



PARISH OF
ST HELIER

AGENDA

ROADS COMMITTEE MEETING

Wednesday 19th November 2025 at 9.30am

Meeting held in the **ASSEMBLY ROOM**

'A' AGENDA (OPEN TO THE PUBLIC)

- A1. Apologies.
- A2. Declarations of interest.
- A3. To approve the minutes of the meeting held on 15 October 2025 ('A' Agenda items).
- A4. Matters arising.
- A5. For decision: Poonah Road proposed contra-flow cycle route request.
- A6. For decision: P/2025/10198: Change of Use Application – Unit 1 Le Breton Lane, St Helier.
- A7. For decision: Additional taxi parking space at Library Place request.
- A8. For information: St Helier improvement lines updates - La Pouquelaye, Tower Road and Highview Lane.
- A9. For information: Roads programme update.
- A10. For decision: To consider recent Planning applications.
- A11. Agreed decisions.
- A12. Lodging items for forthcoming Roads Committee meetings.

Dates of 2025 meetings:

~~Wednesday 19 November 2025~~

Wednesday 17 December 2025

Dates of 2026 meetings:

Wednesday 14 January 2026

Wednesday 11 March 2026

Wednesday 13 May 2026

*Friday 10 July 2026: Visite du Branchage

Wednesday 12 August 2026

*Friday 18 September 2026: Visite du Branchage et Chemin

Wednesday 18 November 2026

Wednesday 11 February 2026

Wednesday 15 April 2026

Wednesday 17 June 2026

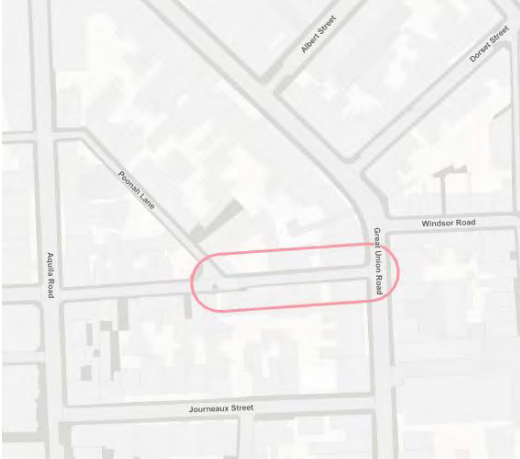
Wednesday 22 July 2026

Wednesday 16 September 2026

Wednesday 14 October 2026

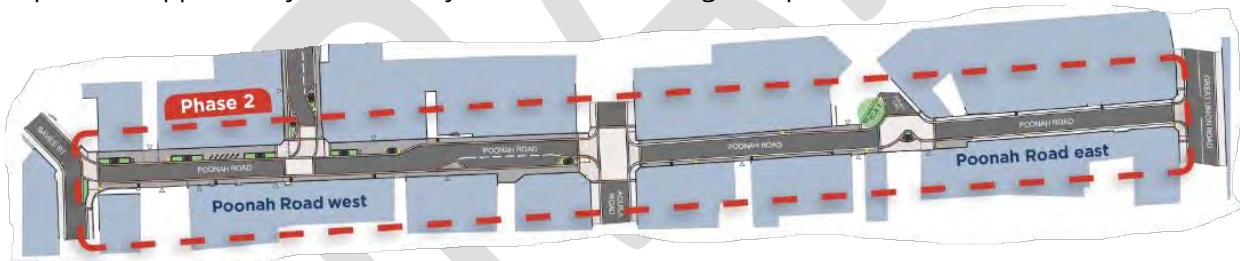
Wednesday 16 December 2026



Roads Committee date: 19 November 2025	Road reference & title of report: Poonah Road – proposed contra-flow cycle route
Address: Poonah Road	Requested by: Government of Jersey Infrastructure and Environment
Location map: 	Photograph/street view: 

Brief introduction/summary:

The department has received a request to introduce a contraflow cycle route on Poonah Road, currently under construction as part of the Neighbourhood Improvement Area (NIA) project. The proposal is supported by the Town Cycle Network Working Group.



I&E advises that Poonah Road is a key link for a strategic northbound cycle route between the Esplanade and Rouge Bouillon via quiet, low-traffic streets.

To implement this, contraflow cycling would be required. An existing exemption already allows westbound cycling and vehicular access. The works would involve:

- Amending the relevant traffic order
- Updating signage at the eastern end
- Installing contraflow signs and carriageway markings

A Stage 1 Road Safety Audit raised no issues (Appendix A). I&E Officers present the proposal for consideration.





Recommendation:

If supported, approval should be **in principle**, subject to:

- Road Safety Audit Stage 2 (design) and Stage 3 (post-implementation, funded by Government)
- Consultation with residents, including the Pomona and Poonah Road group

Context

- Contraflow cycling exists on some St. Helier one-way streets.
- Jersey lacks published design standards for contraflow cycling.
- Government promotes cycling as part of its sustainable transport strategy, though detailed contraflow policy remains limited.

Key Considerations for the Committee

- Safety and compliance with traffic regulations
- Impact on local residents and businesses
- Alignment with sustainable transport objectives
- Cost implications and funding responsibilities

⚠ Key Risks of Contraflow Cycling in Poonah Road

1. Limited Road Width

- Poonah Road does not provide sufficient space for safe passing between cyclists and motor vehicles (e.g., cargo bikes, tricycles).
- Risk of “squeeze” incidents where drivers misjudge the space needed to overtake cyclists.

2. Visibility Issues

- Motorists may not expect cyclists coming from the opposite direction.
- Parked vehicles can obstruct sightlines, increasing collision risk. While there is no legal parking on this stretch, occasional pavement parking may occur.

3. Junction Conflicts

- Drivers (not familiar with the area) turning into Poonah Road and may not anticipate contraflow cyclists.

4. Pedestrian Interaction

- Cyclists may ride closer to pavements, increasing the risk of conflict with pedestrians.

5. Driver Confusion or Non-compliance

- Without clear signage and markings, drivers may not understand or respect contraflow arrangements.

✅ Mitigating Measures & Best Practices

- **Clear Signage and Road Markings:** Essential to alert drivers and guide cyclists.
- **Traffic Calming:** Lower speed limits reduce collision severity (Poonah Road is 20 mph).
- **Visibility Enhancements:** Adequate lighting and removal of visual obstructions.
- **Education and Awareness Campaigns:** For both drivers and cyclists.



Appendix A: Road Safety Audit – Stage 1



Government of Jersey

POONAH ROAD, ST. HELIER – CONTRAFLOW CYCLING

Stage 1 Road Safety Audit



UK0038048.4470-100.15-RSAS1-001 27-126-01
SEPTEMBER 2025

CONFIDENTIAL



Government of Jersey

POONAH ROAD, ST. HELIER – CONTRAFLOW CYCLING

Stage 1 Road Safety Audit

TYPE OF DOCUMENT (VERSION) CONFIDENTIAL

PROJECT NO. UK0038048.4470-100.15

OUR REF. NO. UK0038048.4470-100.15-RSAS1-001 27-126-01

DATE: SEPTEMBER 2025

WSP

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Cross Lanes
Guildford, Surrey
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WSP.com



QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	Draft			
Date	15/09/25			
Prepared by	N Downing			
Signature				
Checked by	R Neves			
Signature				
Authorised by	N Downing			
Signature				
Project number	UK0038048.4470-100.15			
Report number	UK0038048.4470-100.15-RSAS1-001 27-126-01			
File reference	As above			



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APPENDICES

APPENDIX A	DOCUMENT LIST
APPENDIX B	PROBLEM LOCATION PLAN
APPENDIX C	GENERAL COMMENTS



1. INTRODUCTION

1.1. GENERAL

- 1.1.1. WSP has been commissioned by Sumit Kaura on behalf of Quintin Murfin, Government of Jersey (Department for Infrastructure and Environment), to carry out a Stage 1 Road Safety Audit on the proposed contraflow cycle arrangement along Poonah Road, St Helier.
- 1.1.2. The Road Safety Audit Team membership was the following:
- | | |
|---|-------------------------------|
| Nigel Downing
MSc CMILT MIHT MSoRSA
Consultant
Government of Jersey (Infrastructure and Environment) | Road Safety Audit Team Leader |
| Rebecca Neves
BEng (Hons) CEng MCIHT MSoRSA
Associate
WSP | Road Safety Audit Team Member |
- 1.1.3. The Audit Team was approved by Quintin Murfin, the Audit Sponsor.
- 1.1.4. This audit took place on site during September 2025, and the site was examined by Rebecca Neves and Nigel Downing during daylight hours between 11:15 and 11:45 on Monday 8th September 2025.
- 1.1.5. The weather during the site visit was sunny and the carriageway surface was dry.
- 1.1.6. The Road Safety Audit also comprised an examination of the documents and drawings supplied to the Road Safety Audit Team, referenced in Appendix A of this report. The location of problems raised can be found in Appendix B.
- 1.1.7. The terms of reference for the audit are as described in the Government of Jersey Road Safety Audit Policy.
- 1.1.8. The Road Safety Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. This Road Safety Audit has not considered structural safety or checked for compliance to standards. This Road Safety Audit has been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking Accident Investigation, Road Safety Engineering and Road Safety Audit. No member of the Road Safety Audit Team has had any previous input to the design of the scheme.
- 1.1.9. The audit team are unaware of any previous Road Safety Audits that have been carried out on this section of the route.



