

## **Appendix A**

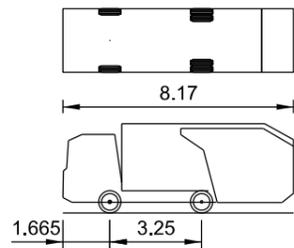
### **Swept Path Analysis of the Mortuary**



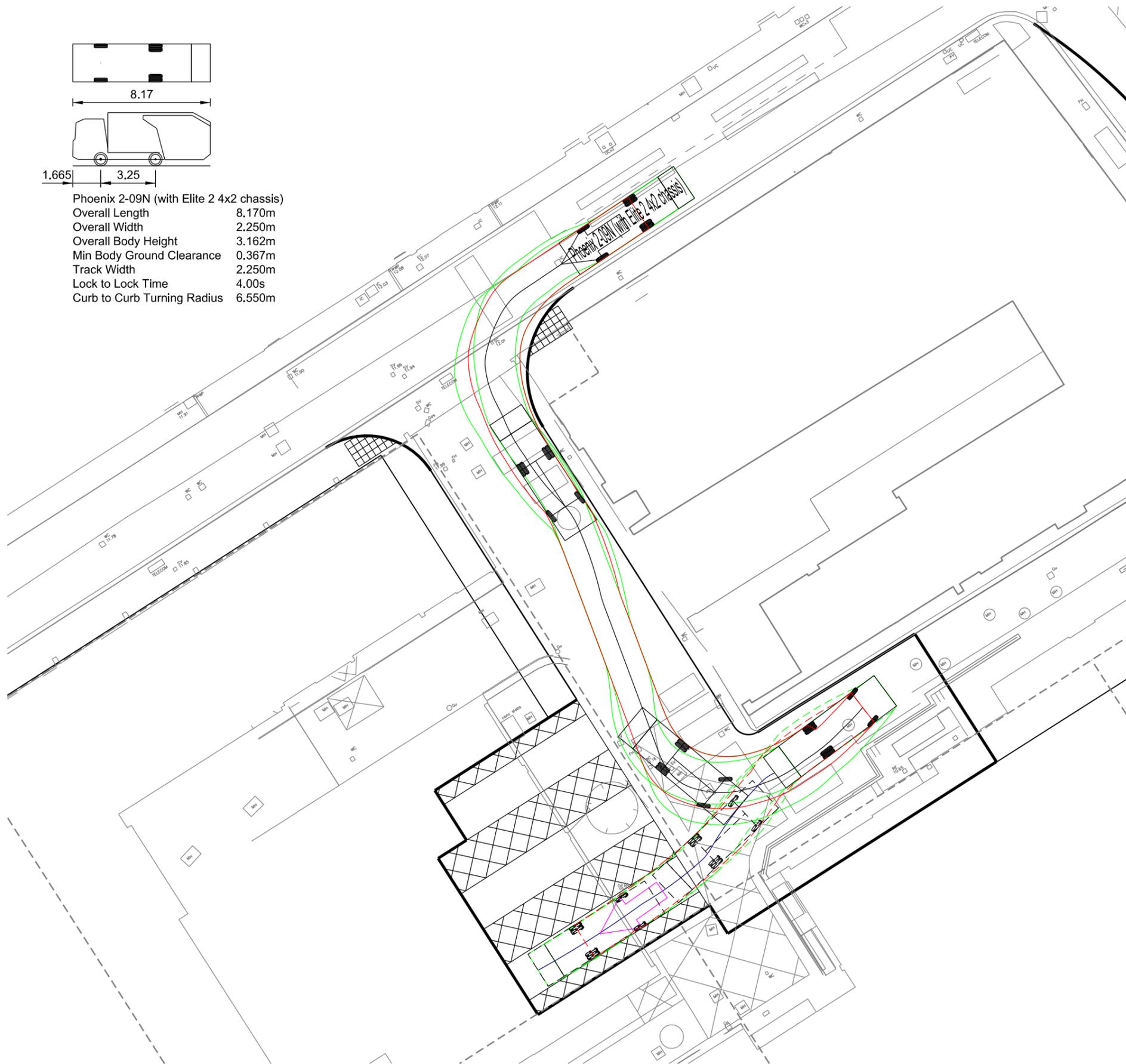


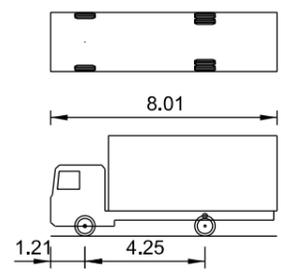
## **Appendix B**

### **Swept Path Analysis of the Service Block**

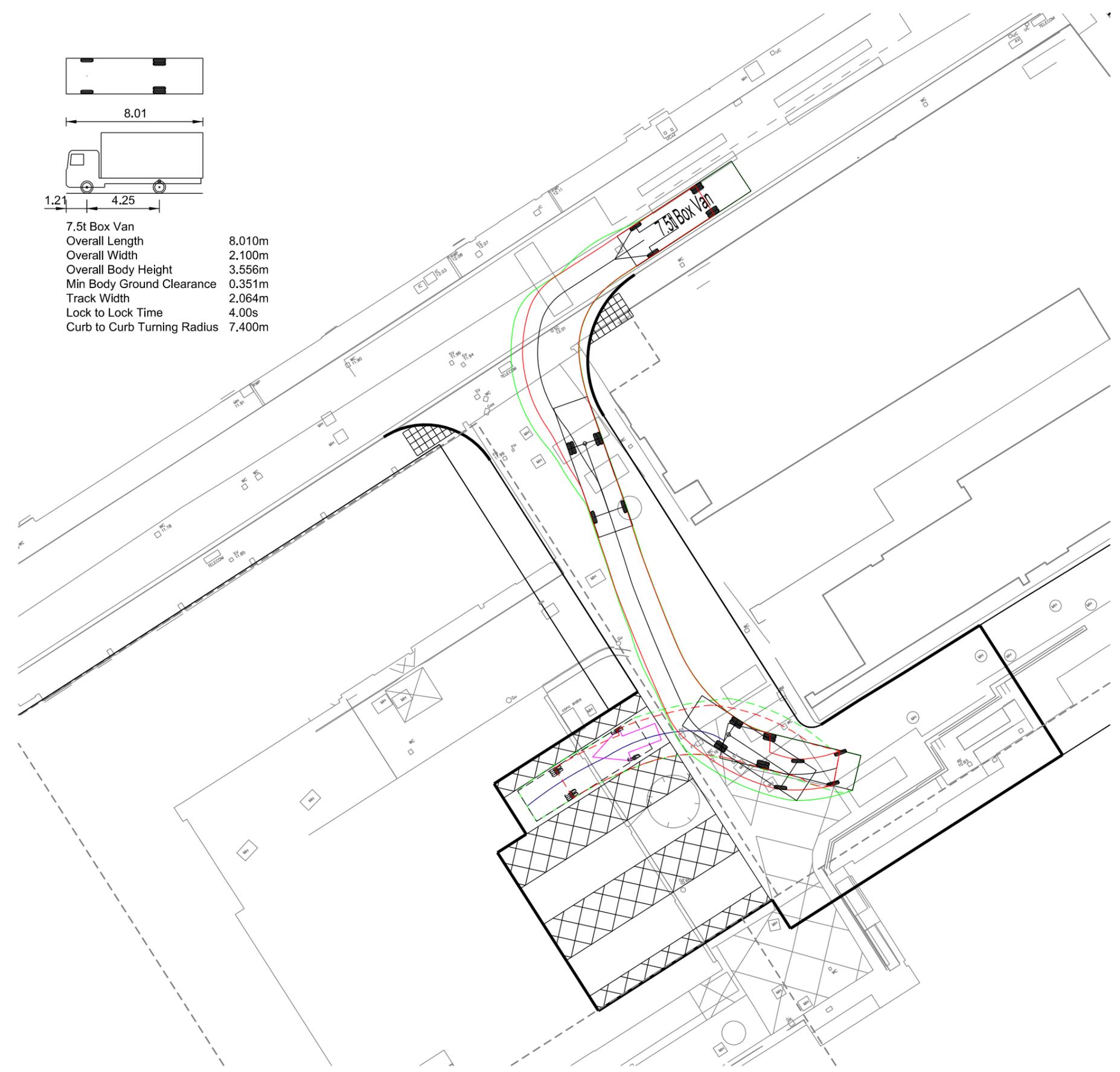


Phoenix 2-09N (with Elite 2 4x2 chassis)  
 Overall Length 8.170m  
