



PARISH OF ST HELIER

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ROADS COMMITTEE MEETING

Wednesday 18 June 2025 at 9.30am

Meeting held in the **ASSEMBLY ROOM**

A G E N D A

'A' AGENDA – OPEN TO THE PUBLIC

- A1. Apologies.
- A2. Declarations of interest.
- A3. To approve the minutes of the meeting held on 21 May 2025 ('A' Agenda items).
- A4. Matters arising.
- A5. For decision: Vallée des Vaux concerns raised.
- A6. For discussion: Air quality in St Helier.
- A7. For discussion: E-Scooters report update.
- A8. For decision: To consider recent Planning applications.
- A9. Agreed decisions.
- A10. Lodging items for forthcoming Roads Committee meetings.

Dates of 2025 meetings:

~~Wednesday 15 January 2025~~

~~Wednesday 12 March 2025~~

~~Wednesday 21 May 2025~~

Wednesday 16 July 2025

Wednesday 13 August 2025

Friday 19 September: Visite du Branchage et Chemin

Wednesday 19 November 2025

~~Wednesday 12 February 2025~~

~~Wednesday 16 April 2025~~

~~Wednesday 18 June 2025~~

*Friday 4 July 2025: Visite du Branchage

Wednesday 17 September 2025

Wednesday 15 October 2025

Wednesday 17 December 2025

****Roads Committee members to please note change of date for July 2025 Branchage***



Date of request: 18 June 2025	(Road reference) & title of report: (253) Vallée des Vaux
Address: Vallée des Vaux	Who reported name/status: Infrastructure
Location map: 	Photograph/street view: 
Summary: <u>Resident 1:</u> <p>On 12 March 2025, a regular cyclist addressed the Roads Committee expressing her concern about cycling in Vallée des Vaux and, in summary, requesting that the virtual footway be classed as a shared space for both cyclists and pedestrians.</p> <p>However, Parish Officers expressed concern about the width of the virtual footway being too narrow to accommodate both cyclists and pedestrians.</p> <p>It was agreed that the Constable would meet with Roads Committee members to cycle along the route to see what improvements could be undertaken.</p> <p>On 25th March 2025, the Constable and Roads Committee members Kevin Proctor and Jason Lagadu went to site to ride the area to evaluate the issues raised and the following was discussed;</p> <ul style="list-style-type: none">• Priority Signage <p>The Constable raised a question about the existing direction priority signage and if that contradicted the green Lane signage.</p> <p>Officer response: <i>Direction Priority is required for road safety and traffic flow in the valley, removing the signage would create more problems.</i></p>	



- **Potential 'Caution Cyclists ahead' Signage**

The Constable suggested additional signage to warn drivers of bicycles.

Designers Response: *whilst the speed limit is 15mph, and road users should know this and drive accordingly, sometimes this is not always the case. The addition of signage is no real issue, but it would be a shame to introduce lots of additional poles and signs – perhaps a couple of signs at key locations, happy to review and suggest if helpful, could be provided, possibly combined with reinforcing the 15mph speed limits.*

- **Potential removal of problematic bollards**

It was suggested that the 2 missing bollards not be replaced, and perhaps some additional bollards could be removed.

Designers Response: *Removing 2/3 bollards – I think it would be wise to keep these, given the fact they are being struck, I suggest it means vehicles are encroaching onto the virtual footway, if they were removed then I think it result in more over-running of the VF and may present a hazard to peds.*

- **A horse rider from the nearby stables voiced her safety concern when riding her horses passed the bollards.**

This comment was raised by a resident on the day of the site visit:

I was riding my bike in Vallee Des Vaux a few weeks ago and bumped into the Constable and three members of yours roads committee.

I had a chat with them to outline the issues with the valley for both horse riders and cyclists since the implementation of the wooden posts alongside the virtual footpath. As I outlined during our conversation (and previously in an email to you on 16 June 2024) , the posts now make it dangerous for horse riders as drivers overtaking do not leave 2m room - as directed in highway code - they try and get past in the narrow gaps between the posts making the situation even more dangerous.

For cyclists, as I am sure the constable experienced, there are tree roots coming through the tarmac on a blind bend. When meeting oncoming cars, cyclists are forced onto this area which will cause an accident. There are now numerous potholes in the valley which cyclists need to try and avoid as the valley is narrower than before.

Having ridden horses and cycled in the valley for the past 15 years I have not experienced it as being dangerous until the installation of the posts.

I would appreciate comment from the constable as to his thoughts on remedying the situation.

Officer response: *This is a similar situation to that raised by the cyclist, with similar risks; therefore, the above responses raised would similarly apply in this instance. However, officers will liaise with the design team to see if there are any further interventions we can do.*

Reference potholes: these are being addressed as the repairs had to be delayed due to inclement weather and the occurrence of flooding, which created damage to the carriageway; we also had to delay undertaking these works due to the importance of keeping this diversionary route open whilst Ruge Bouillon was closed.

The tree roots causing footway heave are being investigated by an arboriculturist, and any necessary remediation will be undertaken.



Resident 2:

The Parish has subsequently received correspondence from another member of the public outlining their concerns, and the Constable has agreed that they can address the Committee. Parish Officers included officer responses and guidance below.

Dear Sirs

Can you please see a few feelings and comments that the residents of Vallée des Vaux have asked me to put forward regarding the current issues we are experiencing with the new road/pedestrian layouts:

- 1. The bollards are being damaged all the time, it's really become a very dangerous stretch of road now with cars and cyclists being made to go around blind bends on the wrong side of the road to avoid posts, surely this is becoming a very expensive project having to replace them all the time, it isn't what we pay our rates for.*

Officer response: Yes, there has been damage caused to bollards due to some poor driving standards, which the Parish can't control, however, we much prefer that the bollards are struck rather than a pedestrian. This demonstrates the importance of having the bollards in place to protect pedestrians. Yes, it is costly to replace a bollard however, it is better to replace a bollard than a pedestrian being struck by a vehicle and incurring injuries.

- 2. It's causing a lot of aggression between drivers as the road is so narrow so they cannot pass each other, many people having to reverse 2-3 times just to manage to get round that stretch of road if there are several cars travelling northbound/southbound at the same time, there is also now frequent shouting between people on the stretch of road, It's really not a very nice place these days, people are just driving up like bulls in China shops trying to force their way through.*

Officer response: Regrettably, the Parish cannot control the behaviour of aggressive motorists. Vallée des Vaux experienced more traffic due to the closure of Rouge Bouillon, and therefore, this would have possibly caused frustration for motorists with the diversions and delays, although this does excuse aggression. Traffic levels should revert to previous levels now that Rouge Bouillon is reopened.

