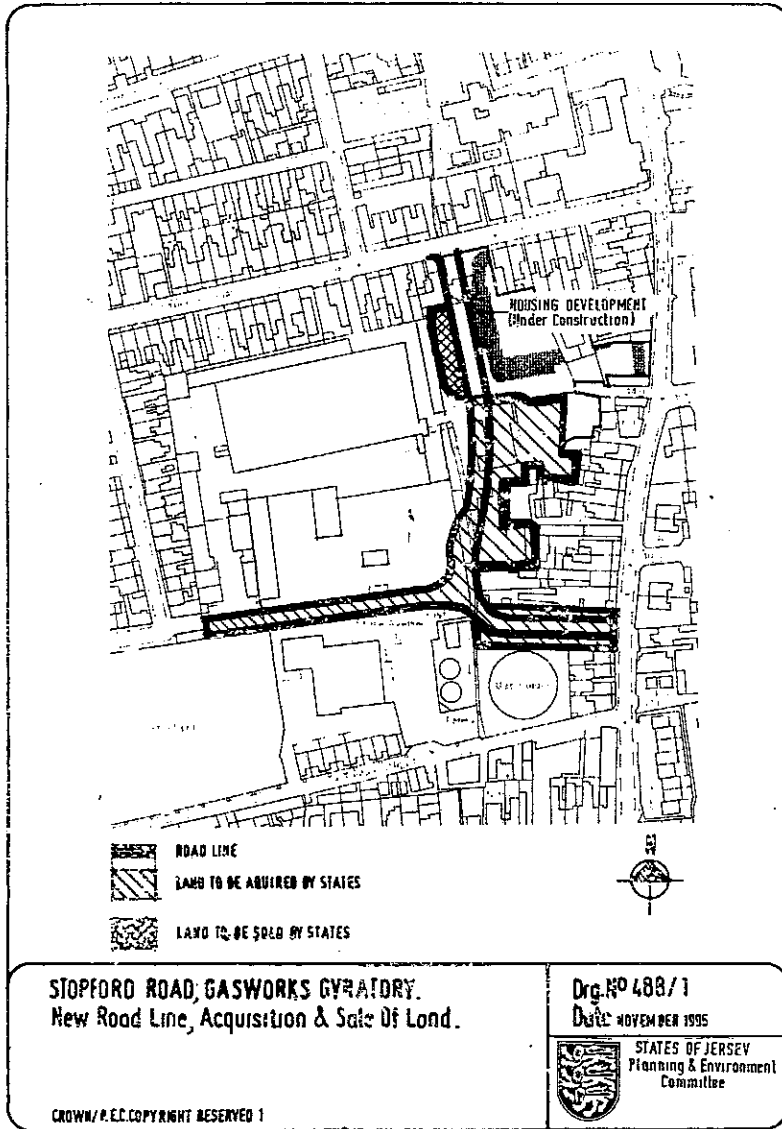


**STOPFORD ROAD/GAS WORKS GYRATORY
ROAD SCHEME: PURCHASE AND SALE OF LAND**

Lodged au Greffe on 12th December 1995
by the Planning and Environment Committee

13 DEC 1995



STATES OF JERSEY

STATES GREFFE

PROPOSITION

THE STATES are asked to decide whether they are of opinion -

to refer to their Act dated 10th November 1987 in which they approved the Town Map, as amended 2-87, and, in particular, a proposed link road improvement to form a gyratory scheme in the area of Wellington Hill, St. Saviour's Road and Stopford Road junctions together with a further road from the gyratory road to Oxford Road and -

- (a) to approve the revised alignment of the link road improvement scheme as shown on drawing No. 488/1 as an amendment of the Town Map 2-87; and
- (b) to approve the purchase on behalf of the public of approximately 6,800 square metres of land and buildings on the former site of the Jersey Gas Company Works, St. Helier, and any interests therein, as shown hatched on drawing No. 488/1 at a fair and proper price to be agreed with the Finance and Economics Committee, with the public being responsible for all reasonable legal costs and all agreed accommodation works; and to authorise the Greffier of the States to sign the said drawing on behalf of the States;
- (c) to agree that, in the event of it not being possible to reach agreement on a fair and proper purchase price, the Planning and Environment Committee should be empowered, in exercise of the powers conferred by Article 4 of the Island Planning (Jersey) Law 1964, as amended, to acquire the said land and any interests therein by compulsory purchase on behalf of the public in accordance with the provisions of the Compulsory Purchase of Land (Procedure) (Jersey) Law 1961, as amended;
- (d) subject to the approval of sub-paragraphs (a) and (b), to authorise the sale, on behalf of the public, of an area of

land measuring 561 square metres as shown cross hatched on drawing No. 488/1 to C. Le Masurier Limited at a price to be agreed by the Finance and Economics Committee, for the purpose of enabling the construction of a replacement office building, with each party responsible for its own legal costs;

- (e) to authorise the Attorney General and the Greffier of the States to pass on behalf of the public any contracts which it might be found to be necessary to pass in connexion with the said land and all interests therein;
- (f) to authorise the payment or discharge of the expenses incurred in connexion with the purchase of the said land, and of all interests therein, from the Planning and Environment Committee's Capital Vote of Credit - Acquisition of Land - Major Reserve (CO904);
- (g) to authorise the Treasurer of the States to receive the amount connected with the transaction referred to in sub-paragraph (d).