 Overall Width 2.250m  
 Overall Body Height 3.162m  
 Min Body Ground Clearance 0.367m  
 Track Width 2.250m  
 Lock to Lock Time 4.00s  
 Curb to Curb Turning Radius 6.550m



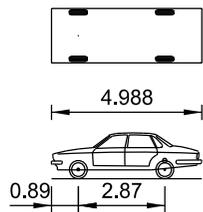
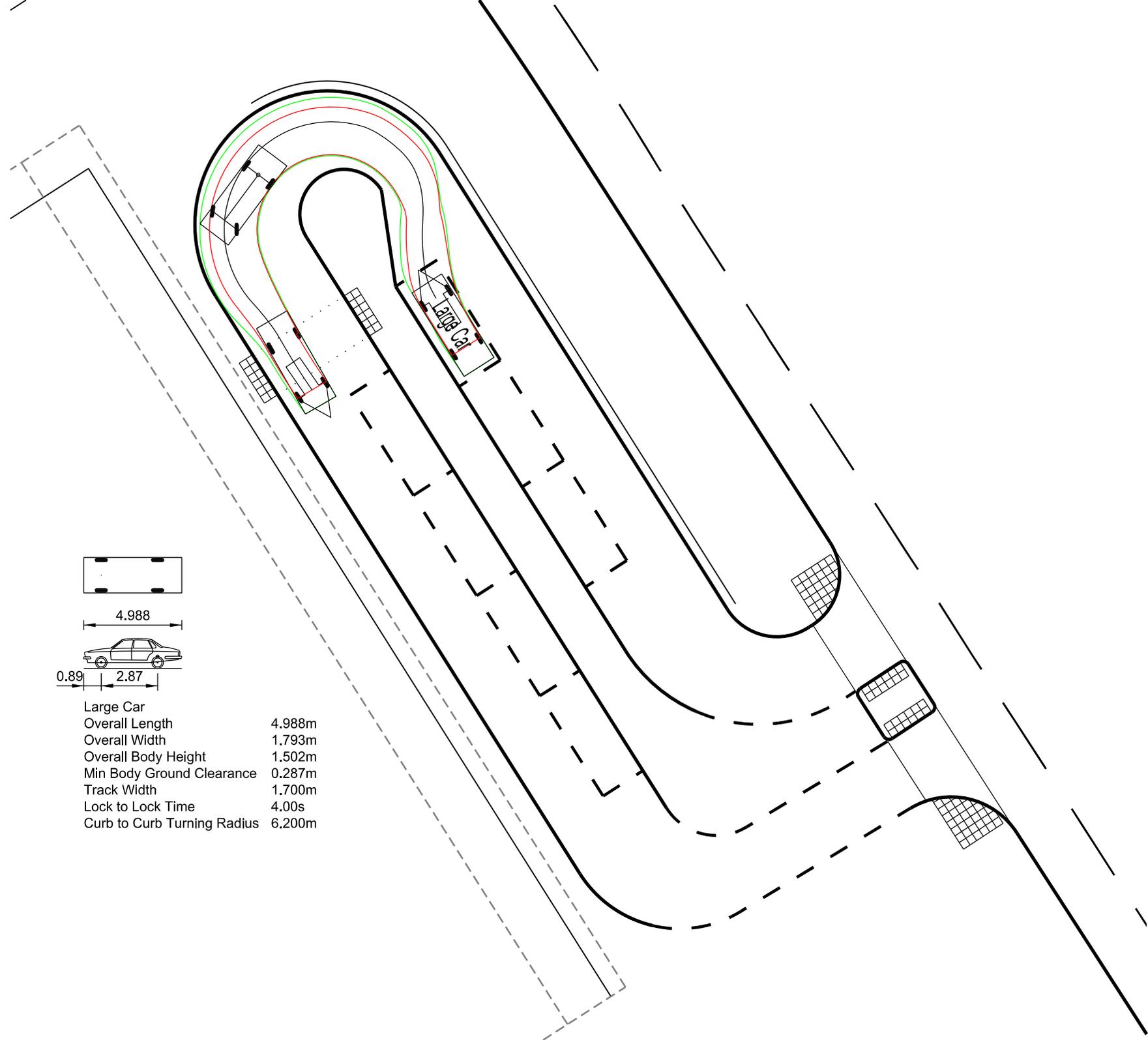


7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to Lock Time	4.00s
Curb to Curb Turning Radius	7.400m