1.2. PURPOSE OF SCHEME

- 1.2.1. The scheme enables contraflow cycling in an eastbound direction along Poonah Road between Great Union Road and Poonah Lane. There is already an exemption to an existing no entry order that permits vehicular access and cycling in a westbound direction on this section of road.
- 1.2.2. The aim of the scheme is to help unlock a strategic northbound cycle route between the Esplanade and Rouge Bouillon using quiet low traffic streets.
- 1.2.3. The proposed works are an amendment to the relevant traffic order, amendments to the regulatory signing at the eastern end of Poonah Road, the introduction of contraflow cycle signing and cycle logos on the carriageway.
- 1.2.4. Additional general comments / explanations are included in Appendix C.



2. PROBLEMS IDENTIFIED AT THIS STAGE 1 ROAD SAFETY AUDIT

2.1. GENERAL

No problems of this type were identified during this audit.

2.2. LOCAL ALIGNMENT

No problems of this type were identified during this audit.

2.3. JUNCTIONS

No problems of this type were identified during this audit.

2.4. WALKING, CYCLING AND HORSE RIDING

No problems of this type were identified during this audit.

2.5. TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING

No problems of this type were identified during this audit.

End of Problems identified and Recommendations offered in this Stage 1 Audit



3. AUDIT TEAM STATEMENT

We certify that this audit has been carried out in accordance with the Government of Jersey Road Safety Audit Policy.

AUDIT TEAM LEADER

Nigel Downing
MSc CMILT MIHT MSoRSA
Associate

Signed: 

WSP
3rd Floor, Longbrook House
New North Road
Exeter, EX4 4GL

Date: 15/09/25

Mob: 07809 877507

AUDIT TEAM MEMBER

Rebeca Neves

Signed: 

WSP
2 London Square
Cross Lanes
Guildford, Surrey
GU1 1UN

Date: 22.09.2025

Appendix A

DOCUMENT LIST





List of documents and plans considered during this Stage 1 Road Safety Audit:

Road Safety Audit Instruction – Form B

Slide pack detailing scheme and context

Speed and volume counts – 19 August 2025

Appendix B

PROBLEM LOCATION PLAN

Problem Location Plan – Note this shows audit comments against a plan of the proposed Poonah Road Neighbourhood Improvement Area scheme.

Comment 1 applies throughout the scheme



Comment 2

Comment 3



Appendix C



GENERAL COMMENTS

GENERAL DESIGN COMMENTS (INC NON-SAFETY ITEMS)

C1 COMMENT 1

In assessing the comparative risk of permitting contraflow cycling in a narrow urban road, the auditors acknowledged the extremely low traffic flows and that vehicles use the road for access only. It may be prudent however to undertake a letter drop to local properties who gain access from this section of road informing them of the proposals, immediately prior to their introduction.

C2 COMMENT 2

It may prove beneficial to introduce cycle direction signing at the junction with Poonah Lane to make sure cyclists don't continue down the next part of Poonah Road which doesn't have a cycle exemption.

C3 COMMENT 3

Whilst not within the remit of this audit, it is noted that the proposed Poonah Road Neighbourhood Improvement Area scheme includes the introduction of setts on the carriageway at the junction of Poonah Road and Poonah Lane. This is unlikely to be cycle friendly and may lead to cyclist losing control of their machines.



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Roads Committee date: 19 November 2025	Road reference & title of report: Le Breton Lane Change of use to a gymnastic club
Address: Le Breton Lane, Unit 1, St. Helier, JE2 4QP	Requested by: Applicant and agent
Location map: 	Photograph/street view: 
Brief introduction/summary: The applicant and agent are here today to present to the Roads Committee their proposals for the change of use at No. 1 Le Breton Lane from a warehouse to a gymnasium. There were various concerns regarding the impact on the residents, pick-up and drop-off, cycling parking provisions and drop-off/collection. Roads Committee members are requested to review the comments in the Planning report, which are also inserted below for ease:	
Planning response (Copy of the response in the Planning Report: 1. Le Breton Lane, Unit 1, St. Helier, JE2 4QP P/2025/10198 <i>Change of use from commercial storage to gymnastics gymnasium.</i> Note: The applicant is to please refer to the Parish Roads Committee adopted Planning & Development Guide, please follow this link: Planning Guidance Standards Parish of St Helier for important guidance outlining requirements for developments that are adjoining or impacting a Parish by-road. The Roads Committee has examined plans for the above submission and comments as follows:- The applicant also attended the Parish Roads Committee on 19 November 2025 to present the proposals and answer the Roads Committee questions. It is noted that the application seeks a change of use from a warehouse to a gymnasium for the gymnastics club "Regent Gymnastic Club." The site provides parking for two vehicles, which the applicant intends to use for staff and possibly a minibus. The yard will accommodate cycle parking for 25 bicycles. Additionally, the club has secured access to the car park at Victoria College Preparatory School for a period of nine years, allowing the use of 40 parking spaces outside school operating hours.	



Proposed operating hours for the club:

- Monday, Tuesday: 4:00 pm – 8:30 pm
- Wednesday: 4:30 pm – 8:30 pm
- Thursday, Friday: 4:00 pm – 8:30 pm
- Saturday: 9:00 am – 2:30 pm

School car park availability:

- Monday to Friday: 4:00 pm – 9:00 pm
- Saturday: 9:00 am – 4:00 pm
- Special Use: By agreement for events, holiday clubs, and competitions (with notice provided to relevant authorities).

Observations and Comments:

1. The documentation does not specify the maximum number of students present at any one time. It does, however, mention a 20-minute crossover between classes.
 - The Parish contacted the applicant, who advised: *Maximum 20 students per class except on Friday (maximum 15 students).* However, this is not stated in the planning application documentation.
2. While 25 cycle parking spaces are proposed, it is unclear whether this is sufficient, as there is no information on the total number of people expected in the building at any given time.
 - The Parish contacted the applicant, who advised: *At any given time, we expect a maximum of 25 people at the gym, including coaches. It's worth noticing that our coaches are working in town, and some of them leave approximately 300 metres away from Le Breton Lane.* However, this is not stated in the planning application documentation.
3. There is no detail on how loitering or waiting outside the premises will be managed at the end of classes. The narrow footways and road could lead to congestion and noise issues. It is noted that a caretaker/manager will be on-site, and it is assumed they will manage this to prevent footway obstruction and minimise noise.
 - The Parish contacted the applicant, who advised: *As stated in Use of Gymnasium Policy, no gathering will take place outside the gymnasium. All drop off and collection of students will be conducted inside the gymnasium at designated area. This is to ensure students wellbeing and health and safety as well as reduce the level of movement on the street and reducing of noise. This information also will be distributed to all parents via email and all parents will be required to sign and return signed instructions as a proof of acknowledgement.*
4. The Roads Committee would normally expect a Traffic Impact Assessment. Instead, the applicant has provided a "Use of Parking Policy," which states that drop-off and collection will not be permitted in Le Breton Lane. A 'No Drop Off, No Pickup' sign will be displayed outside Unit 1, La Breton Lane. It is understood that this will be enforced by a caretaker/manager, although the documentation lacks detail on how this will be implemented. It is assumed the caretaker will be present during class start and end times to monitor compliance.
 - The Parish contacted the applicant, who advised: *Yes, the signs will be displayed outside the building and this will be enforced by myself. Zero tolerance for disobeying this instruction will be enforced. This will be monitored by designated coaches and myself as well the CCTV. I was also thinking, subject to road committee approval, to display a sign at the entrance of Le Breton Lane (from St James Street) clearly stating that the road is forbidden to be used for Regent Gymnastics Club users. This information also will be distributed to all parents via*



email and all parents will be required to sign and return signed instructions as a proof of acknowledgement. However, this is not stated in the planning application documentation.

5. The Committee notes and welcomes the nine-year agreement with Victoria College Preparatory School for the use of its 40-space car park. Users of this parking will be required to display a permit. After the nine-year period, alternative arrangements will be necessary to prevent Le Breton Lane from being used for drop-off and collection. The applicant should clarify contingency plans if the school car park becomes unavailable.
 - The Parish contacted the applicant, who advised: *This agreement has been signed for the duration of the lease and it has been agreed with the school that the agreement will be extended for further nine years. Although this has not been provided in a separate letter I could ask the Victoria College Preparatory Head Master to provide the confirmation in writing for one of VC parking to be used by the club.* However, this is not stated in the planning application documentation.
6. It is positive that the applicant commits to reviewing the parking policy quarterly in collaboration with Victoria College Preparatory School and the Parish of St Helier Infrastructure, making adjustments as necessary. It is assumed that the Head of the Club will ensure this commitment is upheld.
 - The Parish contacted the applicant, who advised: *Yes, the review of the policy will be conducted systematically and VCP Head Master will be available to conduct those reviews with the club. Thereafter, the club will be providing Parish of St Helier with the review report. Providing the fact that the club will be granted permission the first review will take place prior to Easter Holiday '26.* However, this is not stated in the planning application documentation.
7. It is recommended that a clear process be established for local residents to raise concerns, such as noise or parents disregarding the club's instructions (e.g., a formal complaints procedure).
 - The Parish contacted the applicant, who advised: *Such formal complaints procedure will be implemented to the residence. This procedure has been drafted and it can be shared with Parish of St Helier. This subject was also covered during an introduction evening with residents of Le Breton Lane on the 3rd of October '25 and it was greatly appreciated.* However, this is not stated in the planning application documentation.
8. The Roads Committee welcomes the proposal to encourage carpooling among families and implement an Active Travel Reward Scheme to incentivize non-car journeys.
9. It is noted that during peak hours and special events, parking will be overseen by a designated club marshal and the school caretaker.
10. The applicant has included evidence of consultation with deputies, schools, and other clubs. A letter of consultation was issued to residents; however, it is unclear whether local residents expressed support.
 - The Parish contacted the applicant, who advised: *During the introduction meeting with residents of Le Breton Lane on the 3rd of October'25 residents received all information regarding or policies and operations. Residents also had a chance to speak with our students, parents and coaches as well as Deputy David Warr. At the end of the friendly meeting club received a great gratitude from residents for the upcoming plans and full support. It is worth to mention that residents warmly welcome the opportunity to help children to continue their expansion in sport.* However, this is not stated in the planning application documentation.



