

Supporting Redevelopment

Proposed Redevelopment of Waters Edge Hotel Site, Bouley Bay, Parish of Trinity, Jersey

Transport Statement Report

Client: WE (Jersey) Limited



Document Control

Project Title: Transport Statement Report - Proposed Redevelopment of Waters Edge Hotel Site, Bouley Bay, Parish of Trinity, Jersey

Directory & File Name: \Documents\Jersey Projects\Jersey_Msplanung_Water's Edge, Bouley Bay_Dec2020\Final May 2021\TS_Redevelopment Of Waters Edge Hotel_18052021_Vfinal02.Docx

Document Quality Control

Primary Author:

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Distribution

Issue	Date	Distribution	Comments
01	05/05/2021		Draft for review
02	11/05/2021		Updated Draft for review
03	17/05/2021		Final
04	18/05/2021		Updated Final

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1 Introduction

1.1 Introduction

- 1.1.1 WE (Jersey) Limited commissioned KR Synergy Limited through MS Planning to prepare a Transport Statement Report to support the planning application for the proposed redevelopment at the Waters Edge Hotel site at Boulay Bay, Trinity. The proposals involve redeveloping the 51-bedroom hotel with a swimming pool, restaurant, terrace and gardens into a residential dwelling (including staff accommodation) while retaining the existing café and dive centre. The hotel restaurant and pub had a seating capacity of 180 during its peak operation period.
- 1.1.2 The site was granted planning consent P/2012/0024 in 2012 and a revised application was consented (Planning Permit RP/2016/0839) in 2016 to convert the 51 bedroom hotel into 25 self-catering units with on-site car parking for 28 cars. The P/2012/0024 permit has been commenced which makes this permit extant in perpetuity and can therefore be completed at any time.
- 1.1.3 Figure 1.1 shows the site location.

Figure 1.1 The Redevelopment Site Location



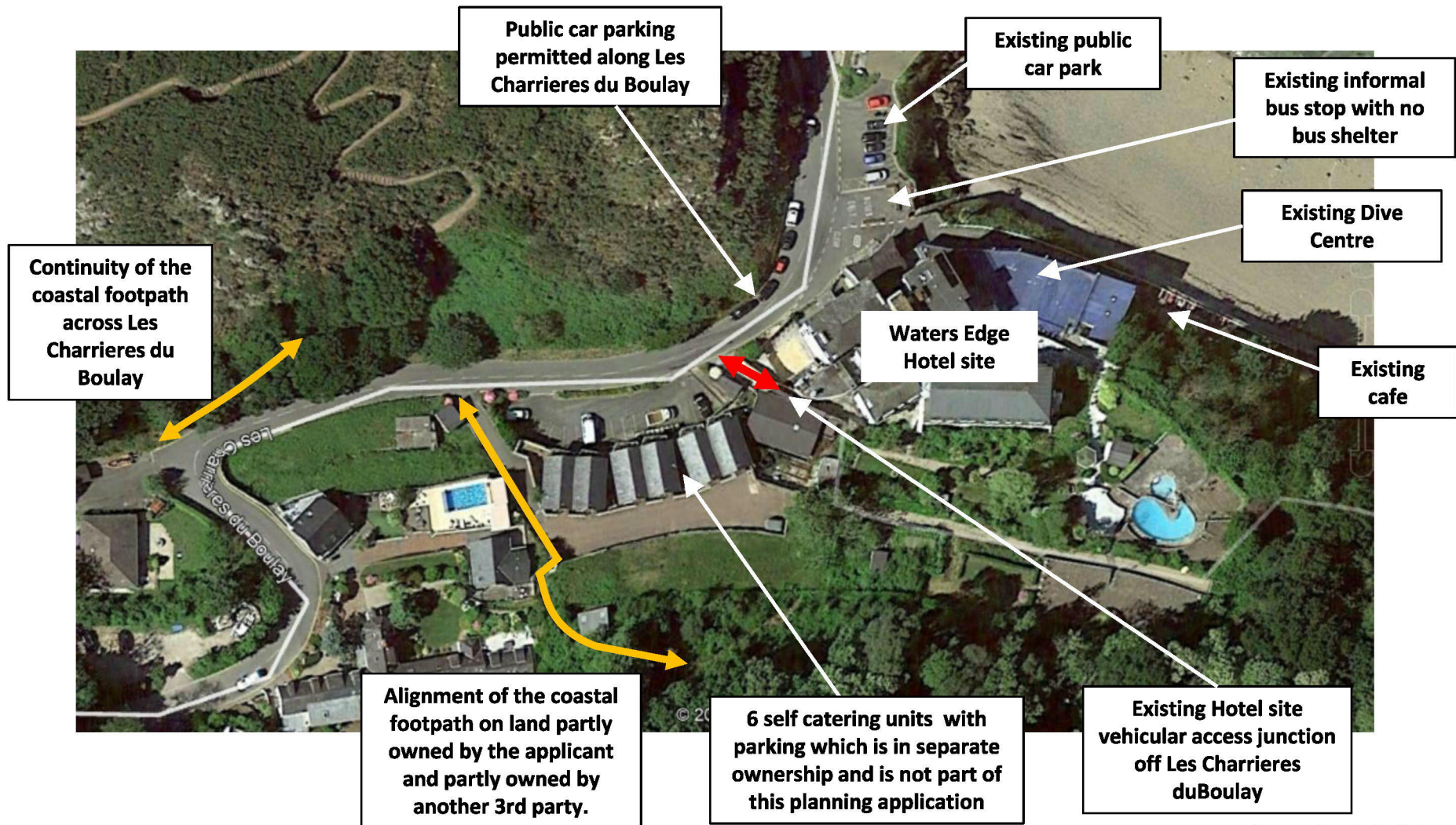
- 1.1.4 This Transport Statement forms part of the supporting document to secure no objection from the Government of Jersey's Infrastructure Highways & Environment Department (IHE)) on transport grounds.