Our advice is that residents report aggressive motorists to the States of Jersey Police if they are driving without due care and attention. The Parish Honorary Police will continue to undertake enforcement.

- 3. The lady who owns the house on that bend says there is daily shouting outside her house now which not nice for her, another neighbour has said that it's become very dangerous due to there now being various different travel speeds in the valley, (walkers, cyclists, car drivers, motorbikes then add in a few idiots) the bends are bad enough but add all these elements to the mix and one day there's going to be a serious accident.*

Officer response: We repeat the response and the advice given in response 2.

- 4. The valley was absolutely fine as it was before, lovely and tranquil, no longer the case! If anything install some rumble strips but please see sense that the posts are blatantly dangerous, I'm pretty sure there are a few insurance companies not happy with this either given all the damage they are causing.*

Officer response: The design undertaken has gone through a thorough Road Safety Audit, and all the comments received have been carefully assessed by the Traffic Engineer. The Parish Roads Committee has followed the guidance and advice in the Road Safety Audits Stages 1, 2 and 3. We reiterate that it is far better that the bollards are struck rather than a pedestrian walking along the virtual path.



5. *One resident has said she no longer drives down the valley due to the stress it has caused her with other aggressive drivers, surely as residents we should be able to use the road to our properties without feeling the need to go through Trinity lanes then down Trinity Hill to Waitrose rather than just taking the simple route?*

Officer response: We repeat the response and the advice given in response 2.

6. *This is meant to be a green lane and now its become a dangerous road that looks like something out of Super Mario Cart (minus the coins).*

Officer response: The Roads Committee had numerous meetings, correspondence, and petitions from residents demanding changes to VdeV. Residents addressed the Committee on numerous occasions to outline their concerns. A resident attending a meeting outlined her scary experience of being struck by a vehicle's wing mirror whilst walking with her baby in a pram in the section where there was no footway.

However, before introducing the changes, we went out for consultation with residents on the proposed changes, and these were largely supported.

The virtual footway introduced was deemed essential to provide pedestrians with a safe route, and bollards were necessary to safeguard pedestrians and also help reduce speeds. We also introduced rumble strips, which needed to be placed away from residents' homes due to the noise they create with vehicles going over them; this was introduced to also help reduce speeds.

Therefore, we would disagree that the VdeV is more dangerous, as pedestrians are now safer with a dedicated virtual footway. It is motorists who need to adapt to the changes, and from previous experience, this can take a bit of time.

7. *As there was no consultancy with any of us from the upper end of the valley, and for whom it is primarily affecting, perhaps we could be invited to some kind of meeting whereby we can put our concerns across?*

Officer response: We are sorry to hear that this resident felt the Parish has not consulted on these changes, which, with due respect, we would have to disagree as there has indeed been a lot of public interest and consultations on the changes, this has received lots of media attention, the Parish did public consultation, letter drops, online social media, website posts and site notices before implementation.

Procureur du Bien Public query:

The Procureur du Bien Public asked at the Roads Committee on 16 April 2025 the number of bollards that have been struck and the cost spent to date:

Officer response: 3 timber bollards have been struck since their installation, all requiring replacement and 2 of those were struck again shortly after. These 2 have not been replaced since and were just cut flush with the road surface until the Roads Committee decides a way forward.

The most occurrences happen in the narrow stretch of road between the former Harvest Barn and just south of Rose Cottage which is shown in the green circle on the location plan.

Replacement 125mm / 1500mm Hardwood bollards cost £175 each (delivered) and approximately £ 300 for installation



Recommendation: We reiterate our views that it is better that a bollard is struck rather than a pedestrian. The positions of the bollards were assessed by the Road Safety Audit team and deemed acceptable. The Roads Committee followed the advice of the independent Road Safety Audit Team to keep the bollards in place.

If bollards are to be removed, then there needs to be fundamental changes undertaken, such as one-way traffic, which will, without doubt, create significant speeding issues and inconvenience for residents getting to and from their homes.

Previous Roads Committee 12 March 2025 report:

In January 2021, the Parish Roads Committee approved in principle a host of changes to Vallée des Vaux, and as part of this work, the department appointed traffic engineers to work up the scheme, incorporating the changes that the Roads Committee had requested, such as:

- Installation of a virtual pedestrian footpath marked by rustic timber bollards,
- Removal of the centre line markings,
- Vehicle priority signage
- Rumble strips.

In August 2023, the final design and £100,000 funding was approved by the Committee, and Road Safety Audits were undertaken.

In April 2024, works were completed.

Since the completion, a frequent user of the valley has raised concerns about the works carried out. A concerned cyclist will be attending the March meeting to address the Committee with her concerns, which are;

- Cyclists being forced into the middle of the road on blind bends (placement of bollards on corners) and Visibility as you come around those corners

Traffic Engineers response:

The project has had various stages of a regulatory road safety audit process applied, and most recently the stage 3 was completed, which identified minor issues which have since been resolved.



- Speeds of northbound traffic if you are on a bicycle going southbound

Officer response:

A Speed Indication Device (SID) is currently installed in the valley to get some up-to-date speed data. See December's data over page.

- Selection of material type used for bollards, if a cyclist were to hit them, the injuries would be severe

Officer / Traffic Engineers response:

These timber bollards are a typical style used in rural areas around the Island and were agreed to be more in keeping with the surroundings than the stainless steel alternative.

- The concerned cyclist's suggestion: Allow cyclists to use the virtual walkway southbound, with give way to pedestrians signage placed (as is on the promenade, La Collette, etc.)

Traffic Engineers response:

The footways on the promenade and La Collette are quite different from the virtual footway along Vallee Des Vaux, given some locations the width reduces to approximately. 1m in places.

Traffic Engineers stated additional signage promoting cyclists to use the virtual footway is not the right approach and said there is nothing stopping cyclists from using a section of the virtual footway in places when they need to pull in to allow vehicles to pass, just like any other vehicle would do when they meet.

The committee should also be reminded of the issues raised on La Grande Route Du Mont-a-L'Abbe when a cyclist incorrectly used the virtual footpath and knocked over and caused serious injury to a lady exiting a property. The lady and the owner of the property addressed the committee several times, requesting additional signage to ensure cyclists do not use the path (which was approved).