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

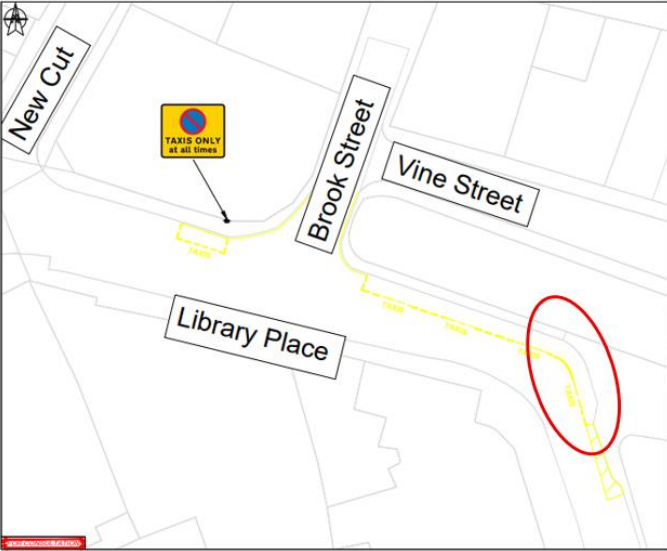
- The Parish contacted the applicant, who advised: *provision arrangement has already been made with Parish of St Helier Refuse Department. I have contacted Carol Shales and Carol kindly provided me with the collection calendar and information regarding bins, etc.* However, this is not stated in the planning application documentation.
- It should be noted that the Parish cannot collect refuse unless adequate access and storage facilities are provided on-site.
 - The Parish contacted the applicant, who advised: *Club will provide non-obstructive access for refuse collection, which will be situated on the left-hand side of the JEC exchange.*
- The Applicant is to indicate on a plan showing a properly constructed enclosure for the storage of refuse prior to collection.
 - The Parish contacted the applicant, who advised: *The applicant provided the below additional plan and details:*



- There should be no step between the floor of the refuse store and the footway.
 - The Parish contacted the applicant, who advised: *flat access will be provided.*
- That the refuse store is fitted with a standard Parish lock.
 - The Parish contacted the applicant, who advised: *Refuse store will be fitted with a standard parish lock. I assume that the lock can be collected from parish office.*

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2025/10198>



Roads Committee date: 19 November 2025	Road reference & title of report: Library place – proposed additional taxi parking space
Address: Library Place	Requested by: Government of Jersey Infrastructure & Environment
Location map: 	Photograph/street view: 
Brief introduction/summary: The Minister of Infrastructure has requested an extension of the existing taxi rank on Library Place to include the area marked in red on the below photo. Infrastructure and Environment are seeking Roads Committee approval for this additional space. Prish Officer raised as this parking space is on a bend, the concern would be about visibility, road width, etc. I&E officer response: <i>We have made an assessment on site with the Minister and representatives of the Taxi Drivers community, and we are not concerned about road width or visibility splays. This change just looks to maximise the existing space such that another vehicle can wait within the rank.</i> <i>Additionally, the gap at the end is currently being abused by motorists who are parking there throughout the day, and with no yellow line our parking control team are unable to effectively enforce.</i>  Parish officer recommendations: to approve this on a trial basis, if it is found that this parking space create issues then it will be removed.	



Roads Committee date: 19 November 2025	Road reference & title of report: Road Improvement Lines Tower Road, Le Pouquelaye & Highview Lane
Address: Tower Road, Le Pouquelaye & Highview Lane	Requested by: Roads Committee
Location map: 	Photograph/street view:  Highview Lane Tower Road La Pouquelaye
Brief introduction/summary: At its meeting on 15 October, the Roads Committee requested a presentation outlining both the currently outstanding Road Improvement Lines and any additional lines that may be required. The intention is to ensure these are incorporated into the next Island Plan review, as they are not currently included in the Bridging Island Plan 2022–2025. Report: <u>The existing and proposed road improvement lines area:</u> LA POUQUELAYE (1951) Barbizon - Garden The final section of land required for acquisition is located at Barbizon, to enable the continuation and connection of the eastern footway, ensuring safe pedestrian access—particularly for children walking to school. In addition to enhancing pedestrian safety, this improvement will also benefit motorists by increasing visibility when exiting Manor Park Road, especially when looking north. Completing this work will necessitate acquiring a portion of Barbizon’s garden to construct the remaining section of the footway. The Improvement Line was approved by Parish Assembly on 9 January 1951 when it was first introduced, and this decision was reaffirmed by Parish Assembly on 24 May 2005.	



The Improvement Line also meets the requirement of the 2002 and 2011 Island Plans which specifically mention this road improvement. Within the new Bridging Island Plan 2022 to 2025 there is no mention of the improvement lines however, it is still recognised as an Improvement Line that was approved in 1951, and is subsequently supported with the various purchases of land and the Improvement Line reaffirmed.

- Roads Committee approved: 28 June 2017
- Parish Assembly approval: 9 January 1951 & reaffirmed 24.05.2005

TOWER ROAD (1953)

Actonville – Garage and garden.

To facilitate the widening of the footway, the Parish would need to acquire the garage and a section of garden. This could result in the property owner potentially losing their garage and having a reduced garden. As an alternative, and subject to full review, a localised build-out could be implemented, placing part of the widened footway onto the carriageway and introducing a stop-and-go priority system—similar to the arrangement outside St Martin Parish Hall.

Broomhill – Lounge Sun-rom & parking space.

A substantial portion of the Broomhill lounge would be required to continue and connect the northern footway, ensuring safe pedestrian access. This would involve acquiring part of the property and demolishing the living room sun lounge to construct the final section of footway—an undertaking that would require significant construction work.

However, given the property's current poor condition, it is recommended that the Parish monitor the site closely. When the property becomes subject to redevelopment or sale, the Parish should seek to incorporate the footway extension into any future plans. It is worth noting that a continuous footway already exists along the northern and eastern sides of Tower Road, providing pedestrian continuous access on Tower Road on one side.

- Parish Assembly approval: April 1953

HIGHVIEW LANE (New).

A new improvement line is proposed and was approved by the Roads Committee on 13 August 2025, which is to widen the carriageway to 3.0 metres, addressing current limitations that hinder property servicing and emergency vehicle access. This will require the acquisition of small sections of roadside banks and adjacent land. The necessary land is located within the following properties: CTV House, Field Nos. H1248, H1249, H1250, H1255, and Le Petit Chateau.

- Roads Committee approved: 13 August 2025
- Policy & Strategy Board approval: 26 August 2025
- Parish Assembly approval: To follow

See **Appendix 1** for plans



Committee Approval and Land Acquisition:

The Roads Committee is asked to reaffirm its support for the proposed improvement lines and to approve the acquisition of the necessary land parcels, subject to funding availability and formal approval by the Parish Policy and Strategy Board (Constable and Procureurs du Bien Public) and the Parish Assembly.

The Committee should note that some acquisitions may require the use of compulsory purchase powers. This approach carries additional financial risk and may cause concern among affected property owners.

Furthermore, the Committee is requested to approve the inclusion of these improvement lines in the next revision of the Island Plan.

Parish Compulsory Purchase Powers and Procedure

The Parish's authority to undertake compulsory land acquisition is provided under the *Roads Administration (Jersey) Law 1960*, which permits the acquisition of land for the construction of new roads or the improvement of existing bye-roads.

The process is governed by the *Compulsory Purchase of Land (Procedure) (Jersey) Law 1961*. Under this legislation, the Parish Assembly must first approve a plan identifying the land to be acquired, along with the allocation of funds to cover associated costs. To support this, a valuation of the land and an estimate of all relevant expenses must be prepared.

Following Parish Assembly approval and the serving of statutory notices (unless voluntary agreement is reached beforehand), an application is made to the Court. If successful, ownership of the land transfers to the Parish, with valuation and compensation matters addressed separately.

It is therefore essential that the Parish Assembly is engaged and supportive of the compulsory purchase process from the outset.

Project Status and Funding Overview:

The process has been, and continues to be, lengthy and highly sensitive. At present, there is no funding available to progress the improvement works at Tower Road and La Pouquelaye. These projects will need to be deferred until the 2026/27 financial period.

Some funding has been allocated for the Highview site, allowing initial work to begin, including research, design development, and preliminary land valuations. However, there is currently no funding available to carry out the physical construction work.

The Parish intends to engage with the relevant Deputies for the area to provide a briefing and seek their support prior to initiating formal communication with property owners in Highview Lane.