1.2 The Development Proposals

- 1.2.1 The current layout of the Waters Edge Hotel site is shown in Figure 1.2.
- 1.2.2 The development proposals shown in Figure 1.3 involves redeveloping the 51-bedroom hotel into a residential dwelling (including staff accommodation) while retaining the existing café and dive centre. The current café on-site and dive centre will continue to operate as present with the redevelopment.
- 1.2.3 8 car parking spaces (cps) will be provided on-site; 4 for the dwelling at the basement level and 4cps for staff/ visitors at the upper ground level.
- 1.2.4 The main vehicular access and servicing of the redevelopment site will continue to be made off Les Charrieres du Boulay. The vehicular access junction to the redevelopment site will be improved with better visibility splay. The revised site access junction connects via a ramp into the courtyard and car parking area. The basement car park is also accessed directly off Les Charrieres du Boulay through a separate entrance.
- 1.2.5 The 6 self-catering units with parking adjacent to the main hotel building are in separate ownership and are not part of this planning application.
- 1.2.6 The redevelopment proposals do not affect the current kerbside public car parking along Les Charrieres du Boulay or the public car park off Les Charrieres du Boulay.
- 1.2.7 The current bus stop location off Les Charrieres du Boulay will be retained as the present. Buses will continue to make a 3-point turn into the bus stop at this turnaround stop on the north of the Island.
- 1.2.8 The redevelopment proposals will significantly reduce the development density and site traffic generation. The proposed single dwelling with staff accommodation will generate considerably less traffic than the 51-bedroom hotel, restaurant and pub that operated on this site or the consented 25 self-catering scheme.
- 1.2.9 The development proposals and the transport impacts are described in detail in Chapter 3.

1.3 Scope of the Transport Statement Report

- 1.3.1 This Transport Statement (TS) report reviews the changes in expected transport impacts caused by the redevelopment proposals. It confirms that the proposed redevelopment will not result in transport or road safety impacts on the adjacent highway network. Instead, the number of vehicles turning in and out of the site will reduce significantly due to change in development density and on-site car parking provision.
- 1.3.2 The TS is a brief version of a Transport Impact Assessment and generally focuses on addressing site-specific concerns. It is an efficient mechanism for reporting to the planning authority on transport impacts of development where the impacts are expected to be local.
- 1.3.3 The scope of the TS has been developed to address concerns that have been expressed in the past by IHE.



Source: Google Earth Image



Project:

Transport Statement Report - Proposed Redevelopment of Waters Edge Hotel, Bouley Bay, Jersey

Title:

Existing Site Layout and Access Arrangements

Figure No:

1.2

Rev:

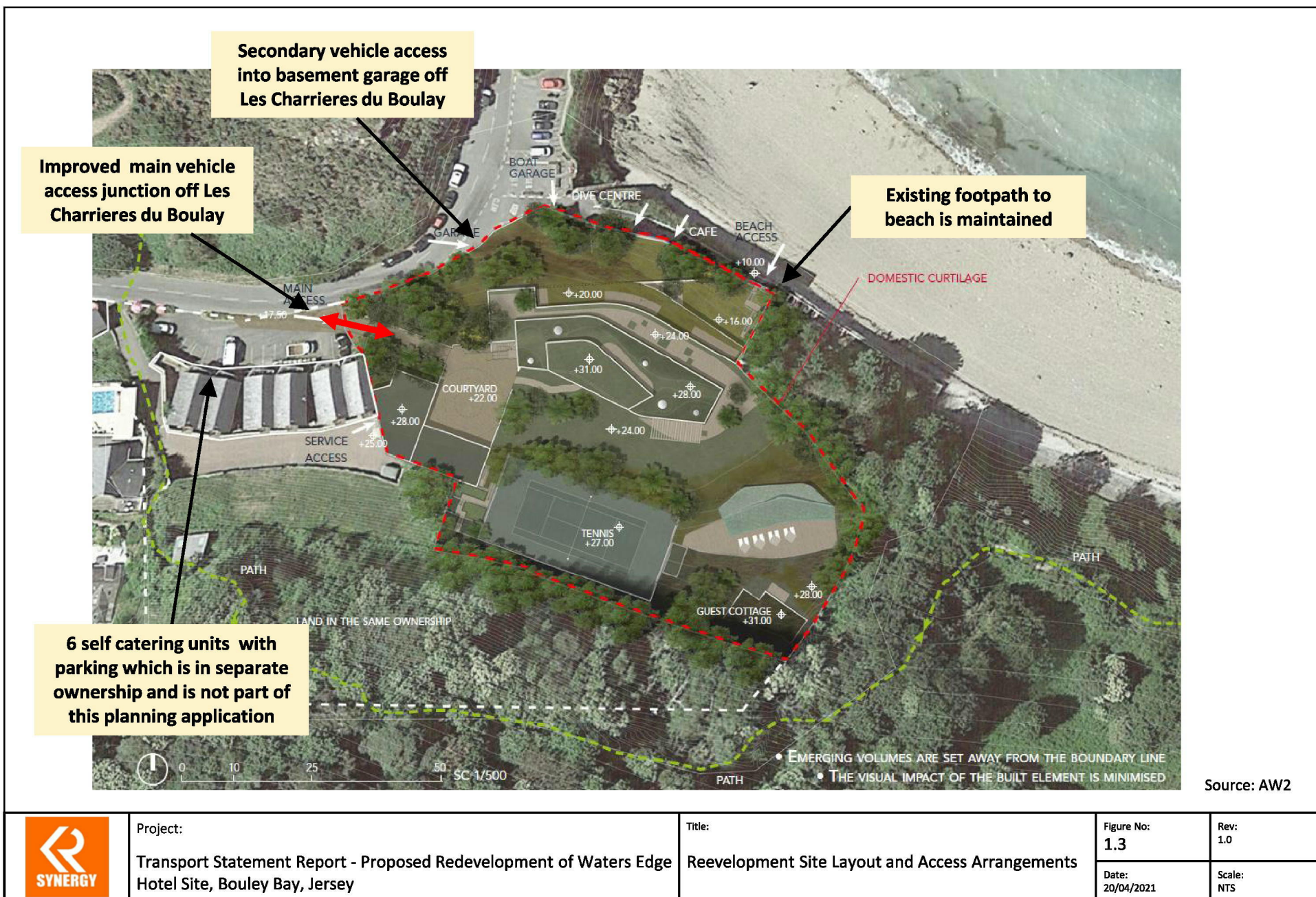
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Scale:

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Project:
Transport Statement Report - Proposed Redevelopment of Waters Edge Hotel Site, Bouley Bay, Jersey

Title:
Reevelopment Site Layout and Access Arrangements

Figure No:
1.3
Date:
20/04/2021

Rev:
1.0
Scale:
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1.3.4 Specifically, this report will confirm that:

- The redevelopment proposals will result in a significant reduction in site traffic generation impacts;
- The proposed internal transport infrastructure, including access junction and car parking arrangements, is safe and designed according to the appropriate standards; and
- There is no change to public car parking arrangement or the bus stop layout on Les Charrieres du Boulay.

1.4 Consultation with IHE

1.4.1 KR Synergy consulted IHE on 12th April 2021 on the redevelopment proposals and for advice on the reporting of transport impacts. IHE requested that the assessment and reporting of transport impacts of redeveloping the 51-bedroom hotel be documented in a Transport Statement Report. The scope of the Transport Statement has been agreed in principle with IHE.

1.4.2 IHE requested that the current coastal footpath link to the south of the redevelopment site, shown in Figure 1.2, be retained for use by the public.

1.5 Jersey Policy and Strategy Implications

1.5.1 The following policy and guidance documents relating to transport have been reviewed and their implications assessed:

- Sustainable Transport Plan (2020); and
- Island Plan 2011, Revised 2014.

GoJ Sustainable Transport Plan, 2020

1.5.2 The GoJ Sustainable Transport Plan was adopted in March 2020 to replace its predecessor of July 2010. It sets out the aims and objectives to improve the sustainability of the Island by encouraging sustainable travel to improve the quality of life and reduce carbon in response to the Climate Emergency declared on the Island.