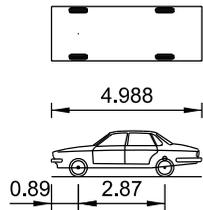
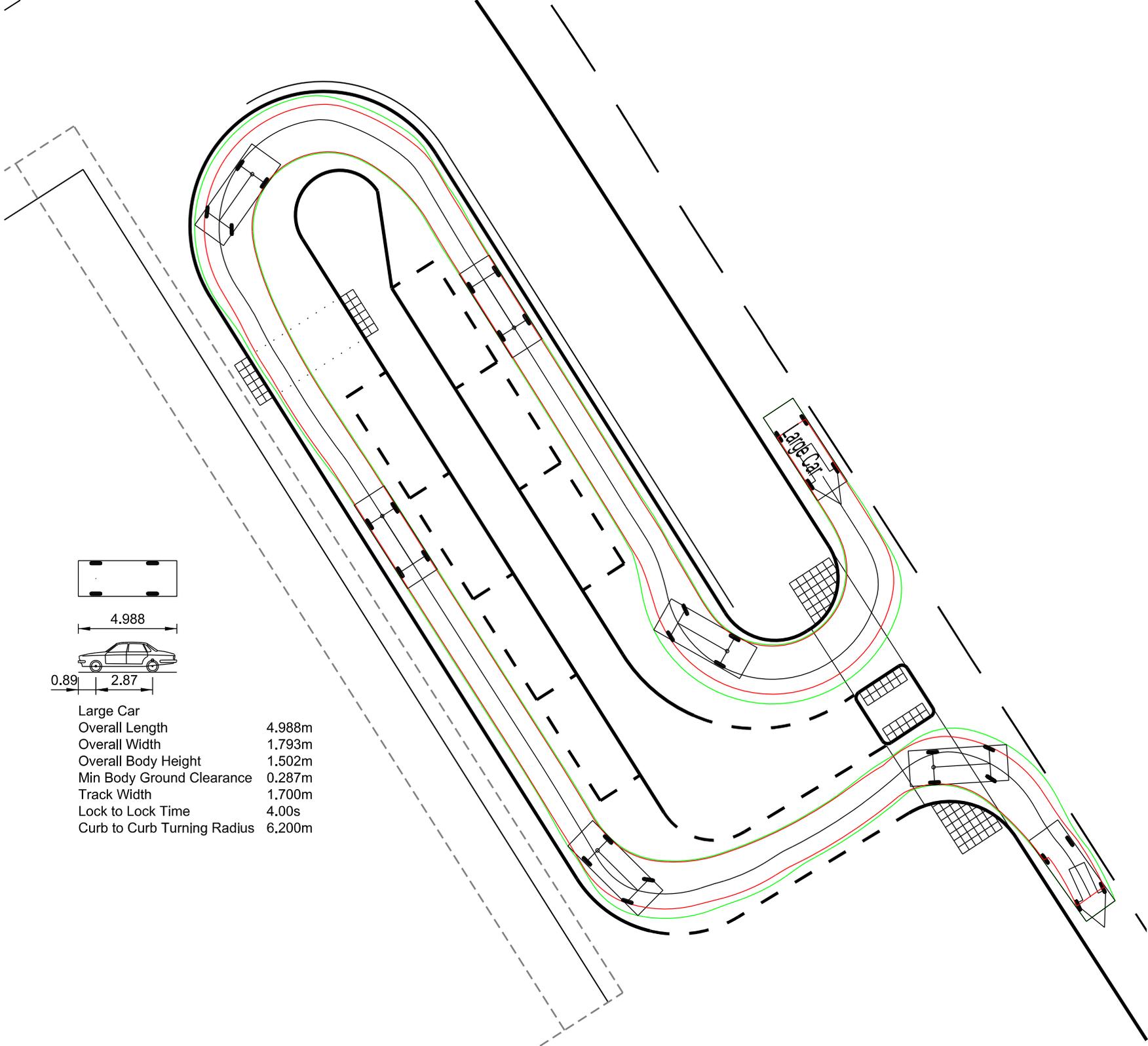


## Appendix C

### Swept Path Analysis of The Parade Drop-off Facility



Large Car	
Overall Length	4.988m
Overall Width	1.793m
Overall Body Height	1.502m
Min Body Ground Clearance	0.287m
Track Width	1.700m
Lock to Lock Time	4.00s
Curb to Curb Turning Radius	6.200m



Large Car	
Overall Length	4.988m
Overall Width	1.793m
Overall Body Height	1.502m
Min Body Ground Clearance	0.287m
Track Width	1.700m
Lock to Lock Time	4.00s
Curb to Curb Turning Radius	6.200m

## **Appendix D**

### **DfI Transport Policy Written Response**



**Department for Infrastructure**

**Consultation Response**

**For Planning Application PP/2018/0507**

**Jersey Future Hospital**

OUTLINE APPLICATION: Demolish Stafford Hotel, Revere Hotel, 33-40 and 44 Kensington Place, including Sutherland Court, and parts of General Hospital/; Peter Crill House, Gwyneth Huelin Wing, link block, lab block, engineering block and chimney, 1960's and 1980's block on the Parade, temporary theatre block and Westaway Court. Phased construction of new hospital buildings at the General Hospital site and at Westaway Court, refurbishment of the Granite Block for continued non-clinical hospital use, improvements and construction of one half-deck of parking to Patriotic Street Car Park, and all associated landscaping and public realm, highways and access, plant and infrastructure works. Fixed Matters: Means of Access. Reserved Matters (by parameter plans): Scale and Mass, Siting, Landscaping and Appearance and Materials.

## 1. Introduction

1.1.1. This document forms part of the Department for Infrastructure's Transport Policy (DfI TP) comments in relation to Planning Application P/2018/0507 for Jersey Future Hospital (JFH).

### 1.2. Background

1.2.1. This document has been prepared to inform the applicant and the Department of Environment of any of the likely issues that DfI, as the relevant Highway Authority for a number of roads in the vicinity of the proposed development, anticipates with the current proposals.

1.2.2. It is noted that DfI is both the ultimate applicant and the Highway Authority for this planning application. The comments in this document have been prepared in the Highway Authority role, without prejudice, and the application has been treated as the department would any planning application. For clarity, the team responsible for Highways Authority functions of the department sits independently to the JFH team within the organisation.

1.2.3. DfI maintains and operates Patriotic Street car park, in addition to various other on-street parking spaces in the vicinity of the proposed development site. The comments made in this document represent DfI as the car parks operator/manager and as the authority responsible for the managing States' main roads.

1.2.4. The assessment of transport impacts presented in this consultation response comments does not take into account any discussion regarding the suitability of the site for JFH. The department regards this matter as being outside the scope of the current planning application.

1.2.5. Any references to 'the department', or 'we', throughout this consultation response relates to the Department for Infrastructure (DfI) as the Highway Authority.

1.2.6. The work involved in assessing this planning application utilises elements from the previously refused planning application (P/2017/0990) on this site, although it has been assessed by DfI TP as a new application.

### 1.3. Structure of Comments

1.3.1. This Statement has been prepared by officers of DfI and does not necessarily reflect the views of the Minister; who has not had involvement in its preparation.