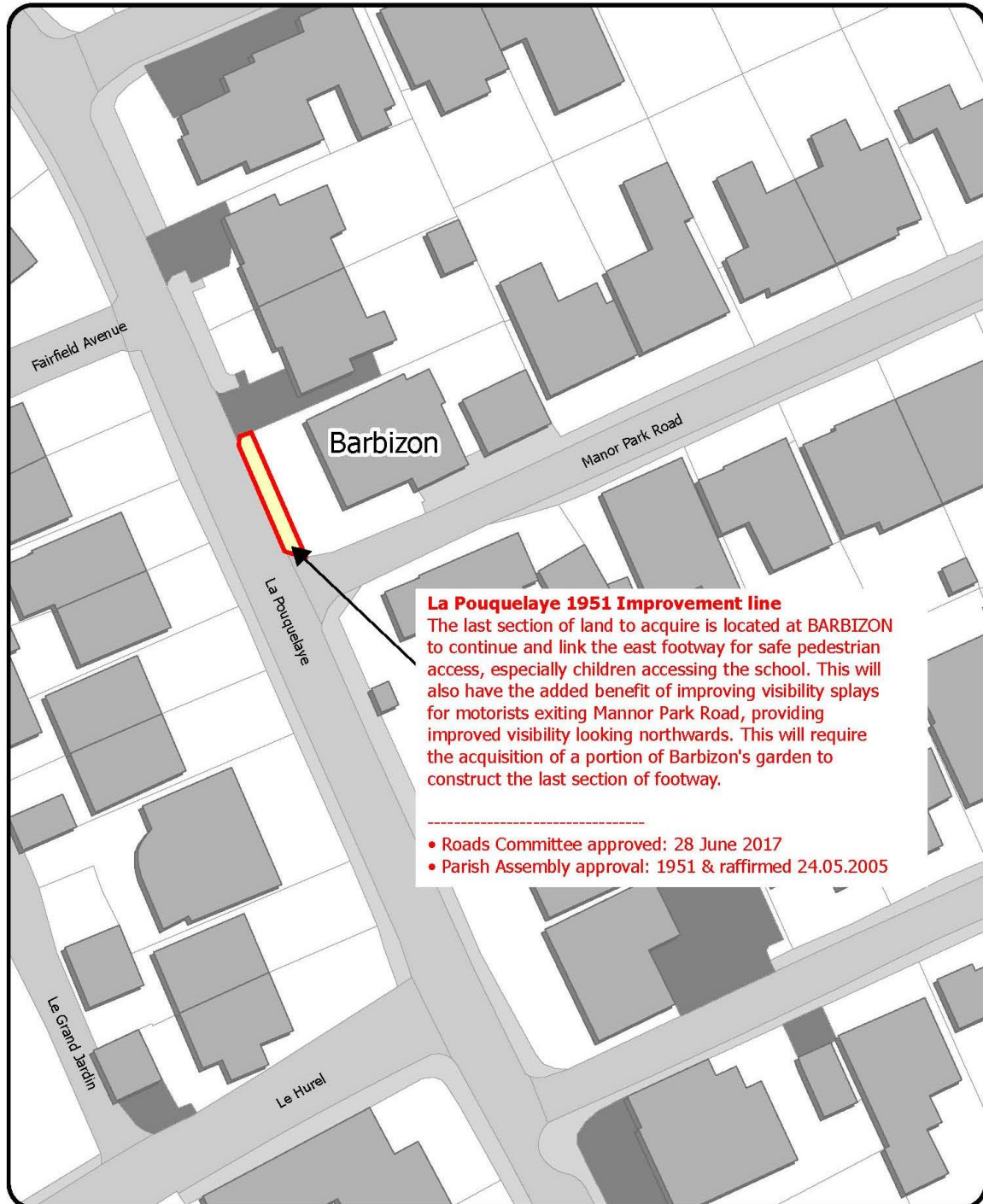


Appendix 1: Plans

LA POUQUELAYE

(1951 improvement line)

19 November 2025



Scale: 1:500



PARISH OF ST HELIER
INFRASTRUCTURE
Town Hall, PO Box 50, St Helier JE4 8PA
infrastructure@sthelier.je

True North (Degrees): 0.02°W

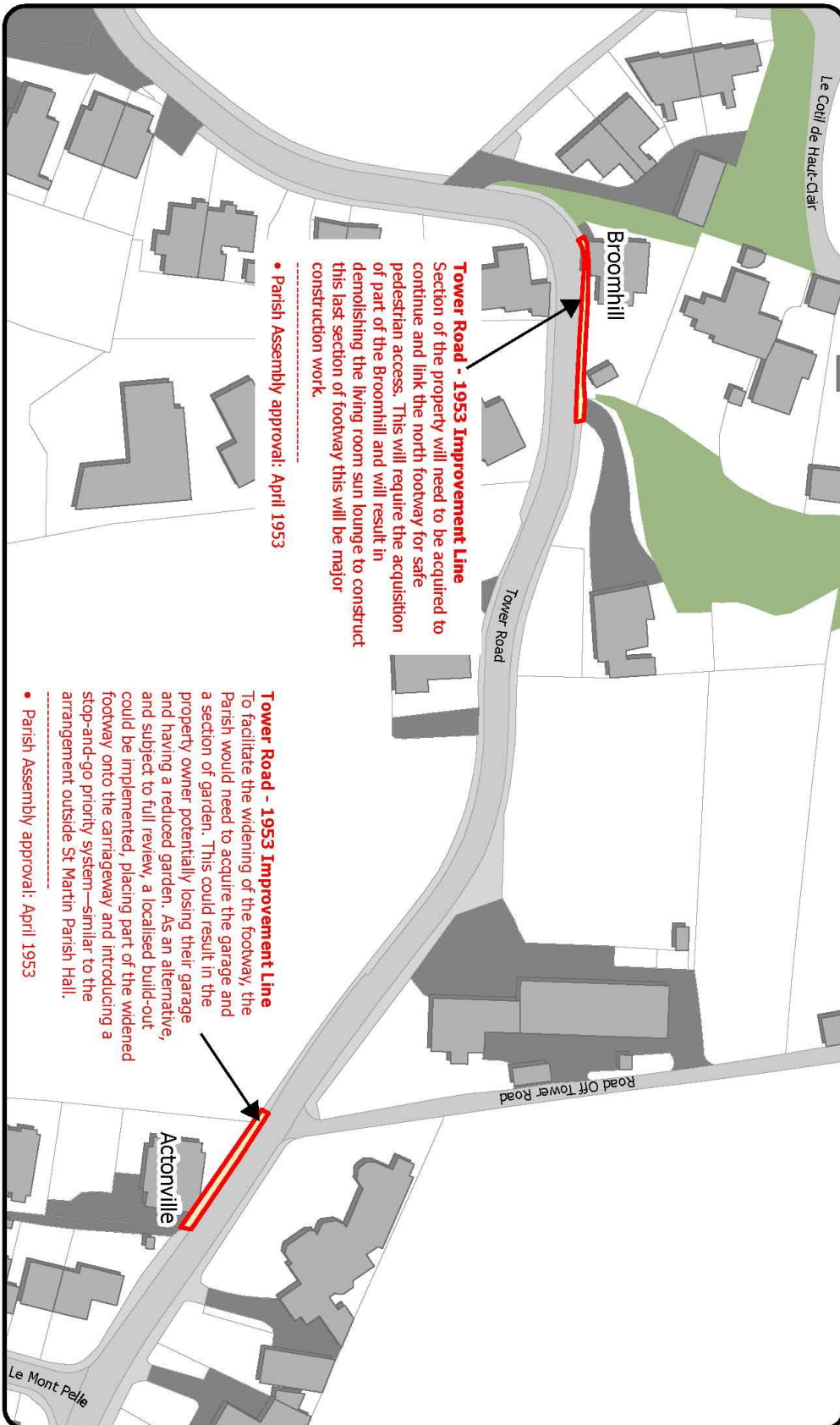


LICENCE: J30



TOWER ROAD
(1953 improvement line)