1.5.3 The main aims of the document are to:

- reduce congestion;
- reduce local air and noise pollution;
- reduce our greenhouse gas emissions;
- protect and improve the built environment;
- reduce the number of road injuries;
- provide access for everyone; and
- reduce car use dependency.

Island Plan 2011 (Revised 2014)

- 1.5.4 The Island Plan is the GoJ's primary planning document when any planning-related decision-making is considered. The strategies and objectives of the Island Plan are translated into a framework of policies and proposals that provide the basis for land-use planning decisions until the new Island Plan, currently under development, becomes adopted in the future. The policies and proposals of the Island Plan provide a holistic and integrated approach to land-use planning.
- 1.5.5 The Island Plan (2011) policies relevant to this development proposal are:
- Strategic Policy SP6 Reducing Dependence on the Car and Policy TT8 Access to public transport;
 - Policy TT5 Road safety- The design of the transport infrastructure will ensure adequate and well-planned traffic and road safety measures for the pedestrian;
 - The redevelopment proposals do not alter policy TT13 Protection of the highway network - The hierarchy and the function of the adjacent road network; and
 - Policy TT 14 Highway improvements -The principle of implementing schemes for the provision of new or the enhancement of existing roads.
- 1.5.6 The parking provision is in accordance with the spirit of the March 2020 Sustainable Travel Plan that seeks to reduce reliance on private motor vehicles to address congestion, climate change, and improving health on the Island.
- 1.5.7 This Transport Statement demonstrates that the redevelopment will satisfy the relevant policies relating to Transport within the Island Plan.

2 Existing Highway Conditions

2.1 Introduction

- 2.1.1 This section describes the adjacent road network, public transport provision and any known road safety issues. The KR Synergy study team is familiar with the site and local road network from past work undertaken to secure planning consent for the 25 self-catering units at Waters Edge Hotel.
- 2.1.2 No site visit was undertaken by KR Synergy for this study due to the current Covid-19 restrictions.

2.2 The Adjacent Highway Network

- 2.2.1 The Waters Edge Hotel site is located off Les Charrieres du Boulay, overlooking Boulay Bay in the Parish of Trinity. The area surrounding the development site is predominantly green space facing the sea with scattered residential developments.
- 2.2.2 Access to the hotel site is currently via a priority junction off Les Charrieres du Boulay, as shown in Figure 1.2. Les Charrieres du Boulay is a 2 lane, single carriageway road and connects to the A8, the main arterial road to the north of Jersey, via La Route du Boulay. The A8 is the coastal road running in an east-west orientation to the north of the Island.
- 2.2.3 All junctions on Les Charrieres du Boulay are priority junctions. Historical traffic observation data indicate low traffic flows during the weekday morning and evening peak periods, and therefore no noticeable congestion on the local road network. Higher traffic volumes have been observed on Les Charrieres du Boulay at weekends and during the warm summer months.
- 2.2.4 There is a free public car park off Les Charrieres du Boulay to the west of the Waters Edge Hotel site. There is also kerbside parking along Les Charrieres du Boulay. The kerbside parking has a waiting restriction limited to 12 hours in a 24 hour period. The public car park has been observed to be well used during the weekends and peak summer periods.

2.3 Public Transport Access

- 2.3.1 The closest bus stop is situated immediately outside the Waters Edge Hotel site. Bus Route 4, which runs between Liberation Station and Bonne Nuit Bay stops at this bus stop. The bus service is infrequent during the winter period, with only 3 buses/day stopping at this stop. There is a more frequent service during the summer months with up to 8 buses/day.
- 2.3.2 As this is a terminal stop for Bus Route 4, buses make a 3-point turn and wait for passengers at this stop.

2.4 Pedestrians and Cyclist Provision

- 2.4.1 Les Charrieres du Boulay is typical of other roads in Jersey where there are no kerbed footpaths, and pedestrians are expected to share the carriageway with cars. This is not an unsafe environment, as drivers travelling along Les Charrieres du Boulay do so at low speeds and are aware of the presence of pedestrians on the carriageway.

2 Existing Highway Conditions

- 2.4.2 Pedestrians are mainly visitors to Boulay Bay who walk to the beach from the adjacent car park areas. We understand that there is higher pedestrian activity here during the weekend and summer months. During busy summertime periods, pedestrians are observed to walk on the carriageway, which is typical of most rural roads in Jersey.
- 2.4.3 There is generally very little cycling activity observed along Les Charrieres du Boulay during the weekday morning and evening peak traffic periods. As with the case of pedestrians, the volume of cyclists on this road is significantly higher during the summer months.
- 2.4.4 Pedestrians and cyclists can reach Boulay Bay through Les Charrieres du Boulay or the off-road tracks on the adjacent grass bank. This route forms the coastal footpath running to the south of Waters Edge Hotel and continuing up the hill on the other side of Les Charrieres du Boulay.
- 2.4.5 Jersey Cycle Route 1 (JCR1), the round island coastal route, runs to the south of the site through Rue de la Petite Falaise/ La Route du Boulay connecting key destinations on the Island. Cycling is unlikely to be a practical mode of commuting between Boulay Bay and St Helier due to the long cycling distance.

