.

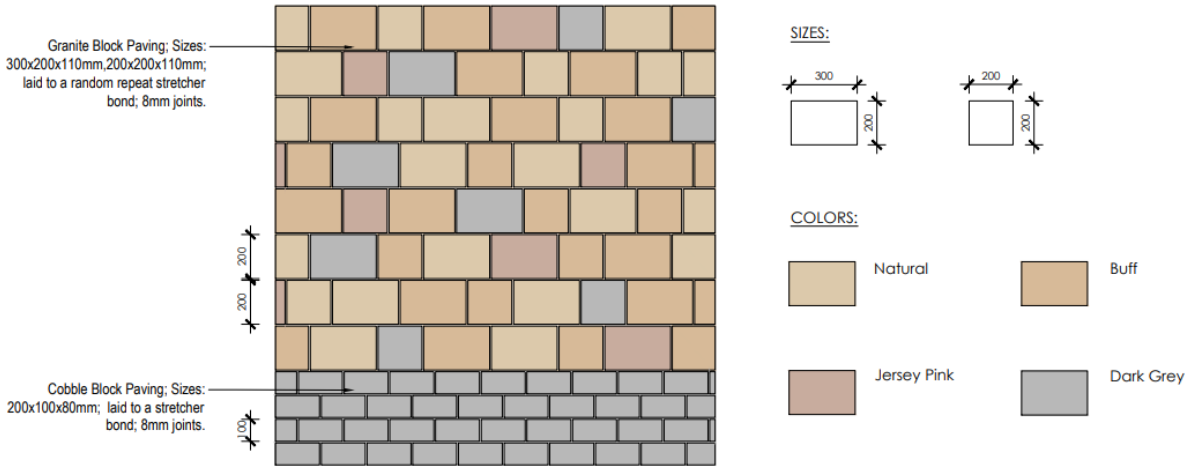
The Parish expects good quality granite material to be used on footways and public realm areas as this has proven to be more robust than any other materials used. The example panel below uses a mix of Square pavers; two size (300x200 and 200x200).

Pattern and colours

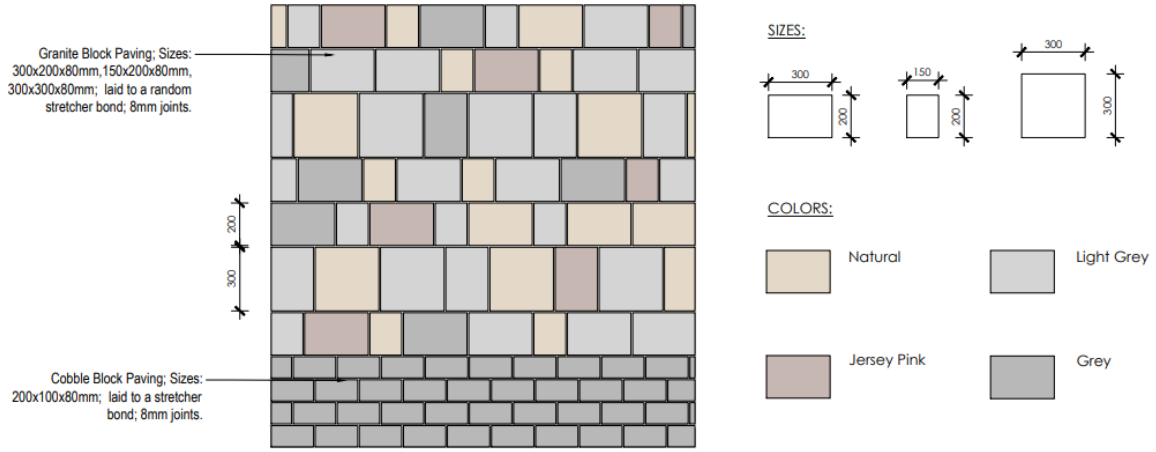
Natural Granite Paving; Size: 300x200x110mm and 200x200x110mm; For vehicle overrun; Colour: Buff (30%), Light Pink (30%), Jersey Pink (30%) and Dark Grey (10%); Laid to a random stretcher bond. 8mm joints. Bush-hammered finish.

The example below also has Granite Cobble Paving; Size: 200x100x80mm; Colour: Gray: Laid to a stretcher bond; 8mm joints.

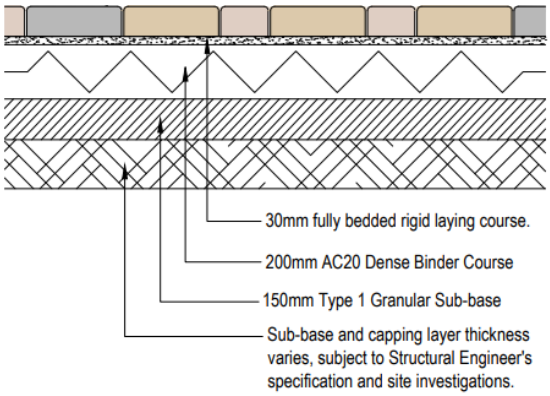




Adopted pattern/colour palette :



Typical cross-section, where vehicle overrun occurs:



Natural Granite Paving: Laid to a random stretcher bond. 8mm joints. Bush-hammered finish.

Surface Course: Paving to be laid with min. 8mm joints, fully grouted with EasiPoint Ltd Granatech or similar approved. Mortar to be mixed and applied in accordance with manufacturer's specification, all in accordance with BS7533

Laying Course: EasiPoint Ltd Fine Bedding Concrete or similar approved, mixed and laid in accordance with the Manufacturer's specification. All in accordance with BS7533.

Binder Course: AC20 DBM (Asphalt Concrete) 40/60 recipe binder course to BS EN13108-1 with a minimum dynamic stiffness modulus of 5000MPa.

Sub-base: Type 1 Granular Sub-base to Clause 803 of the Specification for Highway Works. Subject to the Structural Engineer's specification and site investigations.

The Parish will consider alternative materials, but generally, the Parish will only support the use of good-quality granite in the colour palette as advised above.

In rare instances where alternative material is being proposed, the applicant will need to provide a warranty on the quality, construction work, and availability of the material.

An example on the Right-hand side image is where the incorrect material or bedding has been applied, creating a maintenance risk. This area had several of the porous paving cracked, which results in a maintenance risk.

The Parish will always, in the first instance, request that public realm areas are installed with good-quality granite pavers.

Using alternative materials to granite will require evidence that the product is correct for the location, warranties, and assurances that the material will be available for at least 15 years (not become obsolete).

Tactile paving

The use of tactile paving surfaces is important because these surfaces convey vital information to vision-impaired and other people about their environment, including hazard warning and directional guidance, thereby supporting independent mobility.