Speed data:

There has been recent Honorary Police attendance in May, June, August and January.

Most recently on the 12/01/25:

- 226 vehicles were monitored.
- 201 vehicles were at correct or below the limit.
- 25 Words of advice we given
- 2 were reported to Parish Hall Enquiry

At present, the road is seeing much more volume in traffic due to the Rouge Bouillon closure, which is due to end in June.

Most current speed data from December 2024, which was located just south of the changes, shows:

- Average speed of 21mph
- 85th percentile speed of 26mph.

Officers recommend that a sum of £5,000 is set aside in the cost estimates for the installation of additional rumble strips throughout the Valley.



Appendix 1: Minutes of the 12 March Roads Committee

16/2025 VALLEE DES VAUX CONSIDER SHARED PEDESTRIAN/CYCLE PATH	<p>A resident from Vallee des Vaux addressed the Committee, explaining safety concerns following the introduction of a shared pedestrian/cycle route.</p> <p>Cyclists who use Vallee des Vaux have safety concerns, following the implementation of the pedestrian footpath. It has become dangerous for cyclists, with many near misses. Due to speeding vehicles, cyclists are forced to make sudden movements onto the path, endangering them and pedestrians.</p> <p>A report from traffic engineers has shown that a shared pedestrian/cycle path in another area of the Parish, was discouraged due to confusion of rights of way, but that could have been because of the signage in place. In an area of Mont, a l'Abbe the proposition for shared space caused concern and was reversed.</p> <p>The Committee questioned if number plate recognition would assist enforce the recommended limit. They agreed to arrange a site visit during peaks times, between 8am-9am and/or 5pm-6pm, and then to discuss their findings.</p>
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Date of request: 18 June 2025	Road reference & title of report: Air Quality in St Helier St Helier Roads
Address: St Helier	Requested by: Constable
Location map: 	Photograph/street view: 
Brief introduction/summary: <p>The Constable was contacted by a member of the public expressing concerns about Air Quality in St Helier. The Constable has subsequently invited the member of the public to address the Roads Committee with his concerns to discuss this important issue.</p> <p><i>I'm writing as a resident of St Helier who is experiencing serious, unavoidable exposure to harmful air pollution simply by walking to work—a basic necessity in order to survive.</i></p> <p><i>My 20-minute walk to and from work takes place during peak traffic hours. I estimate that 40–60% of each journey is spent walking within 2 metres of car exhaust pipes, along narrow pavements beside congested roads. There is no viable alternative route. I cannot afford private transport, and I must work to afford food and rent. I do not have the option to avoid this exposure.</i></p> <p><i>Even when I pass through the small cemetery green space—labeled publicly as "the lung of St Helier"—I can still taste traffic fumes and feel a burning sensation at the bottom of my throat. This suggests that pollution levels are not just high but potentially hazardous to human health, even in areas designated for relief and green breathing space.</i></p> <p><i>This is not simply an environmental concern. It is, I believe, a human rights issue:</i></p> <ul style="list-style-type: none"><i>I am being systematically exposed to toxic air due to a lack of safe, clean infrastructure.</i><i>My right to health, right to life, and right to safe and dignified work-related conditions are being compromised by the failure to protect pedestrians and provide clean air.</i><i>I have no choice but to endure this, day after day, because of basic economic survival needs.</i> <p><i>I am deeply concerned, not only for my own well-being but for others in the same position—especially children, the elderly, and those with underlying health conditions.</i></p>	



I would like to know:

- *What current monitoring exists for air quality in central St Helier, particularly pedestrian routes during peak traffic hours?*
- *What steps are being taken to reduce pedestrian exposure to traffic emissions (e.g. traffic reduction, rerouting, pedestrian infrastructure, greenery)?*
- *How are the States of Jersey ensuring that residents are not being forced into prolonged exposure to health hazards?*

If I do not receive a satisfactory response or see evidence of this being taken seriously, I may need to escalate this further by raising the issue with local media, environmental and human rights organisations, or formal complaints to oversight bodies.

Thank you for your time and I hope you will treat this with the urgency and seriousness it deserves.

Following this email correspondence, the Constable emailed the two Ministers responsible for taking action to improve air quality. (Infrastructure Minister - Constable Andy Jehan & Health Minister - Deputy Tom Binet)

Other information:

Air Quality is monitored by the Government of Jersey by the Infrastructure and Environment Land Resource Management team.

The Water and Air team monitors air pollutants at several sites around the Island and works closely with other Government departments such as Public Health, Environmental Health, the Traffic team and third parties such as Digital Jersey and local charities.

Members of the Committee are encouraged to go on to the Government of Jersey website, where there is a lot of information and live data on air quality: [Air quality monitoring](#)



Date of request: 18 June 2025	Road reference & title of report: E-Scooter update
Address: N/A	Requested by: Roads Committee member – Bernie Manning
Brief introduction/summary: Roads Committee member Bernie Manning has prepared the report below for the committee to review and open to discussion. Bernie Manning will run the Committee through his report.	
Report by Bernie Manning: Should E-Scooters Be Legalised in Jersey? 1. Introduction Electric scooters are an essential part of micromobility—one of the fastest-growing and most exciting industries in the world. They have become hugely popular personal electric vehicles for students, commuters, and thrill seekers worldwide. Scooters and other personal electric vehicles promise a cleaner planet, more commuting satisfaction, more social mobility, and an abundance of savings in time and money. With the pace of innovation, however, comes the struggle for regulation to keep up. The popularity of electric scooters (e-scooters) has surged globally as a modern and sustainable mode of transport. However, Jersey’s current legal framework prohibits their use in public spaces. This report examines the legal status of e-scooters in Jersey, weighs the arguments for and against their legalisation, and proposes regulatory measures to ensure their safe integration into the island’s transport system. 2. Current Legal Status in Jersey In Jersey, e-scooters are classified as motor vehicles under the Road Traffic (Jersey) Law 1956 and the Motor Traffic (Third-Party Insurance) (Jersey) Law 1948. As such, they are subject to the same legal requirements as cars, including insurance and licensing, neither of which are available for e-scooters. Further restrictions exist under the Cycle Tracks (Jersey) Order 2000, which prohibits e-scooters from cycle tracks, lanes, and pedestrian pathways. Riding an e-scooter on public roads or pavements is illegal, carrying penalties such as fines, driving bans, confiscation, or in extreme cases, prosecution and imprisonment. The Attorney General provides enforcement guidance to police, with options ranging from cautions to court proceedings. 3. Arguments for Legalising E-Scooters Advocates of legalisation cite multiple benefits: <ul style="list-style-type: none">• Traffic Relief: E-scooters could reduce road congestion.• Cost-Efficiency: More affordable than cars or e-bikes.• Convenience: Ideal for short trips and last-mile transport.• Inclusivity: An alternative for individuals unable to cycle.• Environmental Benefits: Zero emissions and a lower carbon footprint.• Space Efficiency: Compact storage, beneficial for urban living.	