1.3.2. This document sets out the department's consultation involvement in both pre and post planning application submission with the developer.

1.3.3. The key comments from DfI TP are structured as follows:

- Section 2: Assessment Approach
- Section 3: Communication

- Section 4: Policy Considerations
- Section 5: Impact Assessment
- Section 6: Mitigation Measures
- Section 7: Public/Consultee Comments
- Section 8: Summary

## 2. Assessment Approach

- 2.1.1. DfI-TP regards the development JFH as an opportunity to foster an improved culture of green travel behaviour to and from the hospital site, which can deliver a legacy of sustainable travel.
- 2.1.2. The approach agreed with the JFH transport consultant (Arup) saw the production of a Transport Assessment that built on the work carried out for the previous hospital planning application (P/2017/0990).
- 2.1.3. In terms of impact on the highway network, the current planning application has both similarities and differences compared to the previous application. The similarities lie in the existing conditions and opportunities for sustainable access (as the site being proposed remains the same). The key differences lie in the locations of building accesses, impact on parking, distribution of traffic, phasing of the site, *etc.* For these reasons a new approach was adopted to assess the impacts.
- 2.1.4. A Transport Assessment (TA) has been prepared so as to understand the potential highways and transportation implications of the proposed JFH development. This TA has been submitted with the outline planning application and has been used as the basis of DfI-TP in forming an opinion of the development proposals.
- 2.1.5. The JFH team has also made themselves available to DfI TP to clarify matters of detail with respect to transport post submission of the planning application. These meetings have also been used as the basis of the comments presented in this document.
- 2.1.6. In addition to the TA, a framework Travel Plan (TP) has also been provided which sets the direction for improving sustainable travel behaviour.

## 3. Communication

- 3.1.1. The JFH team have been in discussions with DfI-TP regarding assessing the predicted transportation impact of building a new hospital at the preferred site of the existing hospital in St Helier, since the project feasibility stage.
- 3.1.2. The planning application was validated in April 2018 and at this time the Transport Assessment and Framework Travel Plan were supplied to DfI-TP to enable a review of the proposals and prepare comment as part of our statutory consultee response to the planning application.

- 3.1.3. The TA (Arup Report Number JFH-ARP-ZZ-XX-TN-Y-0031 – Issue 11 April 2018) has been used as the basis of DFI-TP review of the transport impacts of the planning application.
- 3.1.4. Whilst we recognise the application is for outline permission rather than for detailed, matters of transportation and movement should be identified and resolved at this stage.

## 4. Policy Considerations

- 4.1.1. The TA for JFH takes into account various States' policies regarding matters of transport. For convenience, how far the proposed development goes towards meeting the main Island Plan policies is summarised in this chapter.

### 4.2. TT1 – Protection of the island's footpath and cycle network

#### Policy TT 1

##### **Protection of the Island's footpath and cycle network**

In order to protect the integrity of the Island's footpath and cycle network, both off road and along the roadside, development proposals that would result in the loss, or prevent the use, of any part of the pedestrian or cycle network or other rights of way, or future development of these networks or compromise the safety of users thereon, will not be approved, unless alternative routes are provided that are similar or better in quality, safety, convenience and length.

- 4.2.1. The applicant has set out the existing and proposed improvements to cycling infrastructure within the TA and in general the department is supportive of these proposals.
- 4.2.2. The proposed layby for Westaway Court off of Elizabeth Place effectively narrows the existing footpath (parallel to Elizabeth Place) in this location. We would like the developer to provide further narrative as to why as to why the existing footpath width cannot be maintained in this location. DFI-TP note, however, that any reduction in width in this location is likely to be offset by additional mitigation in the vicinity of the site. E.g. the proposed significant improvement to Savile Street.
- 4.2.3. Proposals during Phase 1A of the build show that the pedestrian Island at the north-eastern end of Gloucester Street will be narrowed to accommodate large vehicles. We would like further clarification as to why these vehicles cannot be routed elsewhere and thus negate the need for the proposed works in this location.
- 4.2.4. If the pedestrian island is to be modified in this location, we would be supportive of providing a signalised crossing, at the Junction of Gloucester Street/The Parade (North) to assist with managing pedestrian and traffic flow.
- 4.2.5. DFI-TP note the application contains reserved matters for landscaping and note that there is to be a large landscaped public realm area adjacent to the Granite Block, in addition to other public areas in the application's red line. We would request that the

department is consulted and has input into the design process of these areas to ensure a consistency of public realm materials and legibility where it interfaces with the existing footways and drainage. It is acknowledged that these areas are anticipated to remain under the ownership of the health Department.

#### 4.3. TT2 - Footpath provision and enhancement and walking routes

##### Policy TT 2

##### **Protection of the Island's footpath and cycle network**

The potential for new developments, such as housing, shopping, employment, health or leisure proposals on or adjacent to the Island's primary route network to contribute to the provision of new or the enhancement of existing footpaths will be considered relative to the justification of need, the nature of the development and the character of the area.

The ability of development to contribute to the improvement of the Island's provision of off-road walking routes will be pursued, especially where safe routes between residential areas, schools, play space, sporting and cultural facilities, et cetera. can be identified.

The provision of new footpath infrastructure should seek to respect the character of the area and should seek to retain or provide key features adjacent to the highway in accord with Proposal 5 'Coast and countryside character'; Policy NE 4 'Trees, woodland and boundary features' and Policy HE 3 'Preservation or enhancement of Conservation Areas'; Policy HE 4 'Demolition in Conservation Areas'; and Policy HE 1 'Protecting Listed buildings and places'.

The potential of development proposals to enable the enhancement of roadside footpaths in the Town of St Helier will be a key material consideration in the following locations, and as defined on the Proposals Map:

- Bath Street (west side);
- Devonshire Place (south side);
- Rouge Bouillon (west side) nr junction with Roussel Street;
- St James Street (west side);
- Don Road(north side);
- St Saviour's Road (east and west side);
- St Saviour's Road and Wellington Hill;
- Tower Road;
- La Pouquelaye

4.3.1. The existing footpaths around the vicinity of the hospital are regarded as adequate to serve the need for JFH. A new pedestrian route will also be present in the final form which links Patriotic Street car park and The Parade which will aid pedestrian permeability through the site.

4.3.2. The new connections into the hospital from Patriotic Street car park will help to reduce the need for pedestrians to cross roads to access the site.

4.3.3. The proposed development is introducing improved crossing facilities at the Patriotic Place/Seaton Place/Gloucester Street junction and the department welcomes this.

#### 4.4. TT4 - Cycle parking

##### Policy TT 4

##### Cycle parking

To encourage cycle use, cycle parking provision will be required in all new developments in accordance with the standards published and adopted by the Minister for Planning and Environment.