When moving around the public realm, vision-impaired people will actively seek and make use of, tactile information underfoot, in particular detectable contrasts in surface texture. It is, therefore, important that tactile paving is used correctly and consistently so that conflicting and confusing information is not conveyed.

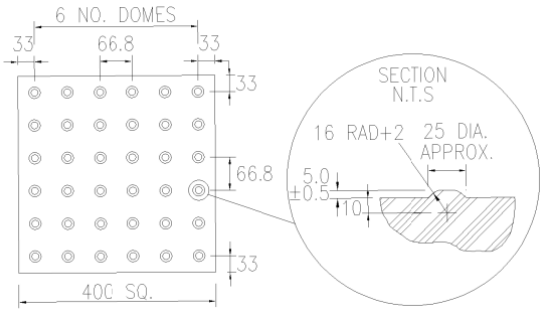
The installation of tactile paving surfaces will also need to meet the standards of other relevant requirements, including the Building Regulations.

The blister surface is for use only at designated pedestrian crossing points, and its purpose is two-fold. Its general purpose is to provide a warning to vision-impaired people who, in the absence of a kerb upstand greater than 25mm high, may otherwise find it difficult to differentiate between where the footway ends and the carriageway begins.

Crossovers and dropped kerbs should reflect movement patterns and be visible. All tactile (blister surfaces) should be designed to comply with the Department for Transport Guidance on the Use of Tactile Paving Surfaces 2021.

The Parish uses grey 400mm x 400mm tactile:

Example of tactile that the Parish utilise on Parish by-roads.



Plan of tactile to be used.

Dished (Dropped) Kerbs

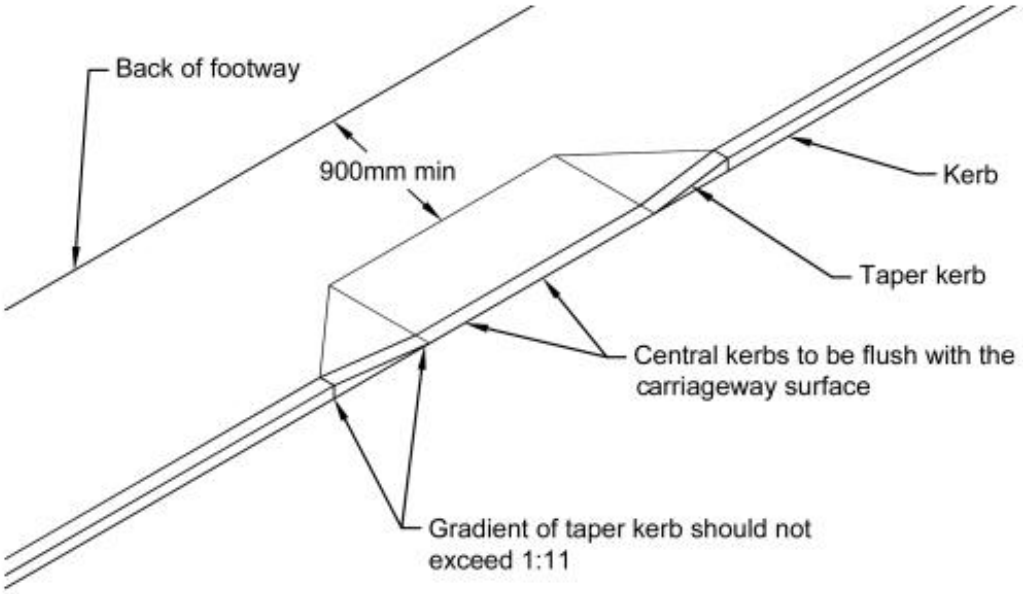
Where level access at a crossing is achieved by means of a dropped kerb (rather than a raised crossing), the base of the dropped kerb should preferably be flush with the carriageway but can have a maximum upstand of 6mm provided that a rounded bullnose is provided at the interface with the carriageway.

Ramps must be designed appropriately: the maximum gradient in the direct line of travel should not exceed 1:12, and where space allows, a gradient of 1:20 should be achieved.

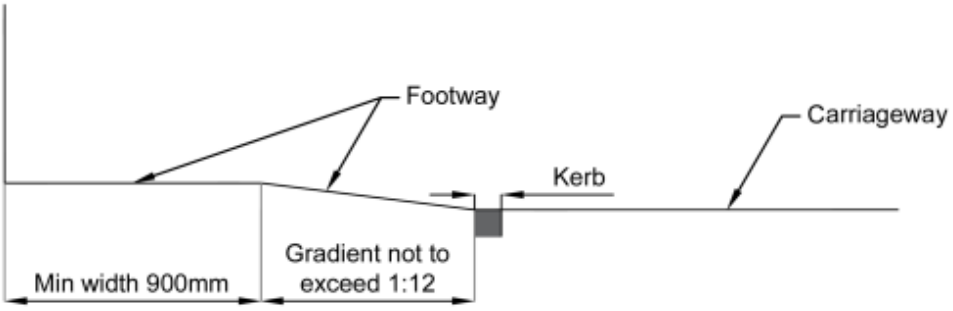
The gradient of the lateral taper (or dropper) kerbs on either side of the flush section should not exceed 1:11.

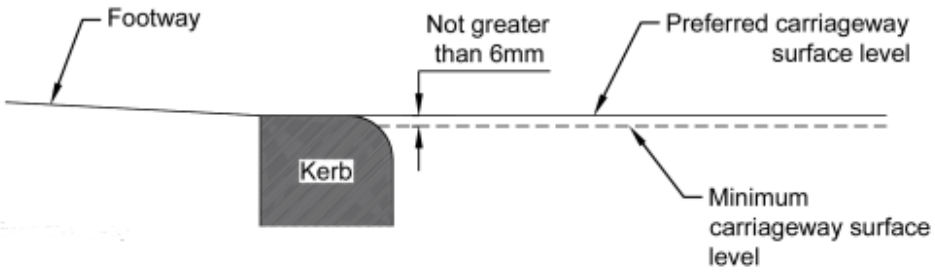
The flush section of the dropped kerb should have an absolute minimum width of 1200mm, but the minimum width should be 3000mm where there are heavy pedestrian flows. There should

preferably be a level space of at least 900mm to the rear of a dropped kerb to allow easy passage for wheelchair users and others who are not crossing the road.



Extract from "Department of Transport - Guidance on the Use of Tactile Paving Surfaces"





Shared spaces

The Parish Roads Committee does not generally support shared spaces where there is a mix of vehicles and pedestrians.