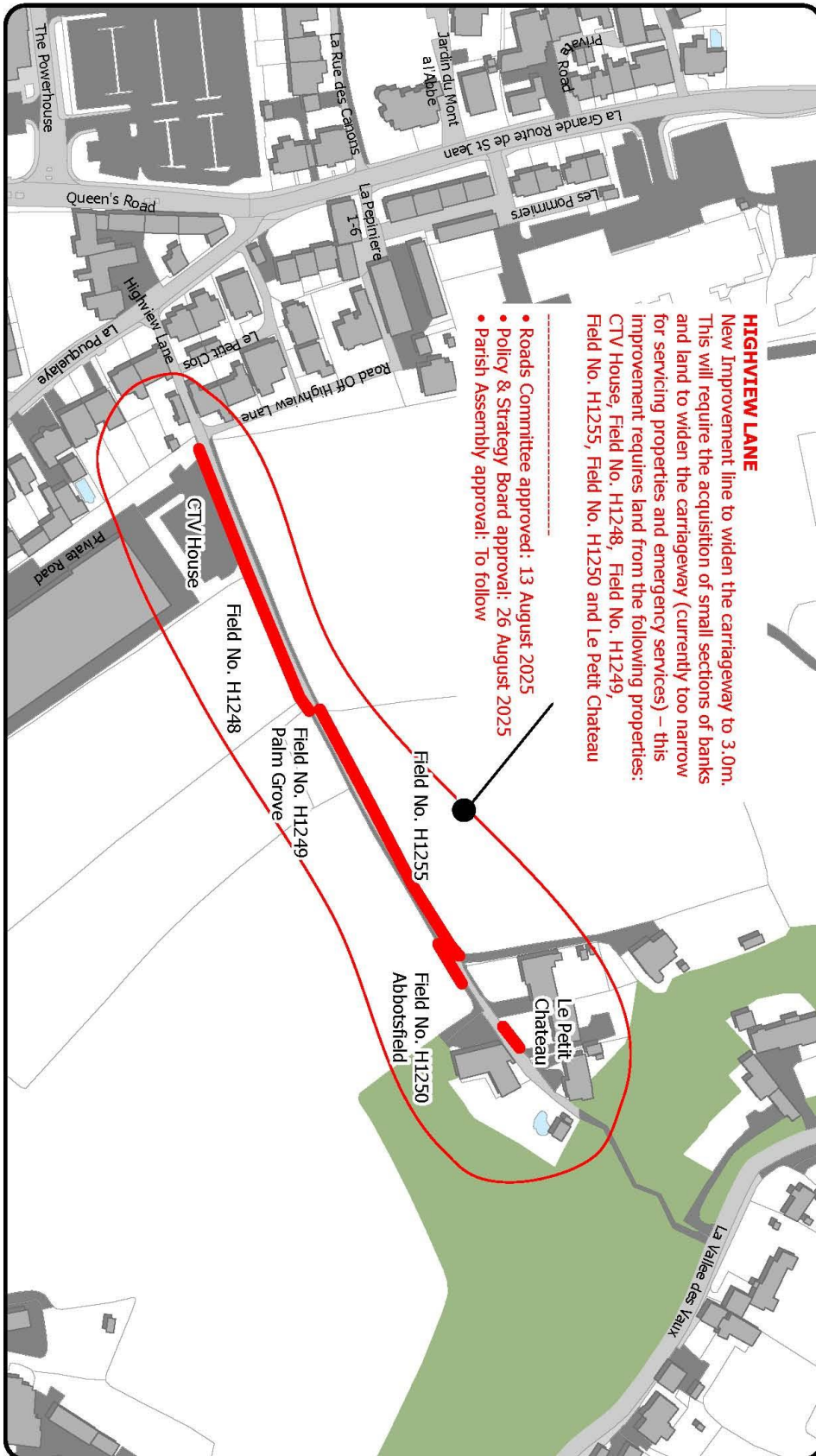
19 November 2025





HIGHVIEW LANE (2025 improvement line)

19 November 2025



PARISH OF ST HELIER
INFRASTRUCTURE
Town Hall, PO Box 50, St Helier JE4 8PA
infrastructure@sthelier.je

True North (Degrees): 0.02°W



LICENCE: J30

Scale: 1:2,000

INFRASTRUCTURE

ROADS PROGRAMME

APPROVED AT RATES ASSEMBLY (16.07.25) 2025/26 - PROPOSED ROADS MAINTENANCE

Version: 3.0
Date: 19.11.25

A. ROAD WORKS MAINTENANCE/RESURFACING WORK

<u>Priority</u>	<u>Brief detail</u>	<u>Indicative budget cost</u>	<u>approx Area</u>	<u>approx Lin/m</u>	<u>Update</u>
1	Road wrks mat., Road Markings, Asphalt R&M, fountain R&M, etc.	137,000			Essential maintenance
2	Misecallaeuous planters (Broken concrete panter)	25,000			Essential maintenance - planters
3	Aquila Rd - (Phase 1) Poonah rd junction to GUR	75,000	580	285 l/m	<i>Due to be on site as Poonah Rd progresses</i>
4	Clarendon Road resurfacing Footways, brick humps, carriageway (to be Phase 2)	125,000	2,015	231 l/m	<i>Postpone - use some funding for Aquila Rd - Phase 2</i>
5	Winchester St. (Carriageway and Footways)	80,000	1,000	310 l/m	<i>To be actioned - subject to building site</i>
6	Tower Road (High Friction area)	50,000	400	195 l/m	<i>To be actioned</i>
Sub total:		492,000			
					Budget estimate: 492,000

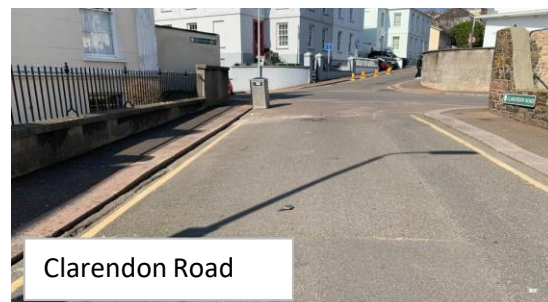
RESERVE LIST

1	Charles Street (Large Patch to Providence Junction) 2002	15,000		
2	Aquila Rd. (Phase 2) (Carriageway and footways) 1989	50,000	440	75 l/m
3	Clare Street (large patch to Providence junction)	75,000	700	105 l/m
4	Tower Road Carriageway (School)	50,000	775	105 l/m
5	Museum Street Carriageway and Footways	30,000	300	55 l/m
6	Saville Street (Clare St to RB)	125,000	1,000	165 l/m
7	Bellozanne Road (One Way - south Section) + Speed humps scheme	143,000	1,100	157 l/m
8	Parade (Eastern Arm)	180,000	1380	115 l/m
9	Havre De Pas Gardens	165,000	1,250	250 l/m
10	Ruelle Vaocluse (Section)	50,000		
11	Palmyra Road	150,000	1,110	185 l/m

A. Road works Maintenance; the roads have been assessed on site and against the department's register.



Aquila Road



Clarendon Road



Winchester St

APPROVED AT RATES ASSEMBLY (16.07.25) 2025/26 - PROPOSED ROADS PROJECT

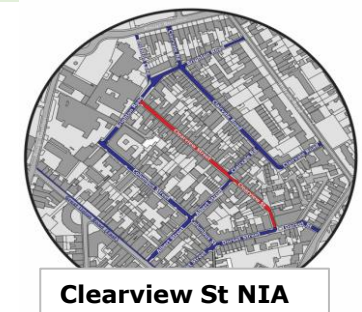
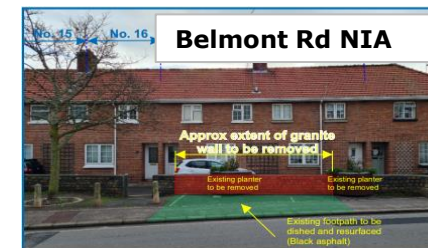
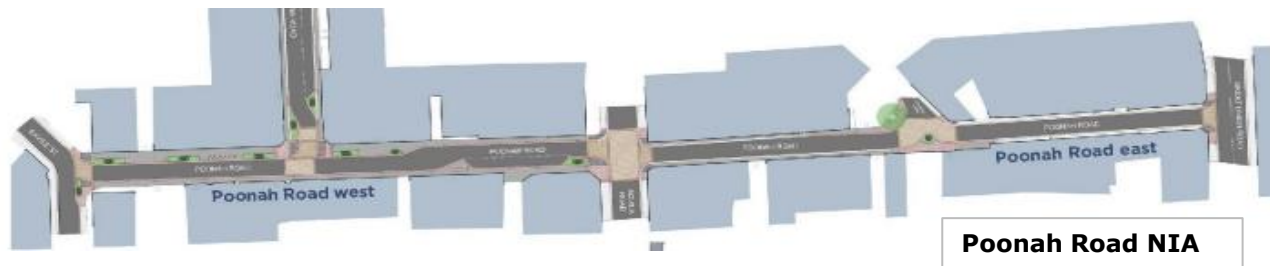
Version: 3.0
Date: 19.11.25

B. ROAD WORKS IMPROVEMENTS (PROJECTS)

<u>Priority</u>	<u>Brief detail</u>	<u>Indicative budget cost</u>	<u>Score</u>	<u>Criteria</u>	<u>Update</u>
1	Allowance for Road Safety Assessments & Topographical surveys	20,000			
2	NIA - Poonah Rd.	490,000	31	1,3,4,5,6,8,9	On site - completion on track (April 2026)
3	Vallée des Vaux flooding - develop scheme during 2025/26	100,000	31	1,2,5,2	Delayed - waiting on Seigneur response ref: ownership
4	NIA - Clearview street area - progress initial designs	75,000	27	1,3,4,5,6	Design in progress - scheme to come to RCom early 2026
5	Highview Lane - road width - 2025/26 develop scheme	50,000	25	1,2,5	Valuations for the land has been established.
6	NIA - Belmont Rd - Belmont Gardens exit (mini-NIA) (£ 65k)	15,000	23	3,4,5,6,8,9	Planning apprval receievd - , then out to tender
7	Old St John's Road permanent speed humps (3x)	15,000	19	1,3,6,8	New permanent humps have been installed
8	Installation of bike shelter	10,000	16	3,5,6,8,9	Shelter to be installed following mural completion
9	Old Street Mural	8,000	14	3,4,6,8	Wall being repaired, Mural to commence shortly
Sub total :		783,000			Budget estimate: 783,000

