

KDC/MH/287

PLANNING COMMITTEE

(18th Meeting)

26th September 2019PART A (Non-Exempt)

All members were present with the exception of Deputies S.M. Wickenden of St. Helier and K.F. Morel of St. Lawrence, and Connétables D.W. Mezbourian of St. Lawrence and K. Shenton-Stone of St. Martin.

Deputy R. Labey of St. Helier, Chairman
(not present for item No. A3)
Deputy G.J. Truscott of St. Brelade, Vice Chairman
Deputy J.M. Maçon of St Saviour
(not present for item No. A3)
Deputy R.E. Huelin of St. Peter
Connétable P.B. Le Sueur of Trinity

In attendance -

P. Le Gresley, Director, Development Control
J. Gladwin, Senior Planner
M. Clark, Committee Clerk, States Greffe
K. de Carteret, Committee Clerk, States Greffe

Note: The Minutes of this meeting comprise Part A only.

Proposed
adjournment
for next item.

A1. The Chairman welcomed the attendees and members of the public to the meeting. It was announced that, regrettably, the Historic Environment Officer was unavailable to attend the meeting due to personal circumstances and, as a consequence, the Committee members had proposed to defer the consideration and decision on the next item of business in respect of the demolition and redevelopment of 14, 16, 19 & 28 Rue du Funchal, 108 Halkett Place, 78, 80, 82, 84, 86, 88, 90 and 92 Bath Street, St Helier until such time as the Historic Environment Officer would be available to address their questions.

The Chairman explained that the Committee had learned of the Historic Environment Officer's unexpected absence during the site visit that morning and felt uncomfortable in proceeding to review and determine the application without the ability to question her.

14, 16, 19 & 28
Rue du Funchal,
108 Halkett Place,
78, 80, 82, 84, 86,
88, 90 & 92 Bath
Street, St. Helier:
demolition and
proposed
redevelopment.
P/2019/0711

A2. The Committee, with reference to Minute No. A1 of this meeting, agreed to the deferral of the item of business in connexion with the proposed demolition and redevelopment of 14, 16, 19 & 28 Rue du Funchal, 108 Halkett Place, 78, 80, 82, 84, 86, 88, 90 and 92 Bath Street, St. Helier for the reasons noted above.

The Chairman apologised, on behalf of the Committee, to those who had attended in anticipation of that item of business and noted that a new date would be arranged and advertised as soon as practicable.

The Committee agreed to reconvene the meeting later in the afternoon.

Jersey Gas
Works Site,
Tunnell Street,
St. Helier:
demolition and
proposed
redevelopment.

PP/2019/0809

A3. The Committee, with reference to its Minute No. A3 of 22nd March 2017, considered a report in connexion with an application which sought permission for the demolition of the existing office building, showroom, staff accommodation and residential units in Tunnell Street and St. Saviour's Road, St. Helier and their replacement with a new residential development comprising 42 x one bedroom, 57 x 2 bedroom and 23 x 3 bedroom dwellings with associated underground car parking and landscaping. There would be improvements to the public realm with the creation of public open space and an underground public car park. All matters would be fixed, excluding the external appearance of the development, the materials which would be used, and the landscape which would be dealt with at a Reserved Matters stage. The Committee had visited the site on 26th September 2019.

Deputies R. Labey of St. Helier and J.M. Maçon of St. Saviour did not participate in the determination of this application. Deputy G.J. Truscott, Vice Chairman of St. Brelade acted as Chairman for this item.

A site plan, drawings, and indicative images were displayed and the Committee was advised that a 3 dimensional digital model was also available. The applicant had also submitted an Environmental Impact Assessment, Design and Access statement, archeological assessment, Planning Statement, townscape study, architectural study, crime reduction study, overshadowing study, and landscape strategy. The application site was located within the Built-Up Area and Policies SP1, SP2, SP3, SP4, SP6, SP7, GD4, GD5, GD6, NE1, H4, ER4, TT4, TT8, TT9, NR7, WM1, LWM2, GD1, GD3, GD7, GD8, HE1, HE5, H6 and E1 and Objectives BE1 and BE2 of the 2011 Island Plan were relevant to the application.