For people who are blind or partially sighted, shared space schemes often become 'no-go areas' as key tactile and safety features that blind and partially sighted pedestrians rely on are

removed. Colour or material changes of paving aren't detectable for many different forms of sight loss disabilities.

Guide dogs need kerbs to navigate as they are trained to stop at kerbs and to find pedestrian crossings when told to do so, but the removal of these essential features causes confusion which may allow the dogs to lead their blind owners into danger, and in such places guide dog owners are sometimes advised to find a sighted person to lead both them and their dog. Whilst long cane users need kerbs to navigate.

In areas that will result in vehicle access into a public square, there needs to be a clear delineation of where the vehicles can travel, which will also remind pedestrians to be aware. The colour choice and finishes need careful thought to ensure those with a disability can travel easily on the surface and those with visual disability can ascertain the roadway.

Tactile paving only works in specific contexts. Coming to the edge of a pavement works in conjunction with an incline – no level change makes it hard to locate or determine what it means.

The examples below show a clear delineation between the footway and the roadway.

The carriage way finish in this square (Cyril Le Marquand Court) is clearly defined with the material change.

The carriageway and footway are defined by the row of kerb (Roxem different finish).

Gullies and surface water

When creating these public realm spaces, it is vital to give some thought to drainage and falls, as it is essential that ponding does not occur, and the correct classification of gully should be chosen.

The gully covers used must be suitable for vehicle loadings.

The grill design to the gully is very important if this is to go into a public square for pedestrians; the gaps should be sufficient as not to create a risk for high-heeled shoes.

On carriageways, the Parish tends to use:



Standard Road Gullies

On carriageways, the specification should meet:

- Manufactured to BS EN124 Class C250
- Load / Load Rating: D400
- Kitemarked for third-party assurance of quality
- Ideally with Anti-movement technology for improved bonding to bedding material
- With Non-rock, three-point suspension for stability and silent operation where possible.
- Ductile iron for improved weight-to-strength ratio
- Black coated finish


Example of a gully in a precinct area. The alternative is the use of Aco or slot drains (as long as they can be easily cleaned and accessed for servicing)

Rainwater pipe (RWP) connections

The Parish will expect rainwater pipes (RWP) to buildings to be connected directly to the surface water drainage system. This will require piping the water under the footway/roadway to connect to the nearest surface water system, which will ensure that there is no surface water running across the footway surface to avoid it being a risk for pedestrians, especially in colder months where standing water will freeze and create a significant risk for pedestrians.

As a last resort, and if there are no other options, the Parish will reluctantly accept water channels across a footway, but there will be a need to prove that this is the only option. The type of channel will be determined by the Parish; therefore, the developer must liaise with the Parish at an early stage to agree on the details and specifications.

Examples of footway water channels.


Metal water channel.


Granite water channel.

Asphalt and surface treatment

The Parish Roads Committee adopted the use of Black Asphalt on footways as the last resort, the preference is for finishes to be granite on footways wherever possible.

In areas where there are already red footways, the Parish will judge these locations to see if it is viable to replace the footway with red footways. The general rule is that if an existing footway is dug for a utility that the patch is to match the colour of the original footway (i.e. red asphalt for red footways).

There are surface treatments that could be applied over the top of a new black asphalt footway to create features using Roxem surface treatments (Roxem imitation paving stone Roxem by Stylroc). This should be considered as part of the public realm improvements.

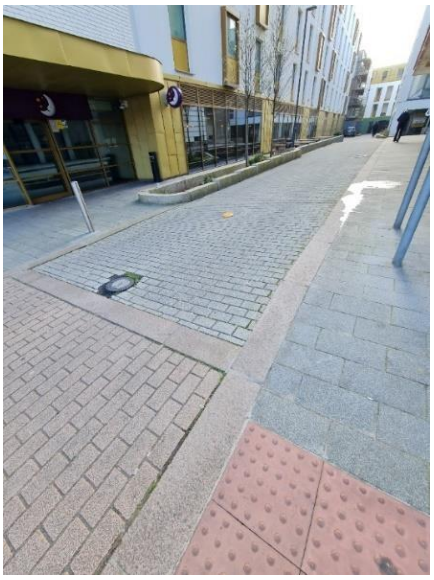
There are many examples in St Helier where Roxem surface treatment has been used successfully and has been durable; however, thought needs to be given to this where there are services underground that are likely going to be accessed, as patching Roxem will make the patch stand out and look aesthetically poor.

Examples of locations where Roxem surface treatment has been used successfully:

Roxem surface treatment used to indicate the speed humps/courtesy crossing.

Example of other locations here Roxem treatment was used;

Used as a continuation of the footway, makes it clearer to pedestrians that they are approaching a vehicular entrance.



Roxem has been used for the carriageway in this private lane.

Roxem used to mark our parking places on the carriageway.

Roxem has been used on the carriageway.

<u>Continuous footways</u>

This is a good example of a continuous footway across a large car park, where pedestrians can clearly see that they are approaching an entrance/exit.

Planters:

The Parish uses a host of different planters, most of which tend to have open bottoms to enable roots to grow where a tree is planted into a planter. It is imperative that when using planters, there is a landscape plan provided to outline the planting that will be used in the planter, which must be aimed to be as maintenance-free as possible. However, planters with bases may be required where services are running underneath that will need to be accessible.

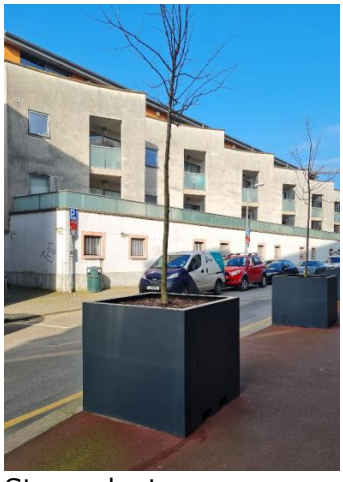
The Parish obtains their planters from Torc Pots (local supplier and fabricator) and Europlanters (UK).

For example, GRP planters clad in hardwood by Europlanters (Europlanters – all planters great and small)

Torc Pots (Jersey-based manufacturer) Torc Pots, supplied the planters for the Parish NIA Pomona Road project.

The Parish is open to considering alternative planters as long as they are good quality, robust and aesthetically pleasing.

Some alternative examples of planters in St Helier:



Stone planter

Granite/marble planter

Planters with integral seating

Metal planter with open bottom.

Planting:

The planting design and species selection should enhance amenity, increase the variety of habitats and deliver a net gain in biodiversity by using native species and pollinator plants.