2.5 Assessment of Road Traffic Collisions

- 2.5.1 No Road Traffic Collision (RTC) analysis was undertaken for this study. The RTC assessment is only relevant when there are known traffic collision risks or when the development proposals result in a significant increase in site-generated traffic volumes and/ or changes made to the traffic operations at the site access junction.
- 2.5.2 Typical of most rural roads in Jersey, Les Charrieres du Boulay suffers from insufficient visibility splay at some sections along its alignment. Drivers in Jersey are generally familiar with driving on such narrow carriageways and road sections. There has been no recent record of collisions caused by restricted visibility splay on the adjacent road network and junctions.

3 The Proposed Development Impacts

3.1 Introduction

- 3.1.1 This chapter describes the redevelopment proposals at the Waters Edge Hotel site. It discusses the redevelopment details and confirms that there are no significant traffic impacts and that the proposals are safe and will operate efficiently.

3.2 The Proposed Redevelopment Plans

- 3.2.1 The development proposals shown in Figure 1.3 involve redeveloping the 51-bedroom hotel with a swimming pool, restaurant, terrace and gardens into a residential dwelling (including staff accommodation) while retaining the existing café and dive centre. The current café and dive centre will continue to operate as present with the redevelopment. The proposed schedule of areas for the redevelopment proposals is attached in Appendix A.
- 3.2.2 8 car parking spaces (cps) will be provided on-site; 4 for the dwelling at the basement level and 4cps for staff/ visitors at the upper ground level. Electric vehicle charging points (EVCP) will be provided at both car park areas.
- 3.2.3 The 6 self-catering units with parking adjacent to the main hotel building are separate ownership and are not part of this planning application. They have the benefit of 12 parking spaces.
- 3.2.4 The redevelopment proposals do not affect the current kerbside public car parking along Les Charrieres du Boulay or the public car park off Les Charrieres du Boulay. As part of the developer's commitment to sustainable energy and the reduction of pollution generated by combustion engines, the developer will be prepared to fund the provision of 2 electric vehicle charging points (EVCP) at the public car park on Boulay Bay.
- 3.2.5 Table 3.1 summarises the proposed changes to the existing Waters Edge Hotel site.

Table 3.1 Summary of Redevelopment– Comparison with the Existing Situation

Development Component/ Activity	Existing Situation ¹	Redevelopment Proposal Change
Waters Edge Hotel Site	51-bedroom hotel with restaurant/pub accommodating 180 pax	single dwelling unit (including staff accommodation)
	25 staff beds (including the manager's flat)	
	Dive centre	No change
	Café servicing visitors to the beach	No change
Vehicular Access and Car Parking Arrangements	Direct access junction off Les Charrieres du Boulay	Improved main site access junction and secondary basement car park access (separate to the main site access junction) off Les Charrieres du Boulay.

	Car parking space for 28 cars	8 car parking spaces (cps); 4 for the dwelling at the basement level and 4cps for staff/visitors at the upper ground level.
Sustainable transport measures	No cycle parking available	Bicycles can be parked within the residential development site. Electric bike charging facility available on-site.
	No EV charging facility available at the existing Waters Edge Hotel site car park.	EVCP infrastructure will be provided on-site.
	No EV charging facility at the public car park at Boulay Bay.	The developer will fund the provision of 2 EVCP at the public car park bays.