The Committee recalled that the site was one of 9 key intervention sites identified by the North St. Helier Masterplan, as adopted by the States in June 2011 (P.73/2011 refers). It was confirmed that the proposed development was broadly in line with the Masterplan. It was also noted that the development had been assessed against the Supplementary Planning Guidance Jersey Gas Development Brief Revision B, which provided the principle to increase the size of the park and reduce the number of homes on the site further and had been endorsed by the States Assembly in January 2018. It was considered that the application was acceptable as it had addressed the aims set out in the Development Brief and had balanced the objectives of the policies with an economically viable development package.

The Committee noted that this was an outline planning application which sought permission for the principle of development, siting, scale, height, massing, and means of access. The application proposed the demolition of all buildings on the site and it proposed that it would be redeveloped with 122, one, 2 and 3 bed residential units in 2 main blocks of development varying between 4 storeys in the east and 6½ storeys in the west. Basement parking would be created, with vehicle access from the north on L' Avenue et Dolmen du Pré des Lumières.

The Committee with reference to Minute No. A3 of 22nd March, 2017, of the Committee previously constituted, recalled the recent planning history of the site, which included approval for 253 residential units subject to appropriate mitigation, together with the demolition of the gas storage holder (planning application reference number P/2018/0189). The Committee noted that the application was to replace existing planning permission and would establish the following changes to the planning approval:

- A reduction in the development from 253 to 122 residential apartments;
- Removal of 2,250 square metres footprint of development along Tunnell Street;

18th Meeting
26.09.19

- Reduction in volume of built form of the development, from approximately 68,500 cubic metres to 37,000 (48,000 if podium included);
- An increase in car parking, from 209 to 272 spaces. Of these, 150 would be public parking spaces, 10 would be spaces for the residents of Tunnell Street and 112 would be spaces for the residents of the proposed development. Access to the basement would be off L’Avenue et Dolmen du Pré des Lumières; and
- Extension of the already existing Millennium Town Park (the Park) by up to 5,480 m².

The application was recommended for approval, subject to the imposition of certain conditions detailed within the officer report. Additionally, it was noted that there would be a Planning Obligation Agreement (POA) which would guarantee the following requirements:

- (1) A requirement for 20-50 percent affordable housing provision, with the final figure to be agreed between the applicant, the Minister for Treasury and Resources (as shareholder representative) and the Minister for Children and Housing;
- (2) A controlled crossing at La Rue le Masurier and L’Avenue et Dolmen du Pré des Lumières;
- (3) Bus shelters on St. Saviour's Road near the JSPCA site, and in front of Le Grand Marche; and
- (4) Planting and maintenance of all new trees planted along La Rue le Masurier and L’Avenue et Dolmen du Pré des Lumières.

The Committee recalled that the site had been highlighted as one of potential archaeological significance and it was confirmed that provision for the inspection and recording of matters of archaeological importance was secured as part of the approval conditions. It was also recorded that there was a percentage of funding put towards public art within the development and this could provide an opportunity to reflect the site’s history, or industrial heritage.

4 letters of representation had been received in connexion with the application, of these 2 objected to the application and 2 were letters of comment about the archaeological or historic value.

The Committee heard from Mr. A. Le Quesne who advised that his objection to the application was based on a concern that there had been a lack of strategic thinking surrounding the future use of the site which, he believed, would be the ideal location for a school. Mr. Le Quesne referenced the nearby Springfield school, on St. Marks Road, which, he stated was “bursting at the seams” and suggested that there should have been a broader consideration of the wider community benefits that the application site could provide. Mr. Le Quesne stated that he was not against the building of apartments in the town centre but, on this occasion, he felt that they were being put in the wrong place and suggested that a repurpose of the Springfield school site for apartments would be a more suitable alternative.

The Committee heard from Connétable S. Crowcroft of St. Helier, who confirmed that he was supportive of the scheme. The Connétable noted that, in an ideal world, he would have liked to have seen the whole site repurposed as an extension of the Park, however, he also recognised the need for housing in St. Helier. The scope and size of the already-approved development was much larger and the Connétable said

he welcomed that it had been scaled back by the developer, Andium Homes (Andium) to provide an extension to the Park and, also, take the imposition further away from the residents of Tunnell Street.