Plant species must be selected to suit the location, growing conditions and low maintenance regime, providing seasonal colour and composition. Future maintenance must be considered in the planting design and in selecting trees, shrubs and other plant species.

Planting which makes a positive contribution to the sensory experience should also be considered to offer additional interest to residents with visual and hearing impairments.

Planting should be at an appropriate specification and density for the chosen species and provide an initial impact and full appearance.

Maximise areas of planting wherever possible, providing substantial and maintainable areas. Avoid planting in small areas or in vulnerable areas that are not protected and can be easily damaged.

Where failures occur, plants must be replaced as soon as possible to maintain the integrity of the hedge or planting area, and this must be carried out promptly during the establishment period. Consider temporary protection of the planting to ensure successful establishment.

Tree Species

The Parish Roads Committee's preference is that trees are planted at grade level, although it is appreciated that in some circumstances, this is not feasible due to the services not being able to be diverted.

Therefore, as an alternative, the Parish would consider the use of planters with no bases to enable roots to grow, as this enables the tree to mature and grow where possible. In all cases, root barriers and the correct species of tree must be selected.

Tree species will need to be carefully selected and specified and appropriate for their location and future growth, particularly with adjacent buildings and traffic. Reference should be made to guidance from Trees and Design Action Group (TDAG), including Trees in Townscape (2012), Trees in Hardscape (2014) and the Tree Species Guide and Database.

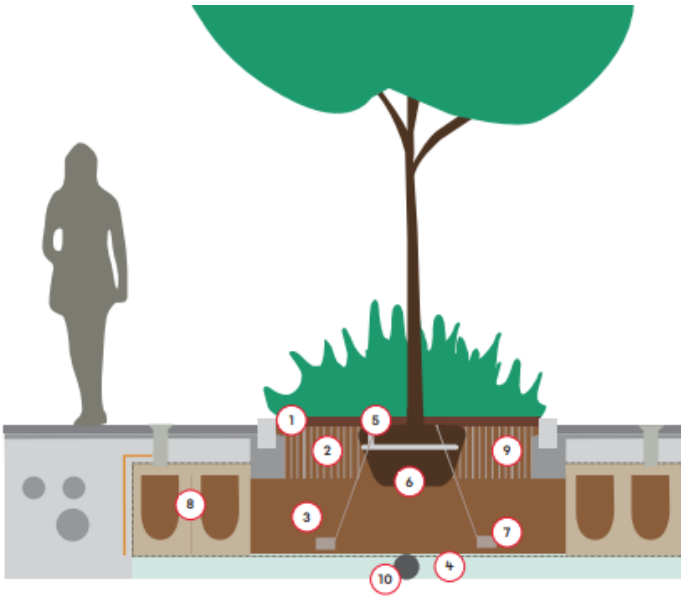
The specification for minimum tree sizes should be semi-mature, 20-25cm girth in all locations with underground guying systems and watering systems.

Consider tree pit drainage at an early stage to enable appropriate connections to wider drainage infrastructure.

Where the trees are in paved areas, the volume of the growing medium should be based on the final canopy size and tree species. Where necessary, install proprietary tree cells and construct tree trenches where lateral space is limited.

Where paving is required above the tree pit, install a recessed tray system that allows the adjacent paving to be adequately supported over the tree pit. Include removable sections for tree growth.

Example of trees in Paving specification:



Key:

1	75mm Mulch	**6**	Rootball
2	350mm Top soil	**7**	Underground guying
3	650mm Sub soil	**8**	Indicative tree cell backfilled with topsoil
4	Drainage layer	**9**	Root reflector
5	Aeration pipe	**10**	Drainage collection

Soils

The healthy specification, structure and condition of soils are essential factors for good plant growth.

Design teams, contractors and landscape managers must safeguard and utilise on-site subsoil and topsoil resources where possible and ensure that the entire soil profile is in a condition to promote sufficient aeration, drainage and root growth. All soils should be formally tested and assessed for the risk of past contamination, and particular attention should be given to areas identified for future food growing. Where imported soils are required, use a reputable supplier, establish the source of the soil and ensure imported soils are certified to be weed-free and suitable for the intended use.

Tree trunk guards

This is the standard cast tree grid, levels must be flush with the paving to avoid any trip hazard.

This is the preferred tree grid. This example incorporates electrical supply, which is a very useful addition to a public square for events.

This is an alternative approach but requires a considerable amount of space

Loose gravel should not be used as this results in creating cleaning issues.

Hanging Baskets

The Parish would like to see the introduction of hanging baskets, especially in residential streets, to provide vertical green space.

The hanging baskets, poles and baskets must be connected to an irrigation system, which can be designed and installed by an irrigation system designer. Irrigation pipework should be run within the pole to reduce the risk of vandalism.

The Parish has recently installed hanging baskets and an irrigation system in its first Neighbourhood Improvement Area in Pomona Road. The irrigation system pipework was run inside the post on the arm to connect to the basket. The hanging basket column and arm were locally manufactured and powder coated (black).

In Halkett Street, the hanging basket arms were integral with the lamp column. The irrigation system pipework was run inside the street lamp posts. This resulted in the Parish using solar-powered lanterns, which were suitable for Halkett Street but would not be suitable for residential streets due to the very low lighting levels and lack of sunlight in narrow residential streets.

Example of hanging basket pole and arm, locally manufactured by 'JLS Fabrications'. The pole and arm were also powder-coated locally (Black). Irrigation system by 'Lawrence de Gruchy'

An example of the hanging basket arms being integral with the lamp column; however, in this example, the Parish had to use solar power lanterns as the irrigation pipe supplying water was run inside the pole, which could not be shared with an electric supply for obvious safety reasons.

Other examples of hanging basket poles used in St Helier:

Stainless poles with stainless steel arms and an irrigation system.

Black plain hanging basket pole (Minden Place)

Seating

The design and placement of street furniture must be considered as part of a coherent strategy rather than being placed randomly.

Seating should be arranged to encourage conversation and be positioned in sunny, sheltered locations.

The specification for the seating will be dependent on the design concept for the public realm, but as a general rule, the Parish uses Georgian-style benches:

'Georgian Seat Heavy-Duty' by Streetmaster.co.uk (Street Master - Street Furniture | Streetmaster Products):
Size: 1800(l)x680(w)x830(h)mm; Cast iron with Iroko wooden boards and with Parish of St Helier Crest infills.

An alternative design or approved similar heavy-duty seating would be considered.

The Parish will consider alternative contemporary bench seating; however, the criteria will be the setting in which the seating is being placed, the availability of parts, and the maintenance/upkeep of the bench. The benches will need to be robust to withstand abuse and be of good quality.

