



PARISH OF  
ST HELIER

## AGENDA

### ROADS COMMITTEE MEETING

Wednesday 14th January 2026 at 9.30 am

Meeting held in the ASSEMBLY ROOM

#### 'A' AGENDA (OPEN TO THE PUBLIC)

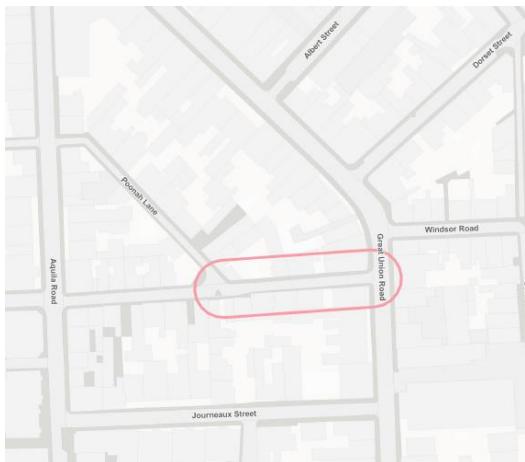
##### Item

- A1. Apologies.
- A2. Declarations of interest.
- A3. To approve the minutes of the meeting held on 17 December 2025 ('A' Agenda items).
- A4. Matters arising.
- A5. **For decision:** Poonah Road proposed contra-flow cycle route request.
- A6. **For decision:** Proposals for Pitt Street animation.
- A7. **For decision:** To consider recent Planning applications.
- A8. Agreed decisions.
- A9. Lodging items for forthcoming Roads Committee meetings.

#### Dates of 2026 meetings:

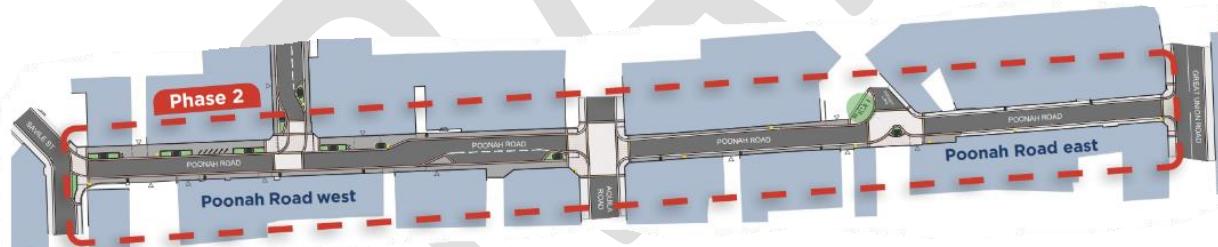
Wednesday 14 January 2026	Wednesday 11 February 2026
Wednesday 11 March 2026	Wednesday 15 April 2026
Wednesday 13 May 2026	Wednesday 17 June 2026
<b>*Friday 10 July 2026: Visite du Branchage</b>	Wednesday 22 July 2026
Wednesday 12 August 2026	Wednesday 16 September 2026
<b>*Friday 18 September 2026: Visite du Branchage et Chemin</b>	Wednesday 14 October 2026
Wednesday 18 November 2026	Wednesday 16 December 2026

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


**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**

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## 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			

POONAH ROAD, ST. HELIER – CONTRAFLOW CYCLING

Project No.: UK0038048.4470-100.15 | Our Ref No.: UK0038048.4470-100.15-RSAS1-001 27-126-01

SEPTEMBER 2025

Government of Jersey



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## APPENDICES

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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
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Rebecca Neves BEng (Hons) CEng MCIHT MSoRSA Associate WSP	Road Safety Audit Team Member
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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 8<sup>th</sup> 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: 

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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