In those cases where on-site cycle parking cannot be provided in the town of St Helier, commuted payments will be required to make up for any shortfall in the provision of on-site cycle parking spaces.

The States of Jersey will seek to identify potential opportunities in and around the Island, and in St Helier in particular, to create safe and sheltered cycle parking facilities for the use of both commuters and leisure cyclists.

- 4.4.1. Through pre-app discussions, DFI-TP has asked the JFH team to seek to maximise the number of cycle parking facilities at the site. It is understood that there is currently formal secured parking for 76 cycles at present. The TA goes on to state that approximately 150 cycle parking stands will be made available during the final form of the hospital, including access to showers and changing facilities.
- 4.4.2. Section 10.7 of the Framework Travel Plan suggests that travel packs will be distributed in Year 1. The department is supportive of this.
- 4.4.3. There is also an undertaking in the TA to provide approximately 50 spaces for public cycle parking on the site. Most of these should be covered and in easily accessible, prominent locations. We would ask that this be made subject to a planning condition.

#### 4.5. TT5 - Road safety

##### Policy TT 5

##### Road safety

Where appropriate, traffic and pedestrian safety measures, including improved pedestrian crossing facilities, will be implemented on the highway network, particularly in residential areas, and near schools, to improve road safety for pedestrians and cyclists, reduce vehicle speeds and enhance the street environment.

In new residential developments, all new road layouts should be designed to reinforce low vehicle speeds, cycle safety and pedestrian priority.

- 4.5.1. The JFH team has carried out an assessment of existing road traffic collisions in the vicinity of the hospital site using data supplied by the department. This is detailed in section 3.10 of the TA.
- 4.5.2. The proposed development is anticipated to introduce a number of changes to the network in the vicinity of the hospital, both during the construction and final state

phases. DfI-TP requires all changes to junctions and mitigation schemes to undergo a Road Safety Audit process in line with departmental policy.

- 4.5.3. Future junction designs need to identify whether any scheme introduced has the potential to increase the number of road traffic collisions. It is not acceptable to introduce a scheme which has the potential to increase the number of collisions on the highway network.

#### 4.6. TT8 - Access to public transport

##### Policy TT 8

##### **Access to public transport**

All development of 10 units of residential accommodation and employment-related land uses with floorspace of over 250 sqm (for office use) and 500 sqm (for retail use) and where other development proposals are likely to lead to a significant movement of people into and out of a site, should be within 400 metres of a bus service.

Where the provision of a bus service is not available, or where the frequency of service is considered to be too low relative to the scale and/or nature of the development proposals, the developer will be expected to support the provision of an appropriate public transport service.

Site layouts should provide appropriate infrastructure to support public transport and bus use including the provision of direct, safe and convenient access to bus stops, and the provision of bus shelters and any associated infrastructure in accord with Policy GD 4 'Planning obligations'.

- 4.6.1. As proposed hospital development is likely to lead to significant movement of people into and out of a site, it should be within 400 metres of a bus service. At present, the hospital site is within 400m of 10 bus services and as such passes the Policy test.
- 4.6.2. Due to the proximity of bus stops on The Esplanade, local traffic congestion and the good balance between the number of stops and directness of services, the department does not feel the need to divert services to serve a stop closer to the hospital than those already in use at present.

#### 4.7. TT9 - Travel plans

##### **Policy TT 9**

##### **Travel plans**

Residential development with more than 50 units of accommodation, or developments which would generate significant amounts of travel, will be required to submit a travel plan including, modal split targets, time-scales, measures and sanctions to be taken to meet these targets as well as measures to monitor the effectiveness of the plan.

The travel plan will be agreed in consultation with the Transport and Technical Services Department and information must be provided about the progress of the plan on a yearly basis.

Contributions through planning obligation agreements will be secured to improve transport infrastructure and services, where appropriate.

- 4.7.1. Within a mature transport network that is highly constrained, the hospital site has little opportunity for introducing significant new transport infrastructure. The ability of the hospital to reduce dependency on car based travel will revolve around the effectiveness of its TP and buy-in from senior management.
- 4.7.2. A TP framework has been identified within the Transport Assessment. The department considers this an acceptable start towards producing a TP although reserves the rights to discuss the appropriateness of targets subject to emerging policy and opportunities.
- 4.7.3. The JFH team have requested that the overall responsibility for the travel plan delivery remain with the hospital. DFI-TP is amenable to this approach, although has reservations over whether there will be sufficient buy-in from hospital management to adequately resource and deliver on the TP targets. The existing hospital has a travel plan, although as we understand it, meaningful mode-share targets or initiatives have not been pursued for a number of years.
- 4.7.4. The role of the TP-Coordinator should be more clearly defined with explicit commitments towards resourcing, staff time and position within the hospital staff hierarchy so as to promote independence of function and ensure adequate resourcing.
- 4.7.5. The department requests that any approval of the application is conditioned upon a satisfactory receipt of a travel plan.
- 4.7.6. Discussions with the hospital delivery team have highlighted a need for staff parking, particularly with respect to on-call doctors and nurses. Whilst these spaces are undoubtedly required, we would recommend that contractual staff parking is replaced with a more holistic approach of providing parking to staff who require spaces due to shift considerations and the availability of public transport. This will assist in minimising car based travel and ensuring a culture of sustainable travel is adopted.

- 4.7.7. DfI will continue to work with the JFH team and setup a point of contact with the Health Department to ensure the targets in the travel plan are enforced.
- 4.7.8. Monitoring of the travel plan will be conducted every year, beginning once construction of the new hospital is underway. Subsequent travel surveys to identify the success of the travel plan will be conducted annually. This is important as establishing sustainable travel patterns will be critical to the future operation of the transport network as the islands population grows. Monitoring costs and resourcing of processing the survey data should be met at the expense of the applicant.
- 4.7.9. DfI TP will meet the hospital TPC regularly to discuss operational matters and identify where additional support can be given.

#### 4.8. TT10 – Off-street public parking provision in St Helier

##### **Policy TT 10**

##### **Off-street public parking provision in St Helier**

In order to contribute towards the objective of reducing peak hour congestion by 15%, planning permission for new additional off-street public parking spaces will not be permitted in the Town of St Helier unless the total level of public off-street car provision falls below 4,000 spaces (2009 levels), or where the provision of public off-street space is provided in lieu of the loss of private off-street parking provision.

During the Plan period, the Minister for Planning and Environment will support proposals that increase the proportion of short-stay off-street public parking and which limit or reduce the quantity of long-stay off-street public parking in St Helier, in accord with the objectives of the Sustainable Transport Policy (2010), and in accord with the overall level of off-street public parking provision permitted.