Granite seating, which will require very little maintenance.

Curved seating – care is to be taken in selecting materials to ensure that the materials are robust and can be easily maintained.

Where space is sufficient, providing a picnic bench is a good option.

Custom made integrated planter and bench.

Litter Bins

Careful consideration should be given to the provision and location of litter bins, in relation to their size, ease of maintenance and frequency of collection. The Parish uses standard litter bins as per the images below. The bins need to be suitable for public spaces and need to be easily serviceable by the Parish.

Black litter bins:
Jaydee Living Ltd - Heavy Duty Outdoor Steel Litter Bin -112 litre, Eco Version Colour Black Pitched Lid Gold Vinyl Litter on all sides 4 Apertures Gold Ash tray Gold Banding x 2

Stainless steel litter bins:
'Derby Contemporary Litter Bin by Broxap Derby; Size: 536(l)x553(w)x1100(h)mm; Stainless Steel with St Helier's signature laser cut pattern and wording. Lid pyramid with Ashtray: Pyramid Top Stirling Ashtray.

Recycling Bin:By Wybone Ltd (Wybone, Street Furniture, Litter, Recycling & Clinical Waste Bins) Torpedao Triple External Recycling Bin with Hood colour black. 162 ltr bin for Paper, general waste and cans.
Size: 1000(l)x430(w)x1180(h) mm;

Recycling Bin:
Triple Stainless Steel bin by Broxap Debry; size: 1510(l)x535(w)x1100(h)mm; Stainless Steel with St Helier's signature laser cut pattern and wording, lid Pyramid.

The architect will need to liaise with the Parish Refuse Manager to discuss the litter bins that are being proposed prior to the applicant ordering the bins in case they are deemed unsuitable.

The image on the left-hand side shows an example of where the incorrect bin has been used. The omission of an ashtray has resulted in the bin lid being used as the ashtray.

Bollards

The Parish Roads Committee adopted the Parish Bollard Policy in which the use of bollards is the last resort; other options should be investigated, e.g. trees and planters instead of bollards.

Bollards should not be used to address illegal parking unless it is categorically proven that there are persistent and inherent parking issues, therefore, every effort should be taken to design out the need for bollards. Where these are required, install simple stainless-steel bollards to the supplier's recommendation.

Bollards should not be provided where they cause any problem or difficulty to pedestrians and cyclists, particularly those with mobility or visual impairment.

In line with accessibility standards, bollards should not be placed on a footway where the remaining width would be less than 1.2 metres.

Design considerations:

- It may be necessary to reconsider the design concept of the road if there is a need for a large number of bollards.
- Consider opportunities for fixing signs and waymarks instead of bollards to avoid the use of additional posts.
- The use of visibility bands may be required in areas of heavy pedestrian usage.
- If vehicles are required to mount the edge of the footway on rare occasions, design teams will consider local strengthening of the footway rather than introducing bollards.

Road Safety Audits:

- Depending on the situation, bollard installation may require Road Safety Audits levels 1, 2 and 3. The Road Safety Audit will be required where there is potential that the installation of the bollards will affect road safety.

Positioning:

- Located outside of a clear pedestrian zone.
- A minimum clear pavement width of 1.2 metres must always be maintained for access by those with wheelchairs, pushchairs, etc.
- Spacing of bollards must allow for the passage of wheelchairs, pushchairs and pedestrians but restrict the passage of vehicles - a maximum spacing of 1.8 metres centres.
- Allow 300mm of clear space from the front edge of the kerb to the bollard.

Materials:

- Bollards will be stainless steel satin finish (grade 316).
- Fitted with white reflective band for increased visibility and safety as necessary.

Dimensions:

- 1000mm high.
- 300mm root depth.
- 114mm diameter.

Fixed bollard

Removable bollard

Bicycle Racks

Cycle racks should be provided in the street and at appropriate locations at ground level within the public realm. The preferred design is the stainless-steel Sheffield stand or equivalent.

Bicycle Shelters

In certain open areas and where space is available, the Parish would be seeking for bicycle shelters to be provided. The design and style of the shelter will need to be approved by the Parish where it is on Public Parish land.

As a guide, the Parish is due to install the below style bicycle shelter in Old Street in summer/autumn 2025:

Street lighting

Well-designed lighting has a positive role in the way people feel about their environment; it can reveal and aesthetically enhance our buildings, improve a sense of local identity, safety and civic pride and make people more willing to use streets, squares and open spaces after dark. Good quality lighting can also boost an area's night-time use and commercial viability.

Lighting design should provide an appropriate level of illumination, including adequate lighting of users and vertical surfaces to improve ease of movement, legibility after dark, and heighten the sense of personal security. Research has shown that the ability to read a person's facial features in an external environment is a key determinant in reducing fear of crime. Consideration for lighting should be given to users with specific visual, physical and access needs and requirements.

Good street lighting levels should be even, adequate and minimise glare. This will enable effective use to be made of residual vision, especially to detect contrasts in colour and tone.

Unnecessary light pollution should also be avoided, and unlit areas of open space may be required to maintain dark skies and benefit nocturnal wildlife, such as the protection of bat flight and foraging corridors.

Poorly controlled and distributed light and energy wastage impacts the lives of residents, transportation systems and observation of the stars.

Lighting design should consider:

- Glare
- Light trespass & encroachment ·
- Sky glow
- Energy waste

Control systems must be used to reduce energy use maintenance costs. Design should consider:

- On & off
- Dimming Lumen Maintenance (adjust lamp output over time to maintain constant light output as the lamp ages)
- Scene control (particularly for special locations)
- Photo-sensor control
- Controlled power points

The Parish uses Jersey Electricity to supply and maintain the Parish street lighting portfolio, which is in excess of 930 street lights.

The Parish uses street lighting that is of good quality, obtainable, and lanterns that can be shielded in the event of complaints from residents regarding light pollution and can be maintained by Jersey Electricity.

If the applicant wishes to use a different lighting standard, then this needs to be discussed and agreed upon with the Parish.

The criteria will be:

- Designs of road lighting installations shall provide sustainable solutions which are economically viable for their expected lifetime, have minimal impact on the environment and minimise the risk to the workforce and stakeholders.
- Ease of on-going maintenance.
- Light pollution risk assessment to be in place.
- Lighting levels are to be assessed by a lighting design specialist to ensure the lighting design meets minimum standards.
- Road lighting installations shall be designed taking into account road geometry so that they are safe for road workers and stakeholders who operate on roads.
- Lighting is to be a warmer correlated colour temperature (CCT), i.e. less blue light.
- Warranties are to be provided.
- Availability of spare parts for the fittings being proposed.
- All equipment and components shall comply with the BS Standards and European Standards.
- Must be able to be maintained by the Parish lighting contractor,
- The poles and lanterns finishes must be good quality and can withstand Jersey Coastal conditions.