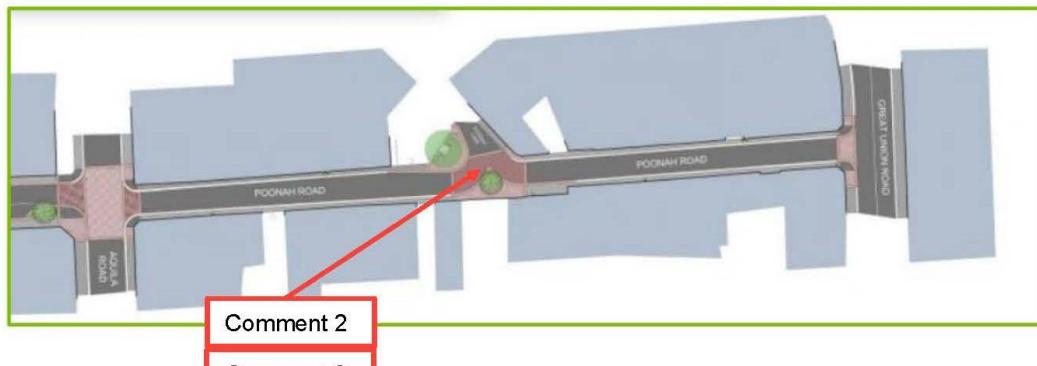
WSP

## PROBLEM LOCATION PLAN

WSP

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



# 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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## **Pitt Street Project**

### **Roads Committee Report**

#### **1. Summary**

The Parish of St Helier has received funding from the Government of Jersey's Economic Development Department to explore animation on Pitt Street. This initiative forms part of a wider Government-led trial to assess the impact of targeted investment on footfall, vibrancy, and public perception within specific areas of the town centre. Pitt Street has been identified as a suitable test location, and this report provides background, context, and an overview of the proposed project.

#### **2. Background**

Over the past 12 months, the Parish of St Helier Town Centre, Events and Engagement Team has successfully delivered several projects on behalf of the Government of Jersey Economic Development Department. These have included, most notably, the Battle of Flowers Window Display Competition and the Corn Riots Festival. Both initiatives demonstrated strong collaboration between the Parish, Government departments, local businesses, the community, and were well received by residents and visitors alike.

In addition, over the recent Christmas period it became clear that the provision of attractions and visual enhancements within the town centre positively influences footfall, encourages movement to less prominent streets, and contributes to an overall "feel-good factor" for those visiting town. Seasonal installations and programmed activity were observed to draw people into specific areas, supporting local businesses and improving dwell time.

These outcomes have informed the Economic Development Department's interest in testing whether modest, targeted funding for animation and environmental enhancements can deliver similar benefits outside of peak seasonal periods.

### **3. Project Overview**

The Economic Development Department has proposed a trial project to assess the effect of limited Government funding used to animate or make minor improvements to a defined area of the town centre. Pitt Street has been selected as the test bed for this initiative.

Although Pitt Street is a Parish Road, it has been identified as an appropriate location due to its manageable size and scale, its mixed-use nature, and its potential to benefit from increased footfall and visual interest. The street's configuration allows for interventions to be trialled without extensive disruption, while still providing meaningful data on impact and public response.

A total of £24,000 in funding has been made available to the Parish of St Helier to deliver this trial. The funding is intended to support temporary or semi-temporary animation, visual features, or minor public realm improvements designed to enhance the street environment and encourage greater use of the area.

The aspiration is to have an element of animation or enhancement in place by Valentine's Day, providing an early opportunity to measure impact during a traditionally quieter period in the town centre calendar. It should be noted, however, that delivery will be subject to the necessary building permissions, health and safety considerations, and any other relevant approvals being secured within the required timescales.

#### 4. Some images and ideas exploring the art of the possible



#### **4. Next Steps and Considerations**

Further detail on the specific nature of the proposed animations or improvements will be developed in consultation with relevant Parish departments and Businesses in the area,

It is not anticipated that any animations will have an impact on the highway.

The outcomes of the trial will be monitored and evaluated, with findings used to inform future decision-making around town centre animation, investment, and partnership working between the Parish and the Government of Jersey.

1. Bath Street, Trinity House, Trinity House, St. Helier, JE2 4ST

P/2025/10396

*Change of use from shop to mixed use of retail, café and bar.*

The Roads Committee has reviewed the submitted plans and its position: **Advice Given**

**Important Notice:**

Applicants must review the *Planning & Development Guide* adopted by the Parish Roads Committee. This guide contains essential requirements for developments that adjoin or affect a Parish by-road. Access it here: [Planning Guidance Standards | Parish of St Helier](#).

Please be aware that Planning approval does not grant permission to alter any Parish by-road or footway. Such works require **prior** written consent from the Parish of St Helier, and all specifications **must be agreed in advance**. Furthermore, only contractors approved by the Parish are permitted to carry out works on Parish by-roads or footways. Please contact us before you commence on site: [infrastructure@sthelier.je](mailto:infrastructure@sthelier.je)

**Proposal:**

The Roads Committee notes that the proposal is a change of use from retail to mixed use as a retail and cafe.