During the Plan period, the provision of public off-street car parking space at the following sites will be approved; Esplanade Quarter: a new 520 space MSCP, to replace the public off-street provision on the existing Esplanade Quarter surface-level car park; and subject to the outcome of the proposals for North St Helier Masterplan and traffic impact assessments;

Ann Court: a new 285 space MSCP, to replace the potential loss of Minden Place MSCP (@ 240 spaces) and its potential replacement with 25 public spaces; the provision of off-street public parking at key development sites in the north of the Town - such as at Bath Street; Jersey Gas and Ann Street Brewery - to provide up to 450 public spaces.

All development proposals within the masterplan will be required to be the subject of full transport assessments and to reflect the need and desire for parking at the time of implementation, which will be reviewed on a biennial (once every two years) basis, in order that long-stay off-street public parking can be limited or reduced and/or the proportion of short-stay off-street parking increased, in accord with the objectives and performance of the Sustainable Transport Policy (2010).

New car park facilities will be required to incorporate sustainable drainage systems to promote infiltration.

The redevelopment of the existing Pier Road MSCP or the land identified for the extension of Green Street MSCP for alternative uses will be kept under review during the Plan period, relative to the demand for, use and availability of off-street public parking provision here and the outcome of any further studies undertaken within the context of Proposal 14 'St Helier Regeneration Zones'.

The redevelopment of surface level off-street public car parking provision in St Helier will not be resisted.

Planning permission for the provision of temporary surface level off-street public car parking on sites cleared for redevelopment or sites which have come out of their established use, will not be permitted.

- 4.8.1. There is an historical issue with the distribution of car parking spaces in the town. This is something that DfI has to manage and can be observed by certain car parks filling up faster than others. This issue is not related to the hospital development, although we acknowledge that the hospital may cause further pressure for commuter spaces in the immediate vicinity of the site owing to the proposed redistribution of the car parking spaces.
- 4.8.2. We acknowledge this is likely to lead in a change in customer behaviour for parking spaces e.g. people changing the timing of their journeys to secure a space in a particular car park. In future, priority will be given for parking spaces at the hospital that favours visitors and patients i.e. short-stay parking.
- 4.8.3. It is proposed that in the future the number of spaces set aside in Patriotic Street car park for healthcare professionals will increase, although when the loss of parking on the existing site is factored into account the total amount of parking spaces at the JFH site will decrease.
- 4.8.4. The development proposals involve the creation of a new half deck on Patriotic Street car park, which is phased at the front end of the hospital construction programme and we are supportive of this proposal. This will result in an additional approximately 58 spaces being created once complete.
- 4.8.5. A detailed drawing showing the exact car park layout should be submitted to DfI for approval prior to construction work being undertaken. We would request that if the Department for Environment is minded to grant permission for this application that this be made a planning condition.
- 4.8.6. During the construction phase of JFH, there is to be no contractor parking in Patriotic Street car park and we would expect details for contractor access to be outlined in the CEMP. We also request that the applicant provides detail for proposals regarding enforcing/managing this in the CEMP.
- 4.8.7. Throughout the construction period of the hospital there should be a guiding principle that the availability of parking spaces for the travelling public needs to be optimised at all times. E.g. spaces reopened when not in use for construction work. This will minimise people hunting for parking spaces and contributing towards congestion on the network.
- 4.8.8. During the Final State phase of the JFH, the TA proposes a loss of 114 long stay parking spaces in the Patriotic Street car park. This due to an uplift in a combination of staff, visitor and disabled parking at the expense of the existing long stay parking. We are supportive of the increase in visitor and disabled parking in this location.
- 4.8.9. We request that the applicant provide further detail as to any change in the numbers of motorcycle parking spaces proposed as part of the planning application. We note that the summary tables featured in sections 5.5.2 through to 5.5.4 do not show how the motorcycle parking is anticipated to change during the various phases. We would like to highlight that the Sustainable Transport Policy has a presumption against the loss of any motorcycle parking spaces.

- 4.8.10. It is noted in section 5.6 of the TA that ANPR and Contactless/NFC payment mechanisms could be used to manage the parking in Patriotic Street car park. We would only be supportive of continuing the use of the department's Pay By Phone app payment mechanism.
- 4.8.11. It is understood that at this planning (outline application) stage construction phasing information for JFH is not yet available. It is anticipated that a full detailed planning application for Patriotic Street car park will follow this planning application and will enable the DfI TP to assess the internal car park circulation and parking management system.
- 4.8.12. Once this is available DFI-TP requests that the applicant provides a detailed programme of the anticipated phasing to the car parking changes. This will enable the DfI Car Parks Team to manage the overall parking capacities in St Helier in line with proposed scheduled maintenance and closures of all car parks. This will ensure the transport network is not disproportionately affected by the hospital build.
- 4.8.13. Any space counting system installed in Patriotic Street car park will need to be compatible with the existing car park back office, enabling the department to continue to publish a list of spaces in real-time on the gov.je website.
- 4.8.14. We would advise that any changes to the variable message signs detailing the number of spaces at the entrance to Patriotic Street car park be met at the expense of the applicant. We would also request that the applicant install further signs detailing the number of spaces at the Gloucester Street and Esplanade approaches to the car parks, where suitable sites can be identified.

## 5. Mitigation Measures

- 5.1.1. A package of multi-modal transport mitigation has been agreed with the developer of Jersey Future Hospital. This includes travel planning, physical infrastructure provision e.g. car parking and new junction layouts and 'soft' infrastructure such as the retiming of traffic signals. The details of this mitigation are given in Chapter 10 of the Transportation Assessment.
- 5.1.2. At this stage, all proposed junction designs are preliminary but sufficiently advanced to make a substantive assessment. DfI-TP would request that if the Inspector is minded to approve the application for JFH, that a condition be placed on the applicant to submit detailed junction designs for DfI-TP approval prior to going out to tender with contractors. We would invite the applicant to work with the department to develop detailed junction designs. Early involvement with the department has the potential to save on abortive costs and design fees.
- 5.1.3. We would request that the applicant provides further information relating to the proposed lay-by on Elizabeth Place. The department has concerns that should the lay-by in this location be delivered, then it will need to be appropriately managed to prevent undesirable parking practices. The TA contains no proposals as to how this could be resolved.

## 5.2. Planning Obligation Agreement

- 5.2.1. We do not anticipate the need for a planning obligation agreement to be drawn up for transport related issues for JFH. The extensive discussions held with DfI-TP before and after the submission of the planning application are anticipated to resolve the department's concerns fully. This will be through the submission of supporting information or through the application of planning conditions pending a successful planning application.