Street lighting examples:

Residential Streets:
DW Windsor Heritage-style lamp posts and LED lanterns - Height circa 4m to 5m (to be agreed with the Parish), aluminium black powder coated Cannon Classic tubular column; 76mm dia. shaft, and 139mm base. Root Mounted.
Colour: Black – RAL 9005

Standard galvanised street lighting: These are being replaced with LED lanterns and within residential Streets to Windsor Heritage type.

Example of stainless-steel pole and lantern – however, care has to be taken with the choice of lantern to avoid light pollution to those living next to a street light. "Shielding" this light fitting would be challenging.

Example of public square lighting (Cyril le Marquand Court)

11. Specification for footways and carriageways

The Parish of St Helier follows the specifications and standards that the Government of Jersey Infrastructure and Environment team follows (Specification and standard details for highway reinstatements.pdf).

Technical drawings are required so that both your contractor and the Parish is clear in what is to be built.

You must prepare detailed technical drawings for all highway works based on the standard drawing details published by the Government. The minimum required details you must show include:

- Proposed materials
- Levels
- Falls
- Extents
- Proposed land ownership boundary
- Drainage
- Vehicle and pedestrian visibility splays, where applicable

The developer and contractor must follow the guidelines as set out on the Government website: Technical standards for highway construction

Tarmacadam resurfacing specification:

Specification for road resurfacing is to be in accordance with the Government of Jersey Specification for the Reinstatement of Openings in Main Roads.

The Specification of road build-up is based on the "class" of road. Parish by-roads are primarily class 3 - "Local Circulation Route". Some roads are also class 2 - "Arterial Route" - i.e. Tower Road.

Roads Committee approved Policy particulars:

1. The Parish of St Helier Roads Committee has adopted the policy of using black asphalt in all areas as the most cost-effective option with the longest lifespan.

2. Granite: Where a footway is granite paved, the granite paving is to be re-used or replaced with similar granite paving unless it has been agreed by the Roads Committee to use an alternative material.

3. Footways: Wherever feasible, granite stone is to be used instead of asphalt as the preferred resurfacing material.

4. Brick: is not to be used as a road/footway finish, as it creates significant maintenance issues. Roxem or an approved similar system is to be used as an alternative that can replicate the look of brick if needed (i.e. herringbone style).

5. Continuous footpaths: Footways across driveways, garages, and any vehicular openings are to be reinforced for vehicle loadings.

6. Crossfalls: The provision of crossfalls on footways is necessary to provide good drainage. A 2.5% (1 in 40) crossfall is the recommended maximum acceptable standard, but crossfalls in the range of 1 to 2% are preferred. Slopes: 5% (1 in 20) is preferred. The absolute maximum gradient is 8% (1 in 12).

7. Site notices: It is essential to engage with residents and local service providers (such as the bus company) and businesses affected by the proposed road works.

12. Encroachments

Under the Highway Encroachment (Jersey) Regulation 1957, there are only specific items that are allowed to encroach out beyond property boundary lines, the items being "*surface water pipes and their appurtenances, copings, window heads and sills, string courses, facias, window dressings, and other like architectural decorations, but so that no part thereof projects more than 4 inches from the boundary.*" Other items (such as insulated renders) are not permitted to encroach.

Insulated render and any other encroachments on public footway/roadway:

Planning permission does not entitle the property owner to encroach out onto neighbouring property that is not under their ownership, which includes public roadways/footways; this is only allowed if there is a prior agreement in place and the property owner who is impacted by the encroachment has also signed the planning application owner's declaration.

13. Jersey Crossings

The Parish Roads Committee's priority is to ensure that pedestrians are given priority in terms of road safety, which places the onuses on those who can do the greatest harm and therefore they have the greatest responsibility to reduce the danger or threat they may pose to others.

The Parish expects developers to ensure that their development enhances pedestrian safety by ensuring that there are clear and safe routes for pedestrians to cross. This must be considered both at the development stage and once the development is completed.

If a developer requires the closure of a footway to facilitate the construction of the development, the general rule is that a temporary footway would need to be created, or, in the worst-case scenario, a temporary Jersey Crossing will need to be installed ahead of any work commencing on site to ensure the safety of pedestrians.

In all cases, the developer must furnish the Parish with a detailed Technical Paper and Road Safety Audits Stages 1, 2 and 3 will be required. These papers and studies must be carried out by a relevant and experienced Traffic Engineer. A copy of the reports and Road Safety Audits will need to be issued to the Parish Infrastructure department, who will consult with the Government of Jersey Infrastructure and Environment team for their information and approval.

In all cases, it is essential that the crossings conform to the requirements of the **Road Traffic (Pedestrian Crossing) (Jersey) Order 1982.** It should be noted that the Parish will expect

the installation of Belisha beacons on all crossings so that it makes it very clear to motorists that they are approaching a crossing https://www.zebrite.co.uk/.

Furthermore, the Parish Roads Committee expects that crossing points are placed on raised islands which will act as speed humps; however, the developer will need to be aware of the impact this may have on drainage.

Only Parish-approved civil contractors are to be used to install crossings on Parish by-roads. The applicant/developer will need to liaise with the Parish early on.

Examples of the Belisha beacons that we would expect to be provided at crossing points:

Example of a Jersey Crossing with the Belisha beacons (by zebrite)

Example of Belisha beacon, which is integral with the street light fitting

The Parish will expect pedestrian safety to be a key concern for all developers when constructing their buildings and be aware of the occupiers who will reside in the applicant/developer's site to ensure their safety.

It should be noted that the cost of providing the crossing, and the necessary studies and Road Safety Assessment, are to be at the cost of the developer/applicant.

The applicant/developer must be aware that the approval process for the crossing can take a while, and therefore, discussions and details need to be looked at early on to reduce the risk of delays.

14. Road Safety Audits

A Road Safety Audit (RSA) is a procedure adopted as part of the design process for roads that allows an independent overview of the proposal for safety issues. The objective of the process is to minimise future road collision occurrence and severity once the scheme has been built, and the road comes into use. A well-conducted Road Safety Audit adds value to a scheme at every level.

The audit considers all road users, particularly vulnerable users such as pedestrians and pedal cyclists. Having identified potential road safety problems, the audit then makes practical recommendations for improvement.

Although not seen as a legal document, in the event of a serious or fatal incident on a scheme, the road safety audit process may be examined, and the report and agreed response with actual action taken may be used as evidence.