The Connétable referred to the tragic death of 3 year old Clinton Pringle in the Park in 2017 and suggested that its proposed extension could see a memorial play feature; for example a small boating lake, a skate park, or similar, that would bear Clinton Pringle's name. The Connétable confirmed that he had spoken to Andium about the possibility of such a memorial feature before highlighting it to the Committee.

The Committee heard from Mr. I Gallichan, Chief Executive, Andium Homes, who advised that the application would revitalise the north of urban St. Helier and support and strengthen the community. Mr. Gallichan reminded the Committee that there was an existing, valid, permission on the site for 253 homes and stated that the presented application reduced the number of dwellings on the site by 50 percent and would increase the size of the Park by 1½ acres. Mr. Gallichan explained that the scaled back application was seen by Andium as an opportunity to give something back to the community.

The Committee heard from Mr. J. Nicholson, Planning Consultant, who provided a brief recap of the points outlined in the application and a short history of the site, which Andium had acquired in 2017. Mr. Nicholson advised that the project team felt it was key to receive approval for the quantum of the application and have confirmation of the key items, so that they could move the scheme forward. There had been much consideration and public consultation of what was the best outcome for the site and the team behind the project believed that the application plans had overwhelming public support.

Mr. Nicholson referred to Mr. Le Quesne's observations regarding a view to broader strategic land and site-use planning. It was stated that in the North of Town Masterplan the former Gasworks site had originally been identified as a suitable place for 300 homes, however, as referenced in the planning history, this concentration had been reduced. Mr. Nicholson explained that there were tiers of policy that had focussed the project aims and advised that the aspirations for Springfield School had not been in scope for the project and had therefore not been considered.

The Committee heard from Mr. Waddington, Architect, who provided the Committee with information about the "5 C's" that were used as part of the design process; context, connectivity, community, climate, and character. With regards to the scheme's context, it was suggested that the design responded to its setting, of which the Park was a vital component. The design, including the Park, was seen as a connective device; with safe crossings and car park provision. The design was borne out of public consultation, which underlined the community aspect. It was known that there was a shortage of urban play space in St. Helier and so, it was hoped that the scheme would align with the Government policies of putting children first and protecting the environment. Considerations of climate were integral to the scheme design and, whilst the landscaping would be part of the Reserved Matters, it was confirmed that the design ensured that there would be a green aspect and there was sufficient depth in the ground that would allow for tree planting. Finally, Mr. Waddington advised that, regarding the final "C", character, it was hoped that the design would create a sense of pride for the community.

The Acting Chairman asked Mr. Waddington to explain the number of average parking spaces, which was 0.89 per unit, and also provide some further detail about the amenity provision for the flats. Mr. Waddington explained that Andium did not allocate specific parking spaces for their residents and the spaces would be free to

18th Meeting
26.09.19

use on a first come first served basis. However, the fact that the ratio of parking provision was not a whole number reflected the promotion of less car use and the need to strike a balance between provision of spaces for residents who required use of a car and also encouraging the use of other transport, such as cycling. It was noted that the take up of parking spaces on other Andium developments was known to be around 0.7, so it was suggested that the number for this scheme was acceptable. Mr. Waddington also explained that the apartments were of a standardised design, but they had worked hard to make it look like this was not the case and ensure that there was suitable amenity space, despite pressure on viability. It was also stated that the possibility of designing prefabricated balconies for use in the design of the apartments' exterior was being explored.

Deputy R.E. Huelin of St. Peter asked whether provision had been made to the infrastructure design for electric car charging points and, in a similar vein, allow future accessibility to community car clubs. Mr. Waddington advised that the design would provide some electric charging points and would also be future proof, in case of an increase in demand. He also confirmed that there was nothing, to his knowledge, that would prevent a number of parking spaces being handed over for a future car club scheme.

The Committee noted that the Reserved Matters stage would take consideration of matters of landscaping and any proposed replanting of trees.

The Committee acknowledged the concerns raised about the broader planning and wider strategy for land usage, but noted that it was their responsibility to consider the individual application put before them and not, at the Committee level, take a wider view of land strategy. However, Connétable P.B. Le Sueur of Trinity suggested that a bolder approach should be taken towards that aspect in future.

Having considered the application, the Committee endorsed the Department's recommendation to grant permission, subject to the imposition of the conditions detailed within the officer report and on the basis of the entering into of a POA, as detailed above.