Supporting Statistics:

- There were an estimated 50 million registered e-scooters worldwide in 2019.
- In the United States, there were 86,000 shared e-scooters operating in 250 cities in 2019.
- In Europe, the number of e-scooter users increased by 116% between 2018 and 2020.
- The global e-scooter market is projected to reach \$32 billion by 2029.
- The average e-scooter trip distance is 7.45 miles (12 km), with an average duration of 12 minutes.

4. Counterarguments and Concerns

Despite their advantages, critics highlight the following concerns:

- **Safety Risks:** Potential for rider and pedestrian accidents.
- **Regulatory Gaps:** Risk of reckless riding and improper parking.
- **Infrastructure Challenges:** Jersey lacks dedicated e-scooter paths.
- **Public Nuisance:** Issues with noise, obstruction, and misuse.

Supporting Statistics:

- Injuries related to e-scooters, e-bikes, and hoverboards have increased by 70% over the past four years.
- Men account for 75% of e-scooter trips in the United States.
- Paris banned shared e-scooters in 2023 following a public referendum.

5. Recommendations for Responsible Legalisation

A balanced regulatory framework could include:

- **Speed Limits:** Capping speeds at 15–25 km/h.
- **Dedicated Lanes:** Adapting bike lanes for e-scooters.
- **Helmet Laws:** Making helmets mandatory.
- **Age & Licensing Restrictions:** Establishing minimum age and licensing requirements.
- **Parking Regulations:** Designating parking areas.
- **Enforcement Measures:** Fining unsafe riders.
- **Insurance Requirements:** Introducing liability coverage.
- **Public Education Campaigns:** Encouraging responsible riding.

6. Comparison with International Regulations

- **UK:** Unauthorised use results in fines and penalty points.
- **Spain:** Certified e-scooters must not exceed 25 km/h; helmets are mandatory.
- **Germany:** Maximum speed limit of 20 km/h, with insurance required for high-power models.
- **France:** Minimum riding age of 12; reflective clothing mandatory at night.
- **US:** State laws vary; restrictions on roads with high-speed limits.
- **Australia:** Helmet use is mandatory, with regional restrictions.

7. Case for Regulatory Alignment with E-Bikes

E-scooters share key features with electric bicycles (e-bikes), yet regulations often differ. Since many e-bikes operate similarly to e-scooters, placing them in separate legal categories creates inconsistencies.



Key Recommendations:

- **Category Consolidation:** E-scooters should be regulated similarly to e-bikes.
- **Speed-Based Classification:** A uniform speed limit should apply to all small electric transport devices.
- **Consistent Legal Requirements:** Insurance and helmet regulations should be aligned across all motorised personal transport options.

8. Conclusion

While e-scooters remain prohibited in Jersey, they offer notable benefits if introduced responsibly. A well-regulated approach—incorporating safety measures, infrastructure adjustments, and legal clarity—could help integrate e-scooters into Jersey’s transport network, balancing innovation with public safety.

DRAFT



1. Marina Park, Waterfront Car Park, St Helier, JE2 3WF

P/2025/0426

Create wellness facility. Install framed structure with retractable roof and windows to enclose sauna pods and other associated amenities. Erect ancillary structure to accommodate reception facilities, all to North-East of Waterfront Gardens.

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

The Roads Committee notes that the proposal is for a series of pre-fabricated healthcare pods with retractable roofs and associated elements to be installed to the North of Waterfront Gardens and South of Aqua Splash. The site is currently unused and features an area of planting.

1. The cycle parking provision should be provided for users of the facility, which should be in addition to the existing publicly accessible cycle parking. The applicant is to ensure that the cycle parking is of sufficient size to accommodate larger cargo cycles.
2. That the refuse store/collection arrangements, refuse separation and recycling strategy are to be agreed in detail with the Parish Refuse Manager.
 - It should be noted that the Parish cannot collect refuse unless adequate access and storage facilities are provided on-site.
 - The Applicant is to indicate on a plan showing a properly constructed enclosure for the storage of refuse prior to collection.
 - There should be no step between the floor of the refuse store and the footway.
 - The refuse store is fitted with a standard Parish lock.

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2025/0426>

2. Millbrook House Hotel, La Rue de Trachy, St. Helier, JE2 3JN

P/2025/0447

REVISED PLANS to P/2021/0478 (Refurbishment and extension of existing Hotel buildings (including Villa, 1970's wing and Farmhouse Group). Restoration of Gatehouse, Stable wing and Hotel grounds. Demolish existing staff accommodation and replace staff accommodation within extended rebuilt structure. Construct new ancillary Hotel buildings including Spa and Wellness Centre, Art and Yoga Studio, Eco-pods, Glasshouse cookery school and restaurant with associated landscaping and drainage works. Create new internal road and vehicular exit onto Le Chemins des Moulins. 3D Model available.) Alterations to the refurbishment and extensions to existing Hotel Villa buildings to include further extensions and redesigning of layout.

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

This application has been revised from the previously approved application with the following changes:

Proposed accommodations changes:

- **Main hotel:** Aparthotel concept replaces the traditional hotel bedroom suite model. Additional bedrooms with woodland aspect to the north have been added with deck access via detached stairs and lift cores.

Restaurant and Cookery School and rationalised kitchens are relocated from the Glasshouse. The proposed Kitchen is removed from the listed Villa's northern courtyard.