The Parish Roads Committee has adopted Road Safety Audits, in particular, stages 1, 2 and 3 and will expect the applicant/developer to undertake these important studies and provide a copy of the report to the Parish confirming what actions have been taken to mitigate any issues arising from the Audits.

This is vital when introducing any intervention changes on the Parish roadway and is an expectation. The Safety Audit must be funded by the applicant/developer, and a copy of the report must be provided to the Parish.

Stages 1 and 2 are vital for the Parish to secure the necessary approvals to proceed with the implementation of the changes to the Parish road.

Stage 3 must follow, ideally before works are opened for public use.

1. **Stage 1** – **Preliminary Design**
   Stage 1 Road Safety Audits are required to be undertaken at the completion of the preliminary design. They should include road safety matters which have a bearing upon land take, licence or easement before the draft orders are published or planning consent is applied for. Where preliminary design is not undertaken, a Stage 1 RSA may be combined with a Stage 2 RSA at the detailed design stage.

2. **Stage 2** – **Detailed Design**
   Stage 2 Road Safety Audits are required to be undertaken at the completion of detailed design. The audit team would focus on the detailed aspects of the highway scheme. They

would typically consider the detailed layout, position of signs, carriageway markings, lighting provision and other issues such as drainage, pavements, surfacing, kerbing, construction details and landscaping.

3. **Stage 3** – **Construction**
   Stage 3 Road Safety Audits should be undertaken when the highway scheme construction is complete and preferably before the works are opened to road users. All highway improvement schemes should be subjected to a Stage 3 Road Safety Audit within one month of opening.

   The audit team examines the scheme from the point of view of all road users and may decide to drive, walk and/or cycle through the scheme. A Stage 3 Road Safety Audit is carried out during daylight hours and the hours of darkness so that hazards particular to night operations can be identified.

RSA team members:

Road Safety Audits is a specialist process that must be carried out by qualified and experienced Road Safety Auditors, who are independent of design and construction work.

The Audit Team is to comprise a minimum of two persons with appropriate levels of training, skills and experience in Road Safety Engineering and/or Accident Investigation.

RSA Team Leader:

The Safety Audit Team leader is required to demonstrate the following competence and experience:

- 4 years of collision investigation or road safety engineering experience
- 5 audits in 12 months as a team leader or team member
- 2 days annual CPD
- 10 days of formal collision investigation or road safety-related training
- CV must demonstrate experience relevant to the scheme

The Team leader shall always be independent from the Project Design Team.

RSA Team member:

External Team member minimum qualification:

- 2 years of collision investigation or road safety engineering
- 5 audits in 24 months as a team leader or team member
- 2 days annual CPD
- 10 days of formal collision investigation or road safety-related training
- CV must demonstrate experience relevant to the scheme

Road Safety Audit (RSA) Response Report:

For Stages 1-3 Road Safety Audits it is necessary to produce an RSA Response report. The Design organisation would normally produce the report, with collaboration from the Parish.

The RSA Response Report must respond to each of the problems raised, either by:-

- Accepting the RSA problem and recommendation, or
- Accept the RSA problem but suggest an alternative solution, or
- Disagreeing with the RSA problem and recommendation, giving justifiable reasons for their rejection.

The responses to each problem must then be agreed with the Parish, with the actions to be taken recorded in a decision log, which would form part of the final RSA Response report.

15. Specific requirements for working on roads.

There are specific requirements when working on Parish by-Roads, which are Parish-specific requirements:

Excavating and reinstatement of Parsh by-road: The architect and developer must first contact the Parish Infrastructure department before undertaking any work on a Parish by-road. This is vital as the Parish will discuss the expected specification for the reinstatement works and must agree on the extent of the work.

The Parish will expect developers to undertake any necessary reinstatement of the Parish by-road or footway to a very high standard following an excavation. The work on public footways and roadways can only be undertaken by approved civil contractors—please speak to us before commissioning this work.

Embargoed roads: Architects and developers are to be aware that where the Parish has recently resurfaced a roadway or undertaken extensive reinstatement works to footways, there is generally at least a 3-year embargo on digging up that roadway and/or footway. If the recently resurfaced roadway and footway need to be excavated, then the Parish will have much more stringent requirements in terms of reinstatement, as large full-width panel reinstatement would be a requirement.

Speak to us before you start on site: It is therefore recommended that the architect and developer liaise with the Parish Infrastructure department before undertaking any work on site to discuss site access, logistics for delivering the development, and the extent of any reinstatement work needed to the Parish roadways and footways.

Trafficworx: Any work on the highway requires permission from the relevant highway authority; there are strict rules on working on a public road that contractors must meet. It is, therefore, vital that communication lines are opened with the relevant highway authority to discuss the buildability and your requirements ahead of commencing on-site to avoid any delays and issues.

16. Applying for road works permits

Who needs a permit

Work you carry out as a developer or private property owner on or next to a Parish by-road needs specialist knowledge, skills, and equipment. It can only be carried out by contractors registered on Trafficworx , and you'll need a licence.

If the road is owned by the Government of Jersey, you should contact them to find out about their set of standards and requirements. You can check who owns the road on the road information map.

Road works permits are issued by the highway authority; this can be the Parish or the Government of Jersey.

You must notify the relevant highway authority if you're planning to do works on or next to a road that can affect road users or pedestrians. Some works always need a permit, but others only need a permit if the highway authority decides that the circumstances need:

- closure of a road
- closure of a footway
- use of temporary traffic control

Private work that affects the road

Work you carry out to your private property on or next to a Parish by-road needs specialist knowledge, skills and equipment. Only Parish Approved civil contractors are permitted to undertake work to a Parish by-road, please contact us for further details.

Scaffolders

It is a requirement that scaffolders are Trafficworx users and are also on the Parish approved scaffolders list to be able to obtain a scaffolding permit.

When should you apply for your permit

You must allow enough time for the highway authority to process your permit application and plan and coordinate your works. This will depend on the:

- scale and complexity of the works
- level of planning
- stakeholder consultation
- public notification
- traffic impact assessment

Applying for a permit

If you're planning to work on Parish by-roads, you need to contact the Parish of St Helier Infrastructure department.

If you're planning to work on Government roads, you need to contact the Government of Jersey Infrastructure and Environment separately. GoJ webpage has an online permit application eform that can be found on https://www.gov.je/Travel/Roads/Applying for road works permits (for main roads) - Road works permit application - Before you start - one.gov.je

Notice period

Th Parish will require as a notice period of a minimum of 2 weeks for road closures, 2 days for positive TM and 1 day for signing only where traffic impact levels are low.