RESERVE LIST

1	Les Chenes rebuild roadside wall (Requires Planning/bye-laws)	65,000	24	1,3,5,6,8,	Postponed - due to fundig - will require Planning
2	Barbizon, La Pouquelaye - Road improvement line	75,000	22	1,4,5,6	Need land; likely to be Compulsory Purchase
3	La Pouquelaye footpath widening, prog (Phase 2)	50,000	22	1,3,5,6	Review Phase 1 for next 12/24 months first
4	Hope Street - alfresco area	15,000	21	3,4,5,7,8,9	No recent request or demands - Public Realm
5	Minden Street - regeneration	TBC	19	3,4,5,6,7	Continue from regen of Minden Plc; funding is an issue
6	Phillip Street - regeneration	TBC	19	3,4,5,6,7	Continue from regen of Minden Plc; funding is an issue
7	Halkett Street (North sections) - regeneration	750,000	19	3,4,5,6,7	Continue from South Sections - funding is an issue
8	Don Street Regeneration	100,000	14	3,5,6,7	Develop scheme - Delayed due to funding
9	Patriotic Place scheme	150,000	12	3,5,6	Review once plans for existing Hospital known
10	Twining Signs	10,000	10	3,4	Ex.to be replaced; Hold as further twinning planned
12	Seaton Place - regeneration - Phase 1; develop scheme plans	45,000	9	3,7,8	Postpone paving to alfresco to be part of regen
13	Dongola Road / Drury Lane - RPZ request	TBC	4	2,2	Request for additional RPZ area



PROJECTS/MAINTENANCE CRITERIA OBJECTIVES

Ref	Note	Score
1	The project/maintenance will address road safety. i.e. visibility, speed, emergency access, etc	10
2	Accident/near misses - Evidence to substantiate has been provided	10
3	This project/maintenance will improve the public realm facility and accessibility	5
4	The project create local attractive green routes through communities where people are the priority	5
5	Improved accessibility will be achieved - walking and cycling routes (Improved crossings)	5
6	Will the work benefit the wider community (more than 20 households).	2
7	The project will benefit businesses such as retail and hospitality - providing more opportunity for alfresco	2
8	The work will be complete within this financial year	2
9	The project reduces vehicular dominance on the street/road.	2
10	This project/maintenance is approved by Roads Committee and Funding has been secured.	2

ROAD RESURFACING CRITERIA

Road resurfacing; is the process of removing and replacing the road's surface, to ensure its longevity and keep it safe for road users.

The surface and sub-layers of a road are removed and then replaced. Depending on the road, however, there can be more steps to the process. For example, we may have to renew pavement markings, adjust utilities, replace gutters, replace curbs, upgrade speed humps, and do any patching and milling. A well-maintained road will always last longer before it needs full resurfacing. However, it depends on the traffic on the road and the weather conditions experienced after the resurfacing. A new road surface will generally last 15 to 20 years.

The Parish select the roads to resurface based on the visual condition of the road, the amount of trenching previously undertaken, the amount of traffic using the road, the amount of times that we have attended to address faults, age of the road is also considered. The Parish follows the "PoSH Highways inspection manual" to assess road conditions



1. Queen Street, 3 Queensway House, 3 Queensway House, St. Helier, JE2 4WD

RP/2025/10076

REVISED PLANS TO application P/2022/0120 (Change of use of existing first and second floor from Class C – Office to create 12no 1 bed and 12 no. 2 bed residential units. Reinstate ground floor public arcade from Queen Street to Hilgrove Street. AMENDED DESCRIPTION: Updated Planning Statement and Marketing Strategy received.) Revised internal layouts to four first floor units and four second floor units.

Note: The applicant is to please refer to the Parish Roads Committee adopted **Planning & Development Guide**, please follow this link: [Planning Guidance Standards | Parish of St Helier](#) for important guidance outlining requirements for developments that are adjoining or impacting a Parish by-road.

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

The Roads Committee notes that the applicant is for internal alterations to four first-floor units and four second-floor units. The application was approved under P/2022/0120. The Committee previous comments on application P/2022/0120 stand. There is no increase in the number of units, however there is an increase in number of bedrooms.

Unit	Floor	Previous	Proposed
Apt 1	1st	2	3
Apt 2	1st	2	2
Apt 5	1st	1	2
Apt 8	1st	2	1
Apt 13	2nd	2	3
Apt 14	2nd	2	2
Apt 17	2nd	1	1
Apt 20	2nd	2	1
Total		14	15

1. The applicant is to increase the cycle provision for the units of accommodation to First and Second Floor, and the applicant is to provide additional parking sufficient for staff using the commercial units on ground floor. The Roads Committee seeks that here is one cycle space per bedroom as a minimum. Electric charging is to be provided for cycles parking.
2. 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.
3. 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.



4. That notwithstanding the above comments, this submission should be referred to Infrastructure and Environment since the road in front of the property is a Government Main Road.

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=RP/2025/10076>

2. Caledonia Place, Weighbridge, Weighbridge, St. Helier

P/2025/10003

Erect marquee to accommodate Ice Rink (1350m²) with associated plant, toilet, food and beverage facilities and Christmas Tree from 1st October to 31 March, annually for 3-year period. AMENDED DESCRIPTION: RETROSPECTIVE: Erect marquee to accommodate Ice Rink (1350m²) with associated plant, toilet, food and beverage facilities and Christmas Tree from 1st October to 31 March, annually for 3-year period.

Note: The applicant is to please refer to the Parish Roads Committee adopted **Planning & Development Guide**, please follow this link: [Planning Guidance Standards | Parish of St Helier](#) for important guidance outlining requirements for developments that are adjoining or impacting a Parish by-road.

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

The applicant seeks permission to have this temporary structure for ice skating in place for a period of 3 months annually for ice skating during the festive season.

1. 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.
2. That notwithstanding the above comments, this submission should be referred to Infrastructure and Environment since the road in front of the property is a Government Main Road.

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2025/10003>

3. Weighbridge Place, The Square Weighbridge House 14-16, The Square Weighbridge House 14-16, St. Helier, JE2 3NF

P/2025/10136

Remove 2no. retractable awnings and install 1no. retractable pergola

Note: The applicant is to please refer to the Parish Roads Committee adopted **Planning & Development Guide**, please follow this link: [Planning Guidance Standards | Parish of St Helier](#) for important guidance outlining requirements for developments that are adjoining or impacting a Parish by-road.

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



The applicant seeks to replace the existing retractable canopies with a pergola with a retractable roof, the existing glazed front will remain unaltered.

1. The applicant is not planning to amend the size of the chose publique area as any changes would require Parish of St Helier approval and will require alterations to the applicant liquor licence.
2. That notwithstanding the above comments, this submission should be referred to Infrastructure and Environment since the road in front of the property is a Government Main Road.

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2025/10136>

4. Le Breton Lane, Unit 1, St. Helier, JE2 4QP

P/2025/10198

Change of use from commercial storage to gymnastics gymnasium.

Note: The applicant is to please refer to the Parish Roads Committee adopted **Planning & Development Guide**, please follow this link: [Planning Guidance Standards | Parish of St Helier](#) for important guidance outlining requirements for developments that are adjoining or impacting a Parish by-road.

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

The applicant also attended the Parish Roads Committee on 19 November 2025 to present the proposals and answer the Roads Committee questions.

It is noted that the application seeks a change of use from a warehouse to a gymnasium for the gymnastics club "**Regent Gymnastic Club.**" The site provides parking for two vehicles, which the applicant intends to use for staff and possibly a minibus. The yard will accommodate cycle parking for 25 bicycles. Additionally, the club has secured access to the car park at Victoria College Preparatory School for a period of nine years, allowing the use of 40 parking spaces outside school operating hours.

Proposed operating hours for the club:

- Monday, Tuesday: 4:00 pm – 8:30 pm
- Wednesday: 4:30 pm – 8:30 pm
- Thursday, Friday: 4:00 pm – 8:30 pm
- Saturday: 9:00 am – 2:30 pm

School car park availability:

- Monday to Friday: 4:00 pm – 9:00 pm
- Saturday: 9:00 am – 4:00 pm
- Special Use: By agreement for events, holiday clubs, and competitions (with notice provided to relevant authorities).

Observations and Comments:

1. The documentation does not specify the maximum number of students present at any one time. It does, however, mention a 20-minute crossover between classes.



- The Parish contacted the applicant, who advised: *Maximum 20 students per class except on Friday (maximum 15 students).* However, this is not stated in the planning application documentation.
2. While 25 cycle parking spaces are proposed, it is unclear whether this is sufficient, as there is no information on the total number of people expected in the building at any given time.
- The Parish contacted the applicant, who advised: *At any given time, we expect a maximum of 25 people at the gym, including coaches. It's worth noticing that our coaches are working in town, and some of them leave approximately 300 metres away from Le Breton Lane.* However, this is not stated in the planning application documentation.
3. There is no detail on how loitering or waiting outside the premises will be managed at the end of classes. The narrow footways and road could lead to congestion and noise issues. It is noted that a caretaker/manager will be on-site, and it is assumed they will manage this to prevent footway obstruction and minimise noise.
- The Parish contacted the applicant, who advised: *As stated in Use of Gymnasium Policy, no gathering will take place outside the gymnasium. All drop off and collection of students will be conducted inside the gymnasium at designated area. This is to ensure students wellbeing and health and safety as well as reduce the level of movement on the street and reducing of noise. This information also will be distributed to all parents via email and all parents will be required to sign and return signed instructions as a proof of acknowledgement.*
4. The Roads Committee would normally expect a Traffic Impact Assessment. Instead, the applicant has provided a "Use of Parking Policy," which states that drop-off and collection will not be permitted in Le Breton Lane. A 'No Drop Off, No Pickup' sign will be displayed outside Unit 1, La Breton Lane. It is understood that this will be enforced by a caretaker/manager, although the documentation lacks detail on how this will be implemented. It is assumed the caretaker will be present during class start and end times to monitor compliance.
- The Parish contacted the applicant, who advised: *Yes, the signs will be displayed outside the building and this will be enforced by myself. Zero tolerance for disobeying this instruction will be enforced. This will be monitored by designated coaches and myself as well the CCTV. I was also thinking, subject to road committee approval, to display a sign at the entrance of Le Breton Lane (from St James Street) clearly stating that the road is forbidden to be used for Regent Gymnastics Club users. This information also will be distributed to all parents via email and all parents will be required to sign and return signed instructions as a proof of acknowledgement.* However, this is not stated in the planning application documentation.
5. The Committee notes and welcomes the nine-year agreement with Victoria College Preparatory School for the use of its 40-space car park. Users of this parking will be required to display a permit. After the nine-year period, alternative arrangements will be necessary to prevent Le Breton Lane from being used for drop-off and collection. The applicant should clarify contingency plans if the school car park becomes unavailable.
- The Parish contacted the applicant, who advised: *This agreement has been signed for the duration of the lease and it has been agreed with the school that the agreement will be extended for further nine years. Although this has not been provided in a separate letter I could ask the Victoria College Preparatory Head Master to provide the confirmation in writing for one of VC parking to be used by the club.* However, this is not stated in the planning application documentation.



