

June 7th. 2013
Robert Blackmore

Planning application P/2010/1717 Field 622 St Ouen. Statement of Case.

I wish to object to building on this site based on the increased traffic and access problems.

TRAFFIC GENERATION and ROAD SAFETY

The extra amount of vehicles that will be generated if this proposition goes ahead is difficult to quantify accurately but based on Morris Architects estimates on refuse collection of total of 3,040 ltrs per week and each person generating 80 ltrs per week, that equates to an estimated 38 people.

The units are at least 2 bedrooms and are suitable for 'Carers, visitors or relatives'.

Of course not all over 55's drive or have a car but to estimate 1.5 cars per unit would in my opinion be conservative. This equates to 57 vehicles.

In addition there is the 3 bedroom unit to be used by the caretaker plus his or her family. At least 2 more cars.

Finally there would be ancillary staff. There is a kitchen on site and communal rooms which have to be run and kept clean. Discounting regular postal and refuse collections and hopefully irregular emergency services this could still easily bring the daily flow of extra vehicular activity to over 60 cars per day.

I'm sure T.T.S. is mindful that this figure will increase dramatically when the remainder of Field 622 is built on, which despite assurances, will happen because the remaining land will become too small to be viably farmed.

All this activity is of course perfectly normal for the running of a sheltered housing scheme. My objection is based on the total unsuitability of this proposed site.

RUE de la CROUTE

May I quote Sue Hardy who is a well known conservationist and Jersey historian and former Secretary of the Societe Jersiaise.

'The very name of 'La Croute' means 'the croft', a farm or small-holding, and if, as appears to be the case, it has been in continuous use in agriculture for centuries, it must be one of the most fertile and productive fields in the Parish ! Think of the generations carting vrac, and spreading manure !

It would be a travesty to build upon such land at a time when we are beginning to realise just how important land is, the one commodity that cannot be replaced. Land is our most basic necessity, together with fresh water... Building there would mean an increase in hard-standing, and roof-tops etc creating rain-water run-off so close to the marsh - Le Marais - which cannot be anything except a retrograde step, with the likelihood of pollution, given that people wash cars, spread weedkiller etc.'

Simon Surcrouf, who is the Land Controls and Planning Officer at the Environment Department states;

'Field 622 in St Ouen has a history of agricultural use and its size, topography, access and soil type makes it a good agricultural field.'

He continues:

'Due to increased demand on agricultural land and the loss of about 50% of a field of this size would be regrettable and the Land Controls and Agricultural Developments section are opposed to this application.'

We are told that access will be from the entrance of the proposed sheltered housing along the eastern end of Rue de la Croute and onto Route de Vinchelez.

Of course there is no reason why cars should not go the other way depending on their destination.

But there is a danger here. Rue de la Croute in some places only 9ft (2.7 mtrs) wide. There have been many scrapes and dislodging of the ancient granite walls the latest was on Saturday June 1st when a car and trailer hit the wall near the right angled corner and was witnessed by the people who live there.

Rue de la Croute runs past 2 very historic houses built on the road's edge. Nominally 'The Old Bake House' and 'Fosse au Bois'.

The house Fosse au Bois is described by the States of Jersey Historic Environment Documentation thus:

'This is a very complex group of buildings with an uncertain development pattern, but it is possible that the main house and the link section of the west wing probably date to the 15th century as evidenced by the fireplace in the link section.'

The gable end of this historic listed farmhouse stands on the edge of the road and because of its age has no foundations.

In fact from the inside of the house you don't just hear vehicles go by but some times feel them too.

This potential increase of traffic passing both these ancient protected buildings could eventually do irreparable damage.

ACCESS

Rue de la Croute has two dangerous exits. The one on the south that joins La Route du Marais (Hydrangea Avenue) and the one on the east that joins La Route de Vinchelez.

Turning right from Rue de la Croute onto Hydrangea Avenue is extremely hazardous to say the least. You have to be halfway across the road before you can see if there is any approaching vehicle from the left. As speeding is an on going issue at this point there is as the saying goes, 'An accident waiting to happen'.

The eastern exit of Rue de la Croute turning right or left onto Route de Vinchelez is equally dangerous and described recently by T.T.S. as 'Substandard'.

The remedy from Morris Architects is not clear. Go to, Morris Architects Design Statement / Waste Management Plan / Access to Site, as to which access they are referring to.

They say the access from the 'site' is onto Rue de la Croute which has a potential speed limit of 30mph but has been designated as a Green Lane.

They say they have calculated at a road speed of 35mph and this visual splay covers 50 mtrs. But as there is no mention of Route de Vinchelez. Do they mean a visual splay up and down Rue de la Croute?

If in error they mean the new splay refers to the Route de Vinchelez junction then this would depend on buying land from the owners of the north east corner of Rue de la Croute.

Earlier this year the owners of the north east end of Rue de la Croute had their submitted plans to build 5, 4-bed semi-detached houses rejected for a second time. One of the reasons for rejection was from T.T.S. Highways stating:

"The development would result in an intensification in the use of the junction between La Rue de la Croute and La Route de Vinchelez. Highway visibility at this junction is substandard and T.T.S. Highways has objected to it's use without some form of improvement."

I believe the Parish wishes to buy part of the garden on the North East corner to create this recommended improvement.

I also believe that the owners of that property are not minded to sell unless they get planning permission to build their houses.

So it would appear that a part of this project depends on whether the owners will sell and two new subsequent sets of planning permission.

In conclusion my primary objections are based on:

Building on a Green Field site

Potential noise and disturbance

Potential loss of privacy

Impact on the character of the area

Traffic generation and road safety

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