Vehicular Access Arrangements

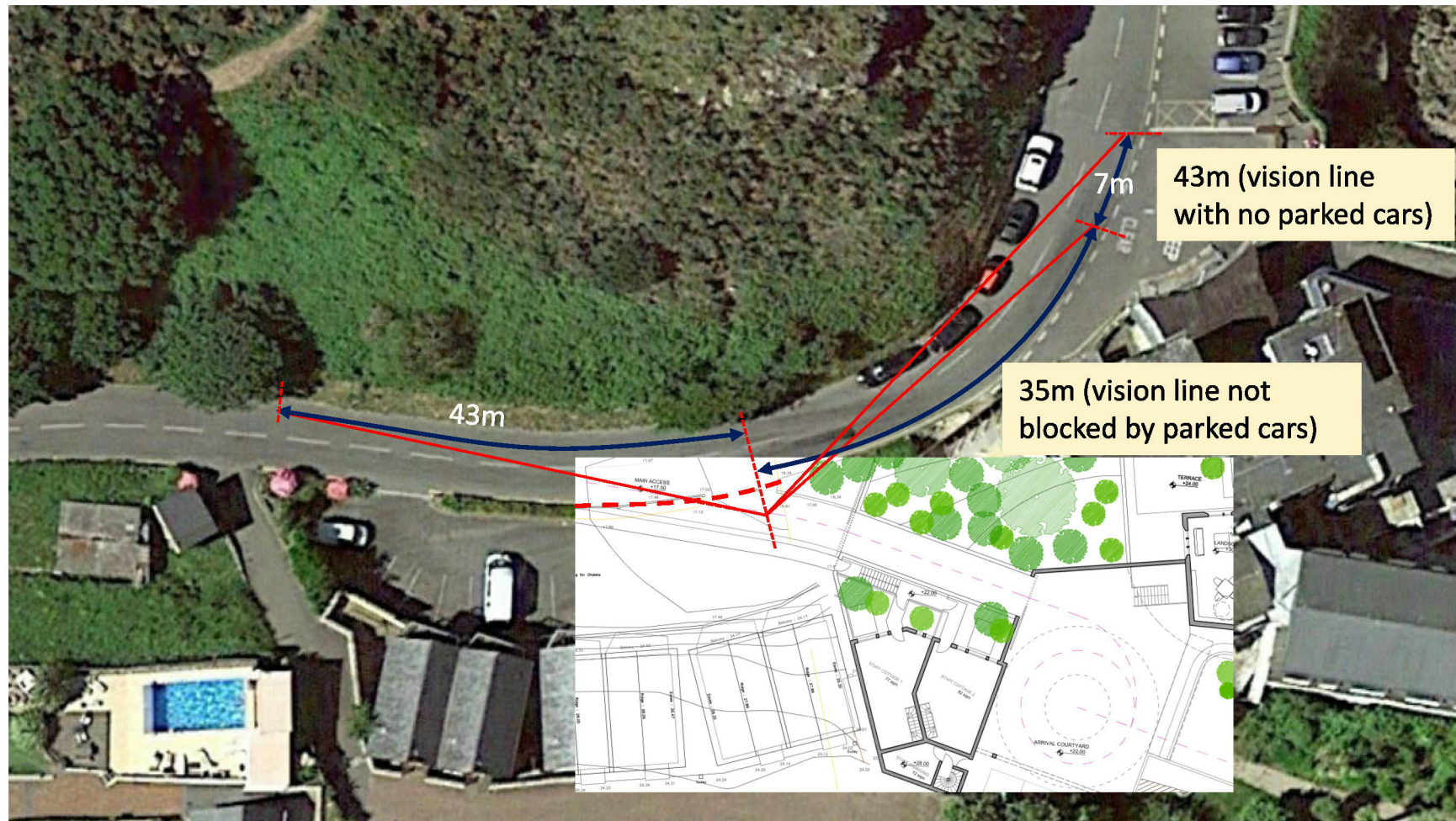
- 3.2.6 All vehicular access and servicing of the redevelopment site will continue to be made off Les Charrieres du Boulay. The revised main site access junction connects via a ramp into a courtyard with 4 car parking spaces. There is a sufficient turning area within the courtyard for vehicles to make a 3-point turn to exit in the forward direction.
- 3.2.7 The main vehicular access junction to the redevelopment site will be improved with better visibility splay. The visibility splay assessment is shown in Figure 3.1. The full visibility splay of 43m can be achieved in the southbound direction. However, in the northbound direction, visibility splay is reduced to 35m due to obstruction by cars that are parked kerbside on Les Charrieres du Boulay as shown. When no cars are parked, the full 43m visibility splay can be achieved.
- 3.2.8 The basement car park is also accessed directly off Les Charrieres du Boulay, through a separate entrance. The visibility splay assessment for the basement car park is shown in Figure 3.2. The full 43m visibility splay can be achieved in the northbound direction. The visibility splay in the southbound direction is restricted to 38m due to the bend in the road, as shown.
- 3.2.9 Our professional view is that the visibility splays for both access junctions do not pose a road safety risk considering the low speeds that vehicles are driven on Les Charrieres du Boulay past the Waters Edge Hotel site.

