

STATES OF JERSEY



ISLAND PLAN 2022-25: APPROVAL (P.36/2021) – SEVENTY-NINTH AMENDMENT AMENDMENT TO POLICY CI3

Lodged au Greffe on 7th January 2022
by Deputy I. Gardiner of St. Helier

STATES GREFFE

ISLAND PLAN 2021: APPROVAL (P.36/2021) – SEVENTY-NINTH
AMENDMENT

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After the words “the draft Island Plan 2022-25” insert the words –

“except that within Policy CI3 after the word “practicable” at the end of sub-paragraph (c) there should be inserted “including, but not limited to –

- (i) considering the impact on the physical integrity and/or proper functioning of the arterial road network to and from the hospital with particular reference to the following roads - Tower Road, New St. John’s Road, Old St. John’s Road, Queen’s Road; and the specific mitigation measures required where increased traffic will have ramifications on such infrastructure and surrounding neighbourhood; and
- (ii) ensuring that any proposal complies with Policy GD1 “Managing the health and wellbeing impact of new development” and that it addresses the issue of privacy for neighbouring properties.

with the draft Plan further amended in such respects as may be necessary consequent to the adoption of the amendments to Policy CI3.”

DEPUTY I. GARDINER OF ST. HELIER

Note: After this amendment, the proposition would read as follows –

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

to approve, in accordance with Article 3(1) of the Planning and Building (Jersey) Law 2002, as amended by the Covid-19 (Island Plan) (Jersey) Regulations 2021, the draft Island Plan 2022-25, except that within Policy CI3 after the word “practicable” at the end of sub-paragraph (c) there should be inserted “including, but not limited to –

- (i) considering the impact on the physical integrity and/or proper functioning of the arterial road network to and from the hospital with particular reference to the following roads - Tower Road, New St. John’s Road, Old St. John’s Road, Queen’s Road; and the specific mitigation measures required where increased traffic will have ramifications on such infrastructure and surrounding neighbourhood; and
- (ii) ensuring that any proposal complies with Policy GD1 “Managing the health and wellbeing impact of new development” and that it addresses the issue of privacy for neighbouring properties.”

with the draft Plan further amended in such respects as may be necessary consequent to the adoption of the amendments to Policy CI3.”

REPORT

There are concerns that the impact issues of the new Hospital site at Overdale (“the site”) in relation to the road network and traffic congestion have concentrated mainly on the access to the site from Westmount at the expense of other access routes.

There can be no question that the impact is far more wide-reaching affecting, in particular, the following roads namely Tower Road, New St. John’s Road, Old St. John’s Road and Queen’s Road together with the smaller roads leading onto them.

The current new Hospital planning application traffic modelling predicts a sizable increase in traffic on the section of St John’s Road from Tower Road to Queen’s Road as trips generated by the new Hospital Campus at Westmount will use this route to and from the north. This is a route that has been developed as a safer route to school.

It is anticipated that any increase in traffic will also cause congestion at any junctions in vicinity of the site and I make specific reference to the junction at the Pet Cabin and Queen’s Road which is already considered, by many, to be both narrow and dangerous.

Every school day hundreds of students cross the road to go to Haute Vallee and D’Auvergne schools, along with many local residents. The Government’s Sustainable Transport Policy aims to encourage walking to school and reduce barriers to active travel modes. The predicted increase in traffic on the St John’s Road/Queen’s Road junction and how that will affect the ability for pedestrians, including schoolchildren to cross safely to their homes and amenities in the areas should be specifically addressed by the hospital team as part of the overall transport arrangements.

The reason that I am bringing Part (i) of the amendment is to ensure that the impact on the arterial road network to and from the hospital is specifically considered as are the specific mitigation measures needed to minimise that impact. Road safety and, thereby, public safety is paramount and areas of high risk within the road network must be identified, and the risks neutralised as far as possible.

Residents in neighbouring properties have brought their concerns to me, as their Deputy, in relation to privacy issues given the proposed height of the hospital buildings. Part (ii) of the amendment specifically requests that Policy GD1 in the draft Bridging Island Plan 2022 – 2025 is complied with which may alleviate some of the concerns. Whilst it may not be possible to prevent all neighbouring properties from being overlooked, appropriate mitigation measures should be put in place e.g. the use of frosted glass in windows which may assist a resident in being able to peacefully enjoy of their own property.

Financial and Manpower implications

There are no financial and manpower implications in relation to this amendment.

Child Rights Impact Assessment review

This amendment has been assessed in relation to the [Bridging Island Plan CRIA](#). The amendment reinforces the need for safer access routes in and around the area of the

hospital development site which would be beneficial to children. The amendment further reinforces the right of the child to privacy. [Article 16]