39-bedroom hotel (aparthotel serviced accommodation)



Orangery restaurant 33 covers, private dining for 16
Garden-level restaurant 46 covers
Hotel function room - 60 seating capacity

- **Farmhouse Group:** 2 of the 3 Cottages reduced in size.
6 bedrooms self-catering (reduced from 7)
- **Stables:** Proposed restoration and conversion of the original building to create guest accommodation with two bedrooms.
- **Mews Cottages:** 2 x 2-bedroom semi-detached and 1 x 4-bedroom Mews Cottages replace Eco Pods with an approved Yoga Studio integrated into the living area.
- **Spa & Wellness Centre:** Gymnasium and Changing Rooms previously at basement level relocated onto the ground and new first floor respectively (within the roof volume of the southern wing). 3 treatment rooms, spa bath - 8 people. Sauna and steam room - capacity for 12, private gym - capacity for 12.
- **Glasshouse:** Cafe replaces previous Restaurant, new Studio contained within botanical setting and larger WC facilities.
- **Gatehouse:** Proposed remodelling and extension to add one additional bedroom (3 in total). To be made available to hotel guests
- **Workshops Apartment:** to be made available to hotel guests instead of staff accommodation. 5 bedrooms self-catering (reduced from 6)
- **Garden Apartment:** New 4-bedroom guest accommodation in place of the previous Garden Store.
- **Estate Managers Office:** A new detached office is proposed, set in the northern part of the hotel grounds.
- **Waterside Cabins:** 5 x 2-bedroom Cabins set adjacent to proposed new ponds in the south western meadow.
- **Chapel:** New Hotel Chapel set in woodland linked to Function/Business Suites in the main hotel. Hotel chapel - accommodates 30

The previously approved application = 60 bedrooms. This new current application = 77 bedrooms. (increase of 17 bedrooms).

Proposed parking provision:

- 38 sheltered bicycle parking spaces with e-bike charging facilities will be available on-site.
- Staff cycle parking will be provided at the rear of the hotel and at the staff lodge to meet staff cycle parking demands.
- Free Shuttle bus services are being provided - a 12-seater shuttle bus service for hotel residents and visitors. This free shuttle bus service will operate between 7:00 am to 10:00 pm to serve hotel residents and visitors.

The shuttle bus will be used to transport hotel residents and visitors from the airport and St Helier to/ from the site.

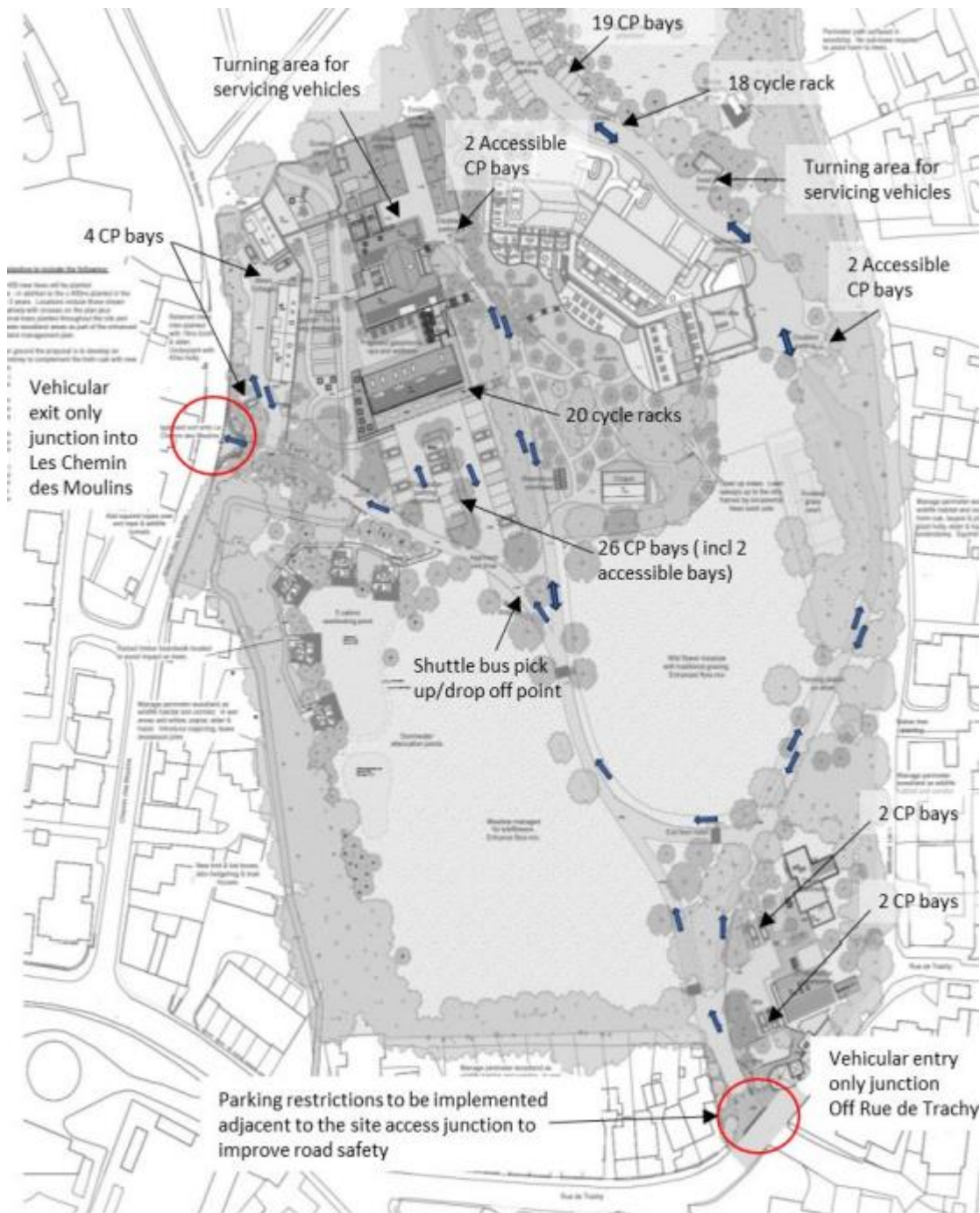


The current proposal is for two full-time shuttle buses to operate daily as an on-demand service.

- 57 no. car parking spaces are provided, of which 12 no. will have electric charging points.
- There will be 4 no. EV Hire bays in the hotel car park, which will be available for hire by hotel residents and guests.
- The Site Management has expressed interest in offering electric bicycle hire or having in-house bicycles for use by hotel guests and visitors. This arrangement will be determined as part of the Visitor Travel Plan development.
- All deliveries and servicing will take place from the delivery bays located away from the hotel residents and visitors' areas.