Public Transport

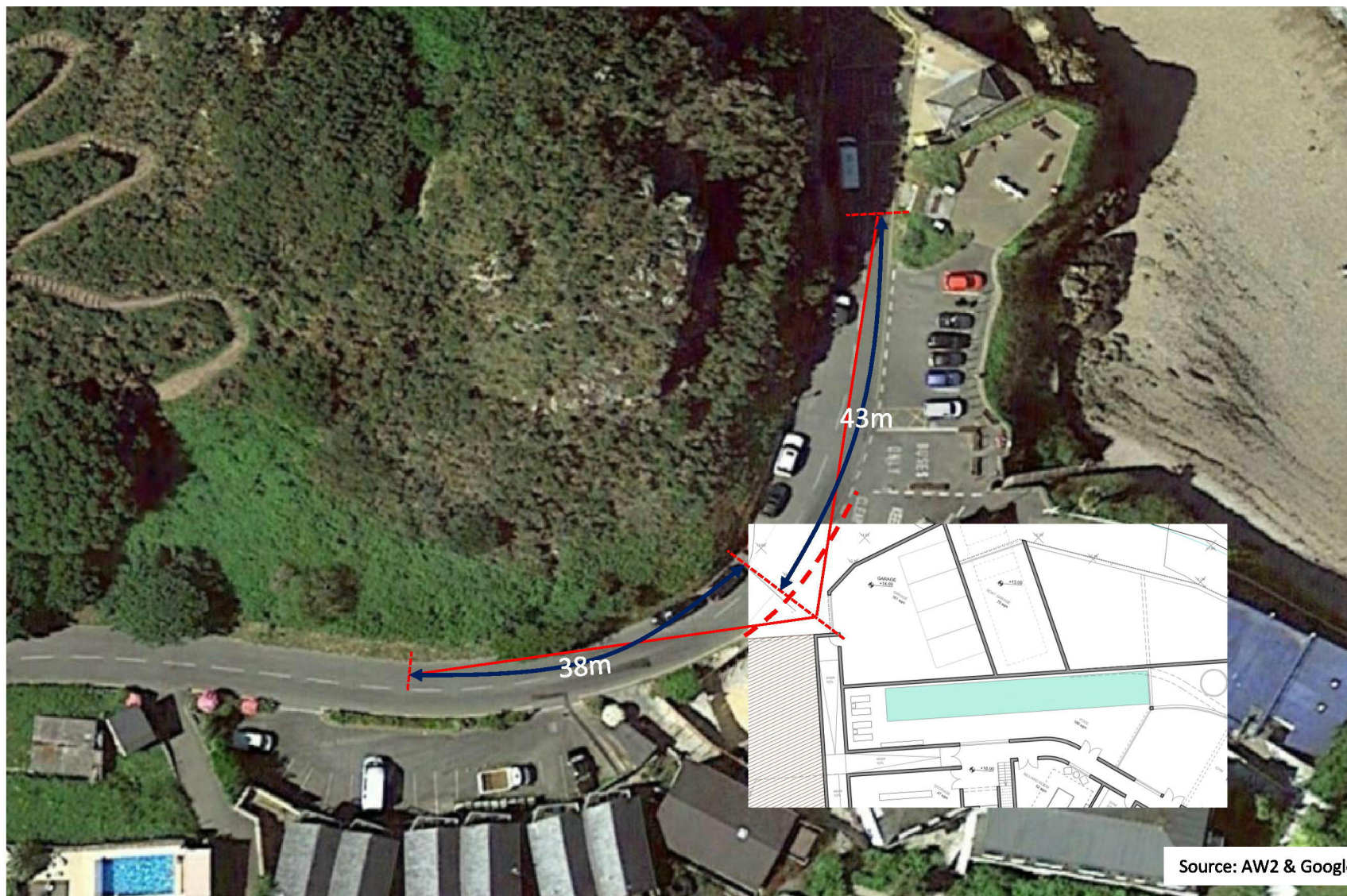
- 3.2.10 The current bus stop location off Les Charrieres du Boulay will be retained as the present. Buses will continue to make a 3-point turn into the bus stop at this turnaround stop on the north of the Island.

Pedestrian and Cyclists Access

- 3.2.11 Pedestrians and cyclists will access the redevelopment site directly off Les Charrieres du Boulay as present.



Source: AW2 & Google Earth



Source: AW2 & Google Earth



Project:
Transport Statement Report - Proposed Redevelopment of Waters Edge
Hotel Site, Bouley Bay, Jersey