Trinity House, Bath Street. Permission is sought for a change of use from Class A (shop) to:

- Asian food shop, selling high-quality fresh and dry goods. The retail element will occupy the front section of the shop (facing onto Bath Street).
- Off-licence
- Cafe Bar

**Roads Committee comments:**

1. **Alfresco**

Applicants should note that if they intend to apply for an alfresco licence on public land, a formal application must be submitted to the Parish. Further information is available on the Parish website. Please be aware that the application process typically takes around two months.

If the applicant wishes to sell or serve alcohol, they must apply to the Licensing Bench for a liquor licence. Additionally, approval from the Parish is required if alcohol will be sold or served in alfresco areas.

2. **Refuse Storage and Collection**

Detailed arrangements for refuse storage, collection, separation, and recycling must be agreed with the Parish Refuse Manager.

- The Parish cannot collect refuse unless suitable access and on-site storage facilities are provided.
- There should be no step between the refuse store floor and the footway.
- The refuse store must be fitted with a standard Parish lock.

3. **Referral to the Government of Jersey Infrastructure and Environment**

Notwithstanding the above, this application should be referred to **Infrastructure and Environment**, as 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/2025/10396>

Head of Infrastructure | Parish of St Helier  
On behalf of the Parish of St Helier Roads Committee

## 2. Caledonia Place, 8, 8, St. Helier, JE2 3NG

P/2025/10437

*Partial change of use of Ground Floor Restaurant (Class B) and First & Second Floor Offices (Class C) to 1 No. 2 Bedroom Residential Unit with 'Juliet' Balcony & 1 No. 1 Bedroom Residential Unit with Roof Terrace. Works to Include Demolition and Reconstruction of First Floor Extension to West Elevation and New Second Floor Extension to Southwest Elevation. Various Internal & External Alterations to Include Replacement Windows and Doors, Façade Treatment Changes and Layout Modifications. Relocate Commercial Extract Duct.*

The Roads Committee has reviewed the submitted plans and its position: **Advice Given**

### Important Notice:

Applicants must review the **Planning & Development Guide** adopted by the Parish Roads Committee. This guide contains essential requirements for developments that adjoin or affect a Parish by-road. Access it here: [Planning Guidance Standards | Parish of St Helier](#).

Please be aware that Planning approval does not grant permission to alter any Parish by-road or footway. Such works require **prior** written consent from the Parish of St Helier, and all specifications **must be agreed in advance**. Furthermore, only contractors approved by the Parish are permitted to carry out works on Parish by-roads or footways. Please contact us before you commence on site: [infrastructure@sthelier.je](mailto:infrastructure@sthelier.je)

### Proposal:

The Roads Committee acknowledges that the proposal involves a change of use. The section of the site under consideration consists of three storeys: Ground, First, and Second Floors. Historically, the ground floor has been used as a restaurant store, the first floor as an office and storage space, and the second floor as office accommodation. The offices have remained vacant, and the applicant advises that they are no longer suitable for modern office requirements.

The proposal is to convert the spaces

- Ground Floor - 8 Caledonia Place (13m<sup>2</sup> / 140ft<sup>2</sup>) - Class B Restaurant into Residential
- First Floor - Unit 1: 2 bed unit 62m<sup>2</sup>
- Second Floor - 4 Ordnance Yard (23m<sup>2</sup> / 248 sqft) - ass C Office to Residential

Proposed accommodation:

- Unit 1: 2 Bed / 3 Person 63m<sup>2</sup>
- Unit 2: 1 Bed / 2 Person 72.6m<sup>2</sup>
- Ground Floor Communal bike storage and store 6m<sup>2</sup>.

Trinity House, Bath Street. Permission is sought for a change of use from Class A (shop) to:

- Asian food shop, selling high-quality fresh and dry goods. The retail element will occupy the front section of the shop (facing onto Bath Street).
- Off-licence
- Cafe Bar

**Roads Committee comments:**

**1. Cycle Parking**

A portion of the existing ground-floor kitchen preparation area will be converted into a residential lobby and a shared storage room, which will include e-charging points for three bicycles and cylinders serving both units. It is recommended that the cycle parking provided be adequately sized to accommodate specialist cargo cycles.