In Summary:

Area	Car parking	Bicycle Parking
Hotel building	21 bays adjacent to hotel (incl. 2 with accessible parking bays). This includes 5 management/ operational vehicle bays	18
Gatehouse	4 bays (adjacent to the entrance)	20
Farmhouse/ Stables	2 accessible parking bays	
Mews Cottages	1 marked bay and spaces for an additional 3 cars	
Common Parking area	26 bays (incl. 2 accessible parking bays)	38 bays
Total	57 total bays (52 spaces for residents/ visitors + 5 management/ operational vehicles)	



Roads Committee's previous comments updated to reflect this revised application:

Cycle parking provision

1. The applicant advises that there is scope to increase cycle parking provision on site, depending on demand. However, the proposed cycle parking provision seems inadequate, therefore, the Roads Committee seeks that the cycle parking provision be increased. This is due to the increase in bedrooms on the site from the original application to 70, and it is also noted that some of the facilities will be available to the public, therefore, cycle provision should be included for visitors.
2. The Roads Committee requests the provision of the appropriate number of charging points for electric bicycle charging. The applicant is to be aware of the fire risk associated with electric charging batteries and ensure adequate provision is made to address this fire risk.



3. The Roads Committee welcomes the introduction of e-cycles that guests staying on site can hire.
4. The cycle parking provision must have sufficient space to accommodate larger cargo bicycles.

Shuttle Bus & Car Parking

5. It is noted and welcomed that the applicant will provide a shuttle bus service for hotel residents and visitors. Roads Committee requests that the shuttle bus be electric or hydrogen-powered.
6. Committee requests that the remaining car parking spaces have the infrastructure in place to extend electric vehicle charging.
7. The Roads Committee welcomes the provision of EV Car Hire spaces that guests staying on site can hire.

Planning Obligation request

8. **Planning Obligation Agreement request:** The Parish seeks a financial contribution towards the Parish's plan to upgrade and improve St Andrew's Park to improve the formal gardens and play area, which will be of benefit to the applicant's guests and families staying at this proposed complex.

Vehicular access

9. The applicant proposes to change access and egress to the site into a one-way system, which the Roads Committee supports. This will create access into the site via Rue de Trachy (Parish Road) and to exit out onto Le Chemin des Moulins (I&E Road).
10. Roads Committee recommends that the applicant considers introduction of speed humps within the site driveway, to ensure that speeds are kept low as it is noted the driveway will be used for cyclists, pedestrians. The speed humps should conform to "Highways (Road Humps) (Jersey) Regulation 2002" and applicant should liaise with emergency services.
11. That any new or altered access must be surfaced in a hardbound material, such as concrete or asphalt (not loose stone or gravel), within 2m of the public highway, and all surface water generated on the area is to be disposed of within the site by soakaway or other appropriate means. This is a Parish of St Helier set condition which must be undertaken by the Applicant before the parking space is used.

Delineation between public and private land

12. That a line of 50mm wide split blocks shall be laid flush at the junction between the private land and the rear of the public footway for the width of the site. This is a Parish of St Helier set condition which must be undertaken by the Applicant/owner before the parking space being used.

The Applicant must contact the Parish of St Helier's Infrastructure Department before undertaking any work on the public highway to agree on the extent of work and specific details and specifications. The Applicant is to be aware that only Parish-approved contractors are permitted to work on the public road/footway. All necessary works are to be at the cost of the Applicant.

Service boxes

13. The Applicant must remove obsolete service boxes that are no longer used to provide a service to the Applicant's site or realign/renew service boxes, liaising with the appropriate utility company. Obsolete dished kerb and footway entrances are to be removed with the kerbs and



footway lifted, which will result in making good to the asphalt for the full width and length of the dish area as a minimum. Applicant is to be aware that depending on the location of the property red and/or black asphalt may be required for making good to the footway, although in some instances the Applicant may need to reset granite footway paving.

The specification and extent of the remedial works must be agreed in advance with the Parish of St Helier's Infrastructure Department. Only Parish-approved contractors are permitted to work on the public road/footway. All remedial works are to be at the cost of the Applicant.

Street furniture

14. Applicant is to note that the cost for removal and relocation of any street furniture or utilities, for example lampposts, bollards, bike racks, etc., and subsequent making good to road and pavement surfaces due to this application, is to be at the Applicant's cost. Relocation of street furniture must be agreed with the Parish in advance prior to any work commencing on site.

Refuse & Recycling

15. That the refuse store/collection arrangements, refuse separation and recycling strategy are to be agreed in detail with the Parish Refuse Manager.
- It should be noted that the Parish cannot collect refuse unless adequate access and storage facilities are provided on-site.
 - The Applicant is to indicate on a plan showing a properly constructed enclosure for the storage of refuse prior to collection.
 - There should be no step between the floor of the refuse store and the footway.
 - That the refuse store is fitted with a standard Parish lock.

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2025/0447>

3. Millbrook House Hotel, La Rue de Trachy, St. Helier, JE2 3JN

P/2025/0449

Refurbishment of Farmhouse Group and restoration of Gatehouse (to include extension), Stables and rebuild Workshop to create visitor accommodation. Construct new ancillary Hotel buildings including Spa and Wellness Centre, Mews Cottages, Waterside Cabins, Hotel Chapel, Garden Lodge, Botanical Glasshouse (to include café and studio) and Estate Manager's Office all with associated landscaping and drainage works. Restoration of Hotel grounds. Create new internal roads and parking and vehicular exit onto Le Chemin des Moulins.

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

This application is similar to the previously commented application reference P/2025/0447 – the accommodation schedule and transport assessment is identical:

Proposed accommodations:

- **Main hotel:** Aparthotel concept replaces the traditional hotel bedroom suite model. Additional bedrooms with woodland aspect to the north have been added with deck access via detached stair and lift cores.