6. It is positive that the applicant commits to reviewing the parking policy quarterly in collaboration with Victoria College Preparatory School and the Parish of St Helier Infrastructure, making adjustments as necessary. It is assumed that the Head of the Club will ensure this commitment is upheld.
 - The Parish contacted the applicant, who advised: *Yes, the review of the policy will be conducted systematically and VCP Head Master will be available to conduct those reviews with the club. Thereafter, the club will be providing Parish of St Helier with the review report. Providing the fact that the club will be granted permission the first review will take place prior to Easter Holiday '26.* However, this is not stated in the planning application documentation.
7. It is recommended that a clear process be established for local residents to raise concerns, such as noise or parents disregarding the club's instructions (e.g., a formal complaints procedure).
 - The Parish contacted the applicant, who advised: *Such formal complaints procedure will be implemented to the residence. This procedure has been drafted and it can be shared with Parish of St Helier. This subject was also covered during an introduction evening with residents of Le Breton Lane on the 3rd of October '25 and it was greatly appreciated.* However, this is not stated in the planning application documentation.
8. The Roads Committee welcomes the proposal to encourage carpooling among families and implement an Active Travel Reward Scheme to incentivize non-car journeys.
9. It is noted that during peak hours and special events, parking will be overseen by a designated club marshal and the school caretaker.
10. The applicant has included evidence of consultation with deputies, schools, and other clubs. A letter of consultation was issued to residents; however, it is unclear whether local residents expressed support.
 - The Parish contacted the applicant, who advised: *During the introduction meeting with residents of Le Breton Lane on the 3rd of October '25 residents received all information regarding or policies and operations. Residents also had a chance to speak with our students, parents and coaches as well as Deputy David Warr. At the end of the friendly meeting club received a great gratitude from residents for the upcoming plans and full support. It is worth to mention that residents warmly welcome the opportunity to help children to continue their expansion in sport.* However, this is not stated in the planning application documentation.
11. That the refuse store/collection arrangements, refuse separation and recycling strategy are to be agreed in detail with the Parish Refuse Manager.
 - The Parish contacted the applicant, who advised: *provision arrangement has already been made with Parish of St Helier Refuse Department. I have contacted Carol Shales and Carol kindly provided me with the collection calendar and information regarding bins, etc.* However, this is not stated in the planning application documentation.
 - It should be noted that the Parish cannot collect refuse unless adequate access and storage facilities are provided on-site.
 - The Parish contacted the applicant, who advised: *Club will provide non-obstructive access for refuse collection, which will be situated on the left-hand side of the JEC exchange.*



- The Applicant is to indicate on a plan showing a properly constructed enclosure for the storage of refuse prior to collection.
- The Parish contacted the applicant, who advised: *The applicant provided the below additional plan and details:*



- There should be no step between the floor of the refuse store and the footway.
- The Parish contacted the applicant, who advised: *flat access will be provided.*
- That the refuse store is fitted with a standard Parish lock.
- The Parish contacted the applicant, who advised: *Refuse store will be fitted with a standard parish lock. I assume that the lock can be collected from parish office.*

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2025/10198>

5. Elizabeth Lane, F W Smith & Sons, F W Smith & Sons, St. Helier, JE2 3PH

P/2025/10228

Demolish existing buildings and construct 2 no. 3 bed dwellings with associated gardens, parking and external stores. 3D MODEL AVAILABLE.

Note: The applicant is to please refer to the Parish Roads Committee adopted **Planning & Development Guide**, please follow this link: [Planning Guidance Standards | Parish of St Helier](#) for important guidance outlining requirements for developments that are adjoining or impacting a Parish by-road.

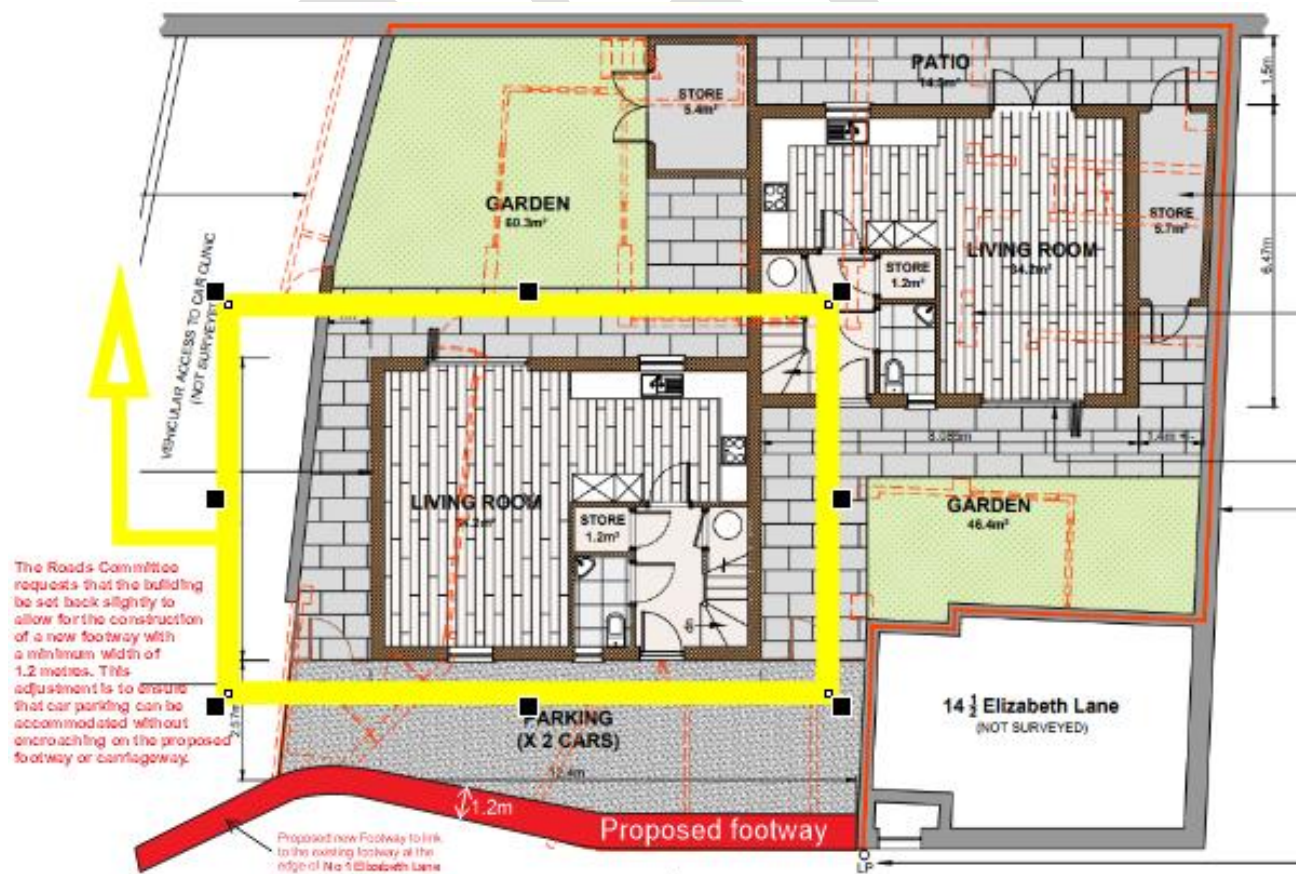
The Roads Committee has examined plans for the above submission and comments as follows:-

The applicant seeks planning permission for the demolition of the existing former builders' yard and buildings and construction of 2 no. 3-bedroom (5 person) dwellings with gardens and external stores. Each dwelling will be provided with one car parking space

1. Applicant must note that Planning approval does not permit the Applicant to undertake any alterations on the public road or footway without the PRIOR agreement and permission from the Parish of St Helier. The Parish will need to agree the exact details and specifications in advance to any work commencing on the public roadway or footway.
2. The construction process and site servicing arrangements must be discussed with Parish of St Helier's Infrastructure Department in advance prior to any work commencing on site.
3. Alterations/surfacing to the Parish footway and/or carriageway must ONLY be undertaken by an approved Parish contractor. The cost associated with any necessary alteration(s) or resurfacing to the public footway or carriageway will be at full expense of the Applicant.
4. The Parish Roads Committee requests that the applicant provide at least a 1.2m wide footway to link to the existing footway at the end of No 1 Elizabeth Lane running across the front of the site up to 14 ½ Elizabeth Lane. This will require setting back building 1. This new footway will be of great benefit to the occupiers of the proposed units of accommodation by providing pedestrians with safe access to the site without the need for pedestrians to walk on the carriageway. (See mark-ups below)

The final design, specification of the new footway **MUST BE AGREED** with the Parish **PRIOR** to construction. The applicant is to be aware that the work is to be undertaken by an approved Parish contractor.