## 6. Traffic Impact Assessment

- 6.1.1. DfI TP is satisfied that the expected additional trip generation for the hospital is anticipated to be in the order of 40 two way trips in the AM peak and 70 trips in the PM peak. This represents a very modest increase in vehicular traffic from building the new hospital. The main reason the number of trips being generated is relatively low for a site of this size is due to the existing hospital remaining, in transport terms, in the same position. Modes of access remain relatively the same, journeys remain the same, and little relative growth in need to access the facility by staff, patients, visitors, and associated servicing.
- 6.1.2. The method of Traffic Impact Assessment used for this application has been agreed with DFI-TP as a robust process of quantifying the anticipated traffic impact of the proposed development. The assessment has been made on the best information available at the time of submission of the planning application.

## 6.2. Construction Traffic Impact

- 6.2.1. DfI-TP has sought further clarity from the JFH team regarding the exact phasing, operational traffic, working practices of the JFH construction phase, however the project team has explained that at this time it cannot be finalised. The TA does provide the applicant's proposals for construction traffic that are sufficiently developed to be considered. The exact detail regarding the buildability of a new hospital and general logistics issues that accompany the delivery of a large-scale project of this nature cannot be finalised until a contractor has been appointed for the scheme.
- 6.2.2. DfI-TP is satisfied with the explanation on construction traffic to this regard and would request that should the Inspector be minded to approve the application, then a planning condition is imposed that a full, detailed Construction Environmental Management Plan is produced by the applicant on the proviso that construction works cannot be commenced until it has been signed off.
- 6.2.3. For the avoidance of doubt, the department regards the construction of the new JFH as "specified road works" under the definition contained in The Road Works and Events (Jersey) Law 2016. This law contains provisions that allow the department to set conditions on works that best meet the strategic needs of the department and serve the local needs of the community.

## 7. Public/Consultee Comments

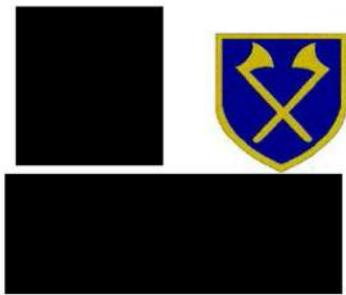
- 7.1.1. The Parish of St Helier have requested that the proposed egress for Westaway Court be relocated onto Elizabeth Place from the proposed location on Savile Street. We would object to this for highways' safety reasons as the alternative access onto Elizabeth Place would be too close to the signalised junction at The Parade/Rouge Bouillon/Savile Street.
- 7.1.2. The Parish of St Helier have indicated that there is an issue with the traffic signals at the Rouge Bullion/Savile Street/The Parade junction. It is acknowledged that the applicant will be introducing changes to the physical layout of this junction so the department will undertake to work with the relevant stakeholders to resolve this issue at the appropriate time.
- 7.1.3. The department would like routine maintenance of the hospital buildings considered so that road closures are not necessary to service the building e.g. window cleaning/façade painting, once it has been constructed.

## 8. Summary

- 8.1.1. DfI-TP has held a number of post application discussions with the JFH project team to resolve planning issues arising from the development proposals.
- 8.1.2. The anticipated construction phase for this project is 8 years, during which the strategic objectives of the department could change with respect to the transport infrastructure. DfI-TP would invite the JFH delivery team to keep us informed of their construction phasing so any synergies can be realised where opportunities occur. E.g. scheduled utilities maintenance works and the emerging Future St Helier proposals.
- 8.1.3. It is widely acknowledged that Jersey requires a new hospital development to accommodate its future health needs. DfI TP is supportive of this application as the forecast impact on the highway network is as minimal as can be realistically achieved for a development of this nature. The site has strong sustainable links and the strategic travel patterns are already established.
- 8.1.4. Where there are opportunities to improve sustainable travel in the locality of the proposed development site, they have mainly already been taken. Walking and cycling routes are established and the public bus services in Jersey are improved where demand is identified.
- 8.1.5. The hospital development proposals, as presented, will improve the sustainability of the site and the town centre, compared to a scenario where a new hospital is not built.

## **Appendix E**

### **The Parish of St Helier Roads Committee Written Comments**



Planning & Building Services  
South Hill  
St Helier  
JE2 4US

**Date:** 24.05.18

**Ref:** PP/2018/0507

**For the attention of: Planning & Building Services**

**Premises:** General Hospital, Kensington Place & Westaway Court, Savile Street, St Helier, JE1 3QS

**Subject:** *OUTLINE APPLICATION: Demolish Stafford Hotel, Revere Hotel, 33-40 and 44 Kensington Place, including Sutherland Court, and parts of General Hospital/; Peter Crill House, Gwyneth Huelin Wing, link block, lab block, engineering block and chimney, 1960's and 1980's block on the Parade, temporary theatre block and Westaway Court. Phased construction of new hospital buildings at the General Hospital site and at Westaway Court, refurbishment of the Granite Block for continued non-clinical hospital use, improvements and construction of one half-deck of parking to Patriotic Street Car Park, and all associated landscaping and public realm, highways and access, plant and infrastructure works. Fixed Matters: Means of Access. Reserved Matters (by parameter plans): Scale and Mass, Siting, Landscaping and Appearance and Materials. EIS submitted. 3D model available.*

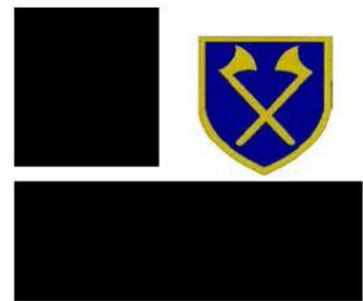
**Agent:**

**Drawing Ref:**

**REQUIREMENTS:**

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

1. Committee requests that for legal reasons it is very important for the applicant to check their legal rights for access to/windows overlooking Parade Gardens. Applicant to establish what allowance is made for future building works, maintenance/repair, etc. Committee will expect that there will be no need to encroach onto Parade Gardens in the event that maintenance and servicing of Westaway Court is required.
2. Committee supports the widening of the left hand side of the pavement in Savile Street however Committee requests that the applicant, in addition, widens the right-hand side of the pavement as it is currently quite narrow; residents would be a little bit further away from the traffic. Committee would prefer to see fewer



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planters for the benefit of increasing pavement width which would be preferable.

3. Committee expresses concern with the traffic light cycle at the junction of Savile Street and Elizabeth Place as there is currently no sensor in the road. Parade Road gets a traffic light cycle even if no vehicle is waiting which causes traffic build up in Savile Street. The applicant will need to resolve this with DfI to ensure that traffic is free flowing in Savile Street.
4. Committee are concerned with the provision of both an entrance and exit out onto the already busy Savile Street, this is also reinforced by comments made by some residents in Savile Street who already experience significant problems exiting their parking spaces.

Committee accept that there will be a reduction in entrance /exit onto the site, and reduction of residential car parking, although there will be parking provided for patients to Westaway Court which will result in some increase in traffic flow during certain times of the day.