Restaurant and Cookery School and rationalised kitchens relocated from the Glasshouse. The proposed Kitchen is removed from the listed Villa northern courtyard.
39-bedroom hotel (aparthotel serviced accommodation)

Orangery restaurant 33 covers, private dining for 16
Garden-level restaurant 46 covers
Hotel function room - 60 seating capacity

- **Farmhouse Group:** 2 of the 3 Cottages reduced in size.
6 bedrooms self-catering (reduced from 7)
- **Stables:** Proposed restoration and conversion of the original building to create guest accommodation with two bedrooms.
- **Mews Cottages:** 2 x 2-bedroom semi-detached and 1 x 4-bedroom Mews Cottages replace Eco Pods with an approved Yoga Studio integrated into it's living area.
- **Spa & Wellness Centre:** Gymnasium and Changing Rooms previously at basement level relocated onto the ground and new first floor respectively (within the roof volume of the southern wing). 3 treatment rooms, spa bath - 8 people. Sauna and steam room - capacity for 12, private gym - capacity for 12.
- **Glasshouse:** Cafe replaces previous Restaurant, new Studio contained within botanical setting and larger WC facilities.
- **Gatehouse:** Proposed remodelling and extension to add one additional bedroom (3 in total). To be made available to hotel guests
- **Workshops Apartment:** to be made available to hotel guests instead of staff accommodation. 5 bedrooms self-catering (reduced from 6)
- **Garden Apartment:** New 4 bedroom guest accommodation in place of the previous Garden Store.
- **Estate Managers Office:** New detached office is proposed set in the northern part of the hotel grounds.
- **Waterside Cabins:** 5 x 2 bedroom Cabins set adjacent to proposed new ponds in the south western meadow.
- **Chapel:** New Hotel Chapel set in woodland linked to Function/Business Suites in the main hotel. Hotel chapel - accommodates 30

The previously approved application = 60 bedrooms. This new current application = 77 bedrooms. (increase of 17 bedrooms).

Proposed parking provision:

- 38 sheltered bicycle parking spaces with e-bike charging facilities are available on-site.
- Staff cycle parking will be provided at the rear of the hotel and at the staff lodge to meet staff cycle parking demands.
- Free Shuttle bus services is being provided - 12-seater shuttle bus service for hotel residents and visitors This free shuttle bus service will operate between 7:00 am to 10:00 pm to serve hotel residents and visitors.



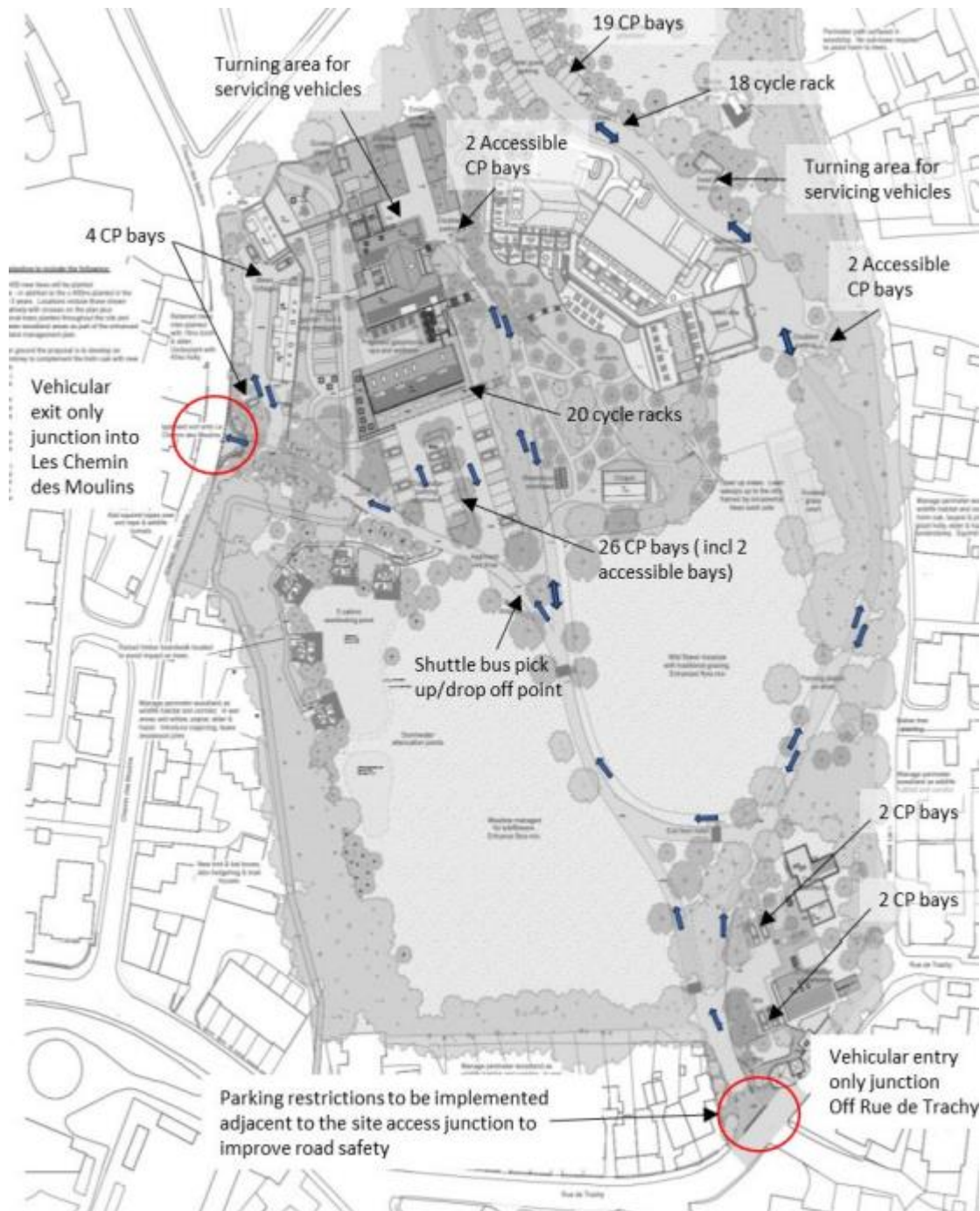
The shuttle bus will be used to transport hotel residents and visitors from the airport and St Helier to/ from the site.

The current proposal is for two full-time shuttle buses to operate daily as an on-demand service.

- 57 no. car parking spaces are provided of which 12 no. will have electric charging points.
- There will be 4 no. EV Hire bays in the hotel car park, which will be available for hire by hotel residents and guests.
- The Site Management has expressed interest in offering electric bicycle hire or having in-house bicycles for use by hotel guests and visitors. This arrangement will be determined as part of the Visitor Travel Plan development.
- All deliveries and servicing will take place from the delivery bays located away from the hotel residents and visitor areas.