Title:
Basement Car Park Access Visibility Splay Assessment

Figure No:
3.2
Date:
20/04/2021

Rev:
1.0
Scale:
NTS

3.3 Forecast Site Traffic Generation Impacts

- 3.3.1 The redevelopment proposals will significantly reduce the development density and site traffic generation. The proposed single dwelling with staff accommodation will generate considerably less traffic than the 51-bedroom hotel, restaurant and pub that operated on this site or the 25 self-catering scheme that was approved.
- 3.3.2 An earlier Transport Statement¹ prepared for the Waters Edge Hotel identified that the hotel operations would produce 26 veh/hr and 104 veh/hr two-way traffic during the worst-case morning and evening peak traffic period. This is based on the assumption 50% of guests who park at the car park will exit during the morning peak and enter again during the evening peak traffic period. The evening peak is likely have some exiting traffic and it is assumed 25% of site traffic will exit the site during this time.
- 3.3.3 The proposed single residential development and staff accommodation at the Waters Edge Hotel site will generate, at most, 10, 2-way veh/hr car trips during the morning and evening peak traffic hour. This is based on a typical detached dwelling with 8 car parking spaces:
- Morning peak 8 veh/hr exit & 2 veh/hr entry;
 - Evening peak 2 veh/hr exit & 8 veh/hr entry
- 3.3.4 This resulting site traffic generation will result in a significant reduction in the total vehicular traffic flows generated by the Waters Edge Hotel site. There is no pedestrian and cyclist impact caused by the redevelopment proposals.
- 3.3.5 The site traffic generation for the Dive Centre and adjacent 6 self-catering units will remain unchanged from the present.

3.4 Road Safety Impacts

- 3.4.1 The proposed redevelopment will result in a significant reduction in site traffic generation. This, together with the improved site access junction arrangement, will contribute to improved road safety on the adjacent road network for all road users.

3.5 Traffic Impacts during the Construction Period

- 3.5.1 As in the case of the previously approved planning application, it will be a requirement during the construction period that construction vehicles are parked on-site and not on the public road network.
- 3.5.2 Site works are expected to be carried out outside the peak tourist months. Hence, throughout the construction period, there will be a significant reduction of traffic travelling on the road network adjacent to the proposed development site, and this will be mainly visitors to Boulay Bay.

¹ Transport Statement for Waters Edge Hotel dated March 2012 produced for Morris Architects

4 Conclusions

4.1 Summary

- 4.1.1 The redevelopment proposals shown in Figure 1.3 involve redeveloping the 51-bedroom hotel with a swimming pool, restaurant, terrace and gardens into a residential dwelling (including staff accommodation) while retaining the existing café and dive centre. The hotel restaurant and pub had a seating capacity of 180 during its peak operation period.
- 4.1.2 The 6 self-catering units with parking adjacent to the main hotel building are in separate ownership and are not part of this planning application.
- 4.1.3 The redevelopment proposals will significantly reduce the development density and site traffic generation. The proposed single dwelling and staff accommodation planned at the Waters Edge Hotel site will generate, at most, 10 veh/hr during the weekday morning and evening peak traffic hour period each. The proposed redevelopment will significantly reduce site traffic generation compared to the 51-bedroom hotel, restaurant, and pub that previously operated on the site.
- 4.1.4 The main vehicular access junction to the redevelopment site will be improved with better visibility splay. A secondary basement car park access, separate from the main site access junction, will be created for the parking of 4 cars. EVCP will be provided at the on-site car park bays. The design of the proposed site access junctions and on-site car parking of 8 car park bays meets current GoJ design standards.
- 4.1.5 As part of the developer's commitment to sustainable energy and the reduction of pollution generated by combustion engines, the developer will be prepared to fund the provision of 2 electric vehicle charging points (EVCP) at the public car park on Boulay Bay.
- 4.1.6 No changes are proposed at the adjacent bus stop. Buses will continue to make a 3-point turn into the bus stop as the present.
- 4.1.7 The developer is committed to minimising traffic impacts caused by the proposed development, particularly during the construction period. The construction period will be scheduled to take place outside the peak tourist months.
- 4.1.8 The proposed redevelopment complies with the Jersey Sustainable Transport Plan and Island Plan Policies

4.2 Recommendations

- 4.2.1 The redevelopment proposals will generate less vehicular traffic than the present, will indirectly improve road safety at the site access junction and on the adjacent road network and contribute to achieving the GoJ's reduction in carbon use and emissions in response to the Island's Climate Emergency.
- 4.2.2 We recommend that the IHE do not object to the redevelopment proposals at the Waters Edge Hotel site.

APPENDIX A

Proposed Redevelopment Area Schedule

WATER'S EDGE BRIEF & AREA SCHEDULE

SCHEDULE OF AREAS

DATE

11 05 2021

Client:

WE jersey Ltd

Architecte:

AW²

RECAP

NET INTERNAL AREA (NIA)	2911.13	sqm
MAIN VILLA	2044.15	sqm
CAFE & DIVE CENTER	227.28	sqm
POOL HOUSE	118.3	sqm
STAFF ACCOMODATION	357.8	sqm
TECHNICAL (below tennis court)	241.7	sqm
GROSS INTERNAL AREA (GIA)	3659	sqm
Lower Basement 7	242.2	
Upper Basement 8	1091.5	
Ground Floor 9	1064.4	
First Floor 10	768.3	
Second Floor 12	492.5	
GROSS EXTERNAL AREA (GEA)	4054	sqm
Lower Basement 7	269.4	
Upper Basement 8	1157.1	
Ground Floor 9	1142.9	
First Floor 10	888.6	
Second Floor 12	596.3	



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