Committee accepts and understands the need for an entrance into Westaway Court via Savile Street however Committee feels that the exit should be via Elizabeth Place; this would enable the applicant to address the issues of the proposed Hospital Transport services layby (i.e. unloading bay).

5. The Committee understands that Westaway Court was intended for semi-disabled people, there would therefore be more drop-offs and the only access at the moment is by using a car parking space. These types of drop-offs take more time and temporary parking will be a concern therefore applicant to confirm what will be in place to address this.
6. Applicant to provide details of what will be in place to control parking at Westaway Court as the applicant advised that this will be controlled on very strict terms, but it is not clear how this will be policed to avoid situations of patients turning up and finding no parking and therefore circulating adding to more traffic in Savile Street. Control measures that are implemented should be in perpetuity.
7. It is understood that the proposal is to place a large layby measuring approximately 16m long in Elizabeth Place to enable two patient transport services vehicles to drop and collect patients, this is very concerning as there is no detail of how this is to be policed to stop illegal parking in the layby, which Committee has raised with the applicant. The applicant should explain what measures will be put in place to ensure that the layby is not abused as reliance on Parking Wardens to police the layby is to be avoided, the problem needs to be designed out.

It is important that the applicant discusses arrangements with DfI who administer



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Elizabeth Place.

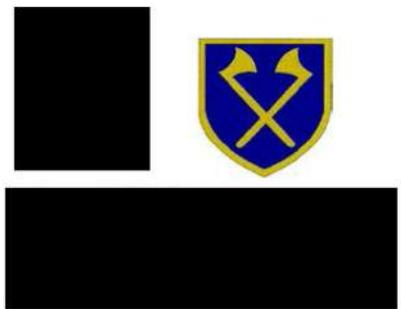
8. Elizabeth Place is a busy road it is noted that the layby is 2.5m wide, Committee question if this a sufficient width space for unloading patients as the transport services vehicles are large which may require the driver to assist patients out and opening of side doors.

It is also noted that the pavement width is to be reduced to 2m this could potentially cause a bottleneck at this location with patients waiting to board the transport service vehicles, who may need assistance, blocking the footpath.

Therefore the suggestion by Committee is that the layby is placed within Westaway Court so that the applicant can manage police and control the space, but this will result in reconsidering an exit out onto Elizabeth Place at the least dedicated to Transport Services.

Exiting out onto Savile Street with a large van will not work and will cause obstructions in Savile Street. The Parish already experience issues with the buses using Savile Street.

9. The applicant agreed to the provision of a tree at the corner of Savile Street and Elizabeth Place. The applicant is to provide details of landscaping for Westaway Court.
10. Any alterations to the road network will require both highway authorities' approval (DfI and Parish Roads Committee) which will be subject to approval of the final road scheme layouts.
11. Any alterations to the road network will require the applicant to commission an independent Safety Audit to be undertaken of the proposed scheme to cover:
  - **Stage 1**, audit at feasibility/prelim design stage
  - **Stage 2**, audit following the completion of a detailed design (pre-construction)
  - **Stage 3**, audit, once the scheme has been constructed / built
  - **Stage 4**, monitoring (12 months and 36 months after opening of the revised road scheme)
12. The Safety Audit will be required for both the temporary arrangements and the permanent arrangements.
13. The applicant will be required to liaise with the café that forms the corner of Kensington Place and Kensington Street (Wagon Wheel) as the proposals during construction may affect the café's alfresco area and seem to indicate over-sailing onto the public footpath which is of concern.



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14. The applicant must agree a refuse separation and recycling strategy with the Director of Municipal Services to ensure that the Parish are able to service Westaway Court and the Future Hospital.
15. The Committee supports the proposals to vastly improve the public realm space in The Parade and Gloucester Street by restoring the Granite Block to its former glory. Committee would like to see improved connectivity between the hospital site and Parade Gardens, there needs to be safe crossing points to enable pedestrians and cyclists to access the new Hospital and Westaway Court.  
  
Committee welcomes the proposed final state in The Parade as this will remove the on street parking which will vastly improve the area.
16. Committee welcomes the open squares/courtyard and walkways through the hospital site, which the Committee would like, see accessible by all pedestrians and should incorporate access routes for cyclist ensuring sufficient cycle parking is provided.
17. Adjustments to the footpaths within Parade Gardens must be agreed with the Parish.
18. Traffic arrangements for the demolition, construction process and site servicing /deliveries are to be agreed with the Parish and DfI at development stage. The appointed contractor will be required to liaise with both Parish and DfI.
19. Committee requests that the applicant provides crossings between People's Park and Victoria Park, one close to the existing toilet facilities in Victoria Park and the other crossing to be near the junction of Pierson Road and St Aubin's Road.
20. The previous Hospital application caused significant concerns to businesses in Lewis Street. Applicant to provide details of what consultation has been undertaken with Lewis Street businesses and residents and if their concerns have been resolved. Consultation should also extend to residents in Savile Street who expressed concerns.
21. Cheapside is an important walking route and Committee ask that the new Hospital includes a safe entry treatment into Lewis Street, ideally a raised table with Jersey crossing as part of the planning obligation. The same principle of protecting walking routes is to apply to other junctions around the hospital.
22. The proposal for Newgate Street will result in the loss of the existing on-street doctor's parking spaces, applicant has not made it clear where the replacement doctor's spaces will be provided and if the applicant has consulted with the affected doctor's surgery and reached an agreement with them.



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23. It is noted that there will be patient drop off layby for the Emergency Department and an additional layby for Transport Services, applicant to clarify how the bays will be policed to avoid the need for the services of Parking Wardens to police this. The risk needs to be designed out.
24. In Kensington Place and Newgate Street it is noted that an ambulance lane is to be created, the applicant to provide details of how these new dedicated lanes will be policed, as there is a strong possibility of vehicles parking in the bay causing an obstruction for the ambulances.
25. Details of the junction of Pierson Road and St Aubin's Road to be agreed, it is noted that the proposal is for grass to be used in this open area, the Parish would seek better use of this island, there maybe a possibility for a hardstanding area to be created with seating and provision of cycle parking on the buildout. Final details to be discussed and agreed if approval granted.
26. Applicant to discuss CCTV relocation with the States of Jersey Police as it is noted that the applicant proposed to relocate the CCTV camera on the island at The Parade / Gloucester Street junction at Phase 1A stage. It is not clear if CCTV will be repositioned back to its former position at Phase 2 Final State.
27. 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. This is especially important for the façade on Parade Gardens.
28. That notwithstanding the above comments, this submission should be referred to the Department for Infrastructure since the road in front of the property is a States Main Road.

**Silvio Alves MCIAT, MCIQB, ACABE**  
**Director**  
**Technical & Environmental Services**