Once constructed and signed off by the Parish the new footway is to be transferred to the Parish at no cost as the Parish will become responsible for policing, maintenance and cleaning of the footway once in Parish ownership.





5. That the Applicant provides a cycle parking covered facility which must have sufficient space to accommodate larger cargo bicycles.
6. 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.
7. That the Applicant submits a detailed and dimensioned plan showing the layout of the car parking area where it has not been provided, to demonstrate that there is sufficient space to accommodate the parked cars and that visibility is provided. The vehicles parked must under no circumstances encroach on footways/carriageways; otherwise, this results in pedestrians being displaced to walk around parked cars.
8. Roads Committee requests the provision of the appropriate number of charging points for electric cars. The Applicant is to future-proof the car parking spaces by providing the infrastructure to enable extending electric charging to all parking spaces for the future. 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.
9. The Roads Committee requests that the parking provision provided within the development is allocated exclusively for the occupiers of the development - it is not to be leased outside the development.
10. That any new or altered access must be surfaced in a hard bound 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 prior to the parking space being used.



11. The kerb and footway (Proposed new footway) must be lowered by an approved Parish contractor at the expense of the Applicant. This is a Parish of St Helier set condition which must be undertaken by the Applicant prior to the vehicle entrance being used. The Parish will not allow access across the footway by the Applicant/owner without this work being undertaken first; this is to avoid damage to the kerbstones from vehicle movement.

Please note that footways **MUST** be continuous across all vehicular entrances as priority is to be given to pedestrians. Therefore, there is no need to provide tactile paving on either side of a vehicular entrance.

The Applicant must contact the Parish of St Helier's Infrastructure Department prior to undertaking any work to the public highway to agree the extent of work and specific detail and specification. 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.

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 prior to the parking space being used.

The Applicant must contact the Parish of St Helier's Infrastructure Department prior to undertaking any work to the public highway to agree the extent of work and specific detail and specification. 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.

13. That the requirements of the Highway Encroachments (Jersey) Regulations 1957 are strictly complied with. Planning approval does not give permission for a structure to encroach on the highway or footway:

- That any windows bordering the public road or footway shall be of a type whose opening lights do not open beyond the face of the building. The Applicant should note that contravening this condition will mean that the Parish will take action against the Applicant/owner under the Highways Encroachments (Jersey) Regulations 1957.
- That no doors may open outwards over the public highway. The Applicant should note that contravening this condition will mean that the Parish will take action against the Applicant/owner under the Highways Encroachments (Jersey) Regulations 1957.
- That any "up and over" door is of a type which does not encroach over the footway or highway when being opened or closed or when fully open. Should it be a new vehicular access from a Parish by-road, the kerb and footway must be lowered by the Parish at the Applicant's expense.
- That no part of the foundations of the building may project under the public highway. The Applicant should note that contravening this condition will mean that the Parish will take action against the Applicant/owner under the Highways Encroachments (Jersey) Regulations 1957.
- That external insulated systems do not encroach over the public highway. Planning permission does not entitle the property owner / developer to encroach out onto neighbouring property that is not under their ownership, which includes public roadways/footways.

14. The Applicant must remove obsolete service boxes that are no longer used to provide a service to the Applicant's site or, alternatively, 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 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.

15. 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.
16. 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/2025/10228>

6. 26 Halkett Street, St. Helier, JE2 4WJ

P/2025/10230

Convert 1st and 2nd floors from office use to 2no. 1 bedroom tourism units. Replacement/refurbishment of windows.

Note: The applicant is to please refer to the Parish Roads Committee adopted **Planning & Development Guide**, please follow this link: [Planning Guidance Standards | Parish of St Helier](#) for important guidance outlining requirements for developments that are adjoining or impacting a Parish by-road.

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

The applicant seeks to seeks permission to convert the existing first and second floor office accommodation into 2 no. one bedroom units of tourism accommodation.

1. The applicant is to provide cycle provision for the units of accommodation. The Roads Committee seeks that there is one cycle space per bedroom as a minimum. Electric charging is to be provided for cycles parking.



2. 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.
3. 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.
4. That notwithstanding the above comments, this submission should be referred to Infrastructure and Environment since the road in front of the property is a Government Main Road.

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2025/10230>

7. Huntley Lodge, Old St John's Road, St. Helier, JE2 4TR

P/2025/10257

Partially demolish existing building & extinguish existing vehicular access. Construct 2 No. 2 Bedroom terrace dwellings with associated parking, amenity space and storage. New hard and soft landscaping. Create roof terrace to existing dwelling and carry out various internal and external alterations. Form new vehicular access on to Old St. John's Road. 3D MODEL AVAILABLE.

Note: The applicant is to please refer to the Parish Roads Committee adopted **Planning & Development Guide**, please follow this link: [Planning Guidance Standards | Parish of St Helier](#) for important guidance outlining requirements for developments that are adjoining or impacting a Parish by-road.

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

The applicant seeks permission to:

- Partially demolish the existing 5-bedroom south-west wing.
- Extinguish the existing vehicular access.
- Refurbish the existing 6-bedroom main house.
- Construct two 2-bedroom terraced dwellings with associated parking, amenity space, and storage.

Access to the site was originally from St John's Road only. The development proposes five parking spaces to serve the three residential units, all accessed via Old St John's Road.

1. Applicant must note that Planning approval **does not permit the Applicant to undertake any alterations on the public road** or footway without the **PRIOR** agreement and permission from the Parish of St Helier.



The Parish will need to agree the exact details and specifications in advance to any work commencing on the public roadway or footway.

2. Planning approval does not give permission for 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. Approval is required irrespective of how long a structure has been in position and irrespective of how high it is.
3. The construction process and site servicing arrangements must be discussed with Parish of St Helier's Infrastructure Department in advance prior to any work commencing on site.
4. Alterations/surfacing to the Parish footway and/or carriageway must ONLY be undertaken by an approved Parish contractor. The cost associated with any necessary alteration(s) or resurfacing to the public footway or carriageway will be at full expense of the Applicant.
5. The Parish Roads Committee requests that the applicant provides at least a **1.2m wide footway** to create a footway across the front of the site, this will require for UNIT 2 and the front garden area be set back. This new footway will be of great benefit to the occupiers of the proposed units of accommodation by providing pedestrians with safe access to the site and improve visibility. (See mark-up below).

The design and specification of the footway **MUST BE AGREED** with the Parish **PRIOR** to construction ensuring that pedestrians have priority over cars and cyclists. Pavements must therefore be continuous across vehicle entrances, giving priority to pedestrians. The applicant is to be aware that the work is to be undertaken by an approved Parish contractor. Note the new kerb and footway must be lowered across the vehicular entrance.

Once constructed and signed off by the Parish the new footway is to be transferred to the Parish at no cost. The Parish will become responsible for policing, maintenance and cleaning of the footway once in Parish ownership.





5. The applicant is required to fund the installation of a speed hump on Old St John's Road, before the site entrance, to enhance road safety. A contribution of **£7,500** is requested to cover the cost.
6. The applicant is to provide cycle provision for the units of accommodation. The Roads Committee seeks that there is one cycle space per bedroom as a minimum. Electric charging is to be provided for cycles parking.
7. 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.
8. All utility connections must be made from St John's Road unless otherwise agreed by the Parish.
 - If utilities are connected via Old St John's Road, the applicant must resurface the full width of the carriageway for the length of any trench.
 - Any connection to the main drains must be agreed in advance with both the Government of Jersey's Drainage Team and the Parish.
 - The final design and reinstatement specification for **Old St John's Road** must be approved by the Parish and carried out by an approved contractor.
9. Roads Committee requests the provision of the appropriate number of charging points for electric cars. The Applicant is to future-proof the car parking spaces by providing the infrastructure to enable extending electric charging to all parking spaces for the future. 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.
10. The Roads Committee requests that the parking provision provided within the development is allocated exclusively for the occupiers of the development - it is not to be leased outside the development.
11. That the Applicant must comply with the visibility requirements as set out in '**Access onto the Highway – Standards and Guidance**' as produced by Government of Jersey's Infrastructure and Environment Department, available online at: <https://www.gov.je/travel/roads/pages/roadhousingdevelopment.aspx>. Everything in the visibility areas so formed, including gates, pillars, walls and plants growth, to be permanently restricted in height to 900 mm above road level in perpetuity.

Special attention must be given to pedestrian visibility, particularly for those walking southwards along the carriageway from the junction with St John's Road. This is a busy school walking route, and clear visibility is essential for safety.
12. That any new or altered access must be surfaced in a hard bound 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 prior to the parking space being used.
13. 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 prior to the parking space being used.



The Applicant must contact the Parish of St Helier's Infrastructure Department prior to undertaking any work to the public highway to agree the extent of work and specific detail and specification. 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.

14. The Applicant must remove obsolete service boxes that are no longer used to provide a service to the Applicant's site or, alternatively, 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 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.

15. 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.
16. 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.
17. That notwithstanding the above comments, this submission should be referred to Infrastructure and Environment since St John's Road is a Government Main Road.

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2025/10257>