In Summary:

Area	Car parking	Bicycle Parking
Hotel building	21 bays adjacent to hotel (incl. 2 with accessible parking bays). This includes 5 management/ operational vehicle bays	18
Gatehouse	4 bays (adjacent to the entrance)	20
Farmhouse/ Stables	2 accessible parking bays	
Mews Cottages	1 marked bay and spaces for an additional 3 cars	
Common Parking area	26 bays (incl. 2 accessible parking bays)	38 bays
Total	57 total bays (52 spaces for residents/ visitors + 5 management/ operational vehicles)	



Roads Committee's previous comments updated to reflect this revised application:

Cycle parking provision

16. The applicant advises that there is scope to increase cycle parking provision on site, depending on demand. The cycle parking provision seems inadequate, the Roads Committee seeks that the parking provision be increased, seeing the increase in bedrooms on the site to 70 bedrooms and also that some of the facilities will be available to the public.
17. The Roads Committee requests the provision of the appropriate number of charging points for electric bicycle charging. The applicant is to be aware of the fire risk associated with electric charging batteries and ensure adequate provision is provided to address this fire risk.



18. The Roads Committee welcomes the introduction of e-cycles that guests staying on site can hire,.
19. The cycle parking provision must have sufficient space to accommodate larger cargo bicycles.

Shuttle Bus & Car Parking

20. It is noted and welcomed that the applicant will provide a shuttle bus service for hotel residents and visitors. Roads Committee requests that the shuttle bus be electric or hydrogen-powered.
21. Committee requests that the remaining car parking spaces have the infrastructure in place to extend electric vehicle charging.
22. The Roads Committee welcomes the provision of EV Car Hire spaces that guests staying on site can hire.

Planning Obligation request

23. **Planning Obligation Agreement request:** The Parish seeks a financial contribution to go towards the Parish's plans to upgrade and improve St Andrew's Park with improved formal gardens and play area, which will be of benefit to the applicant's guests and families staying at the complex who will be able to access this publicly accessible open parkland.

Vehicular access

24. The applicant proposes to change access and egress to the site into a one-way system, which the Roads Committee supports. This will create access into the site via Rue de Trachy (Parish Road) and to exit out onto Le Chemin des Moulins (I&E Road).
25. Roads Committee recommends that the applicant considers introduction of speed humps within the site driveway, to ensure that speeds are kept low as it is noted the driveway will be used for cyclists, pedestrians. The speed humps should conform to "Highways (Road Humps) (Jersey) Regulation 2002" and applicant should liaise with emergency services.
26. That any new or altered access must be surfaced in a hardbound material, such as concrete or asphalt (not loose stone or gravel), within 2m of the public highway, and all surface water generated on the area is to be disposed of within the site by soakaway or other appropriate means. This is a Parish of St Helier set condition which must be undertaken by the Applicant before the parking space is used.

Delineation between public and private land

27. That a line of 50mm wide split blocks shall be laid flush at the junction between the private land and the rear of the public footway for the width of the site. This is a Parish of St Helier set condition which must be undertaken by the Applicant/owner before the parking space being used.

The Applicant must contact the Parish of St Helier's Infrastructure Department before undertaking any work on the public highway to agree on the extent of work and specific details and specifications. The Applicant is to be aware that only Parish-approved contractors are permitted to work on the public road/footway. All necessary works are to be at the cost of the Applicant.

Service boxes

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dished area as a minimum. Applicant is to be aware that depending on the location of the property red and/or black asphalt may be required for making good to the footway, although in some instances the Applicant may need to reset granite footway paving.

The specification and extent of the remedial works must be agreed in advance with the Parish of St Helier's Infrastructure Department. Only Parish-approved contractors are permitted to work on the public road/footway. All remedial works are to be at the cost of the Applicant.

Street furniture

29. Applicant is to note that the cost for removal and relocation of any street furniture or utilities, for example lampposts, bollards, bike racks, etc., and subsequent making good to road and pavement surfaces due to this application, is to be at the Applicant's cost. Relocation of street furniture must be agreed with the Parish in advance prior to any work commencing on site.

Refuse & Recycling

30. That the refuse store/collection arrangements, refuse separation and recycling strategy are to be agreed in detail with the Parish Refuse Manager.

- It should be noted that the Parish cannot collect refuse unless adequate access and storage facilities are provided on-site.
- The Applicant is to indicate on a plan showing a properly constructed enclosure for the storage of refuse prior to collection.
- There should be no step between the floor of the refuse store and the footway.
- That the refuse store is fitted with a standard Parish lock.

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4. 27-29, Sand Street, St. Helier, JE2 3QF

P/2025/0504

Change of Use from Retail to Commercial Kitchen/takeaway (with retail component). Install 2 No. Awnings to North Elevation & Extract vent to East Elevation.

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

It is noted that this application is for a change of use of the existing retail unit (previously a grocery shop) to a Commercial Kitchen and Bakery Coffee Shop.

The proposal is that the premises will be converted to a fully operational commercial kitchen to support the applicant's other sites' bakery. The premises will feature a coffee shop and bakery and will offer takeaways. The bakery (production) will be operational from 02:00 to 16:00, 7 days a week, whilst the coffee shop is anticipated to operate Monday to Friday from 07:00 to 15:00 with Saturday hours of 08:00 to 16:00 (closed Sunday).

There is no parking or unloading provision being provided; the applicant will expect customers to use the nearby public car park or other on-street parking and unloading bays.

1. The Roads Committee has concerns that customers will park on the prohibition of waiting lines to collect their takeaways, as historically this commercial unit has generated illegal parking issues with customers parking outside the premises. introducing a take-away business has the risk of



exacerbating this issue. The applicant is to advise on what mitigation will be in place to address this.

Signage and blinds/canopies

2. Planning approval does not permit a structure to encroach on the highway or footway. Any sign, structure or object which overhangs a public footway or highway requires prior written approval from the Parish of St Helier's Infrastructure Department and must comply with "Highway Encroachments (Jersey) Regulations 1957".
3. That the proposals are presented to the States of Jersey Police as one or more of their CCTV surveillance cameras might be trained on the area, and close-up viewing may be impaired by the canopies/awnings.
4. The Applicant is to be aware that under the Road Traffic (Jersey) Law 1956 Article 72 (5), the Applicant can be required to remove any canopies/awnings that are considered to be a hazard.

Refuse & Recycling

5. The applicant must liaise with the Parish to discuss and agree refuse store/collection arrangements, refuse separation and recycling strategy are to be agreed in detail with the Parish Refuse Manager.
 - It should be noted that the Parish cannot collect refuse unless adequate access and storage facilities are provided on-site.
 - The Applicant is to indicate on a plan showing a properly constructed enclosure for the storage of refuse prior to collection.
 - There should be no step between the floor of the refuse store and the footway.
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