PLANNING AND ENVIRONMENT COMMITTEE

NOTE: The Finance and Economics Committee supports this proposition in so far as it relates to the proposed re-alignment of the link road improvement scheme and agrees that negotiations should continue with the landowners concerned in order to reach a fair and proper price. The Committee believes that the question of compulsory purchase is a matter for the States as a whole to decide. However, the Committee is aware that plans of other Committees are dependent upon the completion of the new road and associated works.

REPORT

Introduction

This report recommends the revised alignment of the link road, already approved by the States as part of the Island Plan in November 1987, to provide a more appropriate routing which avoids severing the administration offices and warehouses which comprise the premises of C. Le Masurier Limited.

It further recommends the purchase of approximately 6,800 square metres currently in four separate ownerships to enable the construction of the new roadways and pavements, and an area for use as a housing development.

The buildings to be acquired with the land in the ownership of C. Le Masurier -

The offices of C. Le Masurier Limited
 Sydney Cottage
 The Gatehouse
 The Electrical Workshop
 1 and 2 Meadowview Cottages.

The area of land known as Kings Garden is in the ownership of the Jersey Gas Company and two further small areas of garden and outhouse amounting to approximately 24 square metres in area are in other private ownership.

The States are also asked to agree that the Planning and Environment Committee may acquire the land and buildings using procedures as set out in the Compulsory Purchase of Land (Procedure) (Jersey) Law 1961 as amended, if the Committee is unable to reach agreement as to a fair and proper price with the vendors.

The northern end of the proposed link road is already in public ownership.

In addition, it recommends the sale of an area of approximately 561 square metres to C. Le Masurier Limited for the purpose of

constructing a new office administration building to replace the existing offices which encroach on the area required for the revised ring road alignment.

Need for the scheme

In 1982 the then Public Works Committee obtained the approval of the States to a number of improvements around the ring road in order to minimise delay and enable improvement to be made within the ring road to provide a better environment for the residents and shoppers in St. Helier.

The problems associated with the school traffic on St. Saviour's Road/Wellington Hill junction together with the need for proper access to the proposed multi-storey car park in Oxford Road highlighted the need for an improvement in this area. A widening of St. Saviour's Road and Wellington Hill was considered but it soon became clear that this would not give a satisfactory solution to the traffic problem and would do nothing to improve access to the proposed car park.

In 1984 the States purchased land off St. Saviour's Road/Stopford Road for housing and therefore the need to service this area also had to be addressed. This prompted the investigation of the proposed link road to form a gyratory and in 1985 proposals were put forward on a possible alignment. In order to provide an access on to Stopford Road, the purchase of the property 'Navarimo' was considered and the contract passed in 1986.

In 1987 the proposed gyratory scheme was included in the Island Plan which was approved by the States and in mid-1988 the Gas Company obtained development permission to construct new offices which would front the link road from the proposed gyratory road to Oxford Road.

Le Masuriers submitted plans for the development of a supermarket alongside the new proposed road and were granted planning permission for new offices and supermarket in 1990.

Following the review of a number of options on an actual road alignment based on the sketch line approved in the Island Plan, a firm

alignment was agreed between Public Services, Planning and Environment, Le Masuriers and Housing in February 1991.

Development permission was granted to Housing in 1993 and work is proceeding on the construction of houses on the site to comply with the agreed alignments.

All the above were considered by the States to be sufficient to justify the scheme and confirmed by Professor Kenneth Gwilliam following his review in 1992.

Since that time the States have approved in principle the move of Jersey College for Girls to Mont Millais and as part of the assessment of the effects on traffic of the move, the Public Services Department used their computer traffic model to test the various options. What this clearly showed was that without the proposed gyratory scheme in place, not only would the problems on the ring road increase significantly but, there would be unacceptable problems at all the junctions along Mont Millais/Bagatelle Road from Howard Davis Park to Five Oaks.

Even without the College's move, the estimated cost of delay without the scheme is in the region of £300,000 a year and this would be significantly higher if the move of the College went ahead without the construction of the gyratory road.

The recent study carried out for the EPIA Nos. 3 and 5 shows that considerable environmental improvements in those areas can only be implemented if and when the scheme is in place as much of the 'through traffic' would still require to be permitted if the gyratory were not constructed.

In order to enable the removal of through traffic, in particular heavy vehicles, from residential areas, to cope with the traffic effects of the proposed move of College for Girls, to provide the long awaited proper access to the new Gas Company offices and showroom and to reduce the cost of general traffic delays in the St. Saviour's Road area, it is essential that this improvement is carried out without further delay.

In order to overcome the concerns of Le Masuriers with regard to severance a re-alignment was designed which would result in Le

Masuriers having the ability to reconstruct new offices attached to their existing complex.

This has the added advantage of providing a new building to shield views of the existing warehouses from the new roads. The route of the new road through land in the ownership of the Jersey Gas Company is unchanged from the Island Plan.

Housing development

A study was undertaken in July 1991 by Tibbolds Munroe on behalf of the Planning and Environment Committee to ensure the area was comprehensively developed and appropriately designed. The land to the east of the new road in the ownership of Le Masuriers provides an opportunity to acquire land for approximately 16 units of housing resulting in an attractive street frontage.

It is anticipated at this stage that the housing development will be undertaken by a housing trust.