Traffic impact level	**Type A** Road closures, road closure one way and contra flows	**Type B** Portable signals, stop or go boards, give and take, give way and dual carriageway lane closures	**Type C** Signing Only
Low	2 weeks	2 working days	1 working day
Medium	3 weeks	1 weeks	Not applicable
High	6 weeks	3 weeks	Not applicable
Very high	12 weeks	Not applicable	Not applicable

Apply for a road works permit

You must apply for a permit before you start the work on the road. Once you have applied, the highway authority will decide if your activity needs a permit.

The Parish-approved Civil Works contractor will need to apply for your road works permit via Trafficworx.

Your permit will have standard conditions, and it may have specific conditions depending on the type of work. You must comply with all these conditions. After you receive your permit, check the conditions and make sure you understand the requirements.

You must inform the highway authority as works progress of any changes to the site that may have an impact on safety or traffic flow.

Before you apply online, find out who is responsible for which roads under road ownership on the road information map.

If you're planning to work on Government roads, you need to contact the Government of Jersey Infrastructure and Environment separately.

Qualifications

Anyone undertaking work on Parish by-roads may be inspected and therefore require the qualification and training needed as per the training requirements set out in the Road Works (Supervisors and Operatives) (Jersey) Order 2018

17. Trafficworx

All highway authorities use a road network management system called Trafficworx to coordinate all road activity. With Trafficworx, the highway authorities can effectively plan road works and road events to reduce the impact on the travelling public.

Highway authorities use a permit management system called Trafficworx, to plan, coordinate, and consult on permit applications before approving them. This ensures that the approved work is well co-ordinated, safe and causes the least amount of impact to the traveling public.

This also gives notice to residents, emergency services and the public to keep the road network safe and the traveling public moving." Any work on the highway requires permission from the relevant highway authority; there are strict rules on working on a public road that contractors must meet. It is, therefore, vital that communication lines are opened with the relevant highway authority to discuss the buildability and your requirements ahead of commencing on-site to effectively plan on Trafficworx and avoid any delays and issues.

The system helps the highway authorities:

- Assess and reduce impact on traffic
- Record planned activities
- Consult about road works and events
- Avoid conflict with other road works and events
- Combine works where possible
- Show other workers and the public what is happening on the roads

Highway authorities also use Trafficworx to plan, coordinate and consult on permit applications before approving them. This ensures that the approved work is well coordinated, and safe and causes the least amount of impact to the traveling public. This also gives notice to residents, emergency services and the public to keep the road network safe and the traveling public moving.

There could be times that your request will be delayed or turned down, this could be due to insufficient information or safety concerns or that your request cannot go ahead due to other work that has been approved as the Trafficworx system works on a first come basis except in the event of an emergency which will take priority over everything else.

Trafficworx is used by:

- highway authorities
- utility companies
- scaffolders
- companies that do frequent roadside works and building maintenance
- tree surgeons or stonemasons

Developers or private work that affects the road

Work you carry out as a developer or as a private property owner on or next to a Parish by-road needs specialist knowledge, skills and equipment. It can only be carried out by contractors registered on Trafficworx and you'll need a licence.

You can only hire approved contractors to carry out the work because they have the required qualifications and access to Trafficworx. We provide you with a list of approved contractors when we issue your license.

The Parish of St Helier follows similar conditions as the Government of Jersey; for further details, follow this link: Guidance and regulations for developers or private work that affect roads

Step by step to carrying out your works

You'll need to complete a few steps before you can carry out your work. This is to make sure works affecting or interfacing with Parish infrastructure meet current regulations and standards.

We highly recommend that you contact us as early as possible in your project so we can provide the necessary guidance and advice.

Standards and guidance for access to public roads

Any work that may affect a Parish by-road must meet regulations and standards for the layout before it can be approved and carried out.

The document below sets out these requirements and provides the guidance you must consider before making your planning application, including:

- road layout
- pedestrian and vehicle visibility
- parking and servicing requirements

Access onto the Highway – Standards and Guidance

18. Oversailing licence for cranes

You need an oversailing licence if your crane jib oversails the road.

You must also have the necessary planning permission or other permissions in connection with the crane. This includes training and qualification requirements and safeguards such as:

- No load can be carried or suspended over the road at any time
- The jib must be at least 10 metres above the road
- Only the jib may cross over the road, including the counter-jib and counterweight. In absolutely no circumstances can any other parts of the crane cross over the road
- The jib may only cross over the road when it's necessary, and this cannot be avoided for the purposes of the works

At the end of the licence period, or earlier, you can dismantle the crane to the extent that it no longer crosses over the road.

Apply for your oversailing licence

To apply for an oversailing license, email us at infrastructure@sthelier.je.

If you're planning to oversail the road (including footway), you'll need a road closure. If the oversailing also needs a footway, lane or road closure, you must also apply for a **road works permit.**

19. Inspections and compliance

The Parish of St Helier has employed officers in the Parish Infrastructure department who deal with road matters as well as parish-owned property. The team are contactable at their email infrastructure@sthelier.je and will be happy to discuss your requirements and provide advice to reduce issues going forward.

The key is to reach out to the team well in advance of your development commencing on-site so that you are informed and know what is expected when working on Parish By-Roads.

The Parish Streets Inspector and Assistant Infrastructure Officer will undertake regular inspections of your site and are the main points of contact in terms of permission to work on Parish By-Roads.

They manage the Parish Trafficworx system and provide advisory services for owners and developers on what is necessary to allow works to progress on site.

The team also monitors scaffolding requests, road closure requests, roadway and footway restriction requests, hoarding requests, parking suspension and adjustment, and many other duties.

The team will also set out the requirements when working on Parish by-Roads roadways and footways and will inspect the quality of the work.

We may inspect your site to make sure you:

- have a road works permit
- do the work safely
- have the qualifications and training needed
- have the relevant authorisation
- meet your duties under the law and regulations

20. Contact us.

When you are ready to start your project, please email us at infrastructure@sthelier.je. We will offer guidance on your development proposals to help make the planning and construction process go as smoothly as possible.

21. Document Control Sheet

Amendments

Version	Date issued	Written by	Record of change
1		Silvio Alves	New guidance produced
2		Silvio Alves	Amendments – Refuse/recycling
3		Silvio Alves	Amendments – layout & planters
4		Silvio Alves	Proofreading review
5	21.05.25	Silvio Alves	Minor amendments following RCom
6	28.05.25	Silvio Alves	Page 6 – Minor amendment

Approval

Version	Presented to	Approved by	Date
5	Roads Committee	Roads Committee	21.05.25