**2. Electric Charging and Fire Safety**

Appropriate charging points for electric bicycles must be installed. The applicant should be aware of the fire risks associated with battery charging and ensure that adequate measures are in place to mitigate these risks.

**3. Refuse Storage and Collection**

Detailed arrangements for refuse storage, collection, separation, and recycling must be agreed with the Parish Refuse Manager.

- The Parish cannot collect refuse unless suitable access and on-site storage facilities are provided.
- There should be no step between the refuse store floor and the footway.
- The refuse store must be fitted with a standard Parish lock.

**4. Referral to the Government of Jersey Infrastructure and Environment**

Notwithstanding the above, this application should be referred to **Infrastructure and Environment**, as 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/2025/10437>

**Head of Infrastructure | Parish of St Helier**  
On behalf of the **Parish of St Helier Roads Committee**

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**3. South Hill, Site of Former Government of Jersey Offices, Site of Former Government of Jersey Offices, St Helier, JE2 4US**

**RP/2025/10448**

*REVISED PLANS to P/2022/1619 (Demolish existing buildings on site, excluding former military barracks. Construct 64 no. 1 bed, 69 no. 2 beds and 6 no. 3 beds residential units. Create associated courtyard garden with basement below for 70 car parking spaces, all with electric charging points and x 220 cycle storage. Re-use the former military barracks as a residents' amenity space. Carry out rock stabilisation works to the surrounding landform. Re-model and upgrade adjacent park and children's playground including public toilets. Create 2 no. pedestrian crossings on South Hill and 1 no. pedestrian crossing on Pier Road. 3D Model available): Reposition the North Pavilion to the south by 2.5m. Reduce the extent of basement excavation and reconfigure the parking layout. Internal adjustments to building layouts, and various changes to external detailing. Relocate the new public toilet block to the east, to within the existing public car park. Various alterations to landscaping and rockface works, and re-design of the children's play park.*

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The Roads Committee has reviewed the submitted plans and its position: **Advice Given**

**Important Notice:**

Applicants must review the *Planning & Development Guide* adopted by the Parish Roads Committee. This guide contains essential requirements for developments that adjoin or affect a Parish by-road. Access it here: [Planning Guidance Standards | Parish of St Helier](#).

Please be aware that Planning approval does not grant permission to alter any Parish by-road or footway. Such works require **prior** written consent from the Parish of St Helier, and all specifications **must be agreed in advance**. Furthermore, only contractors approved by the Parish are permitted to carry out works on Parish by-roads or footways. Please contact us before you commence on site: [infrastructure@sthelier.je](mailto:infrastructure@sthelier.je)

**Proposal:**

The Committee has reviewed the applicant's Revised Plans Application, the Covering Letter dated 20 Nov 2025, and the Design & Access Statement – Amendments (Sep 2025).

The Committee welcomes several changes that advance highway safety and servicing within the site boundary, notably the relocation of the north pavilion/access route into the site, the re-planned cores and adjustments to the rear terrace to permit ground-based façade maintenance.

The proposed development includes **139 residential units** with the following mix:

- 64 one-bedroom units
- 69 two-bedroom units
- 6 three-bedroom units

The proposals omits the café.

Summary of parking provision

Category	2025 - Details
Cycle Parking	220 standard spaces + 8 inclusive spaces ( <i>As per the original 2023 plan</i> )
Motorbike Parking	7 spaces ( <i>As per the original 2023 plan</i> )
Car Parking	Car parking reconfigured for basement changes to provide: 4 accessible spaces, 14 standard spaces (includes 1 car club space), 52 stacker spaces ( <i>same number as per the original 2023 plan</i> )

Note: Still no dedicated visitor spaces (Committee raised concerns in 2023)

The Parish Roads Committee's previous comments, reference: P/2022/1619, have been compared with this revised application. Refer to the Side-by-side comparison table below:

## 2023 Roads Committee points vs 2025 Applicant updates

	Roads Committee topic (2023)	2023 position/requirement	2025 update + Design and Access statement (DAS)	Status
1	<b>Site access within boundary (no reliance on park)</b>	Servicing/maintenance must be <b>from within the site; lane closure</b> on South Hill is <b>unacceptable</b> .	North pavilion & access fully inside site boundary; rear terrace amended to enable ground-based façade maintenance (MEWP).	<input checked="" type="checkbox"/> (Access alignment improved). Condition still needed: No highway lane closures for routine servicing; require a Façade Access & Maintenance Plan demonstrating on-site methods.
2	<b>Basement/parking provision</b>	63 resident spaces, 7 car-club, no visitor spaces; Committee wanted some visitor spaces on-site (servicing/trades).	Parking totals retained using stackers in a smaller basement; letters/DAS do not introduce visitor spaces on-site.	<input type="triangle"/> Still no dedicated visitor spaces. Condition: Provide Parking & Servicing Management Plan committing alternatives for servicing.
3	<b>Electric car club</b>	Support 7 e-car-club spaces; ask for 1-year free membership to all residents.	Car-club spaces retained; no explicit membership offer stated.	<input type="triangle"/> Planning obligation: 12-month car-club membership per household on first occupation.
4	<b>Cycle parking &amp; amenities</b>	220 spaces + 8 inclusive; wanted 1 space/bedroom target, charging, and amenities (washing/bench).	Totals retained; DAS refers to layout optimisations and standards compliance; amenities not explicitly listed.	<input type="triangle"/> Planning condition: Provide cycle charging, repair/workbench, wash point.
5	<b>Cycle &amp; walking connectivity</b>	Require legal crossings (not courtesy), full RSA Stages 1-3, possible toucan at bottom of South Hill; 2 m pavements and pedestrian priority across vehicle entries.	Applicant proposes 2 crossings on South Hill and 1 on Pier Road. States they will be legal and subject to RSA/ministerial approval via Parish.  Jersey crossings must conform to: <a href="#">Road Traffic (Pedestrian Crossings) (Jersey) Order 1982</a>	<input checked="" type="checkbox"/> / <input type="triangle"/> (Principle confirmed). Condition/obligation: Deliver technical paper, RSAs (1-3), final designs, lighting/signage, and implementation at applicant cost; continuous 2 m footway and pedestrian-priority treatments at site accesses.
6	<b>Highway resurfacing and lighting</b>	Expect the entire South Hill carriageway and footpaths to be resurfaced post - construction; provide LED lighting along new footpath, agreed with Parish.	Resurfacing not explicitly covered in 2025 letters / DAS.  However, new lighting is proposed on South Hill.	<input type="triangle"/> Planning obligation/ condition: street-lighting upgrades (spec to Parish standards; delivered by approved contractors).

	Roads Committee topic (2023)	2023 position/requirement	2025 update + Design and Access statement (DAS)	Status
7	<b>Public toilets (in park)</b>	Require detailed design, ownership, maintenance standards, DDA compliance, baby change, vandal-resistant spec; at no cost to Parish; agree with Parish teams.	Relocated near car park to avoid granite; indicates Parish landowner liaison; details have been submitted and Parish has made comments - refer to below.	<input checked="" type="checkbox"/> / <input type="triangle"/> Details have been provided, and the applicant is liaising with the Parish - there are some accessibility concerns that need to be addressed, refer to the below comments.
8	<b>Playground scope &amp; inclusivity</b>	Detailed liaison with Parish officers; ensure inclusive design, wheelchair-accessible paths, lighting, bins.	Applicant notes park upgrades and enhanced views; liaison referenced; technical details have been submitted and are under review by the Parish.	<input checked="" type="checkbox"/> / <input type="triangle"/> Details have been provided, and the applicant is liaising with the Parish - refer to the below comments.
9	<b>Visibility, encroachments, accesses</b>	Set of standard Parish conditions (hardbound surfacing, drainage, lowered kerbs, split block strip, removal/relocation of street furniture/utilities, encroachment regs, visibility splays).	Not contradicted; no detail in 2025 docs to supersede.	<input checked="" type="checkbox"/> / <input type="triangle"/> Refer to the Parish set standards below.

Roads Committee comments: (Revised and updated comments):
**1. Walking and accessibility**
Zebra Crossings:

The applicant is to deliver two legal crossings on South Hill and one on Pier Road, with lighting/signage and detailing to current standards; produce the Technical Paper and Road Safety Audits (Stages 1, 2, and 3), submitted to the Parish to enable consultation with the Minister. Note that the crossing to Pier Road will require the Government of Jersey's Infrastructure and Environmental approval.

The bottom-of-South-Hill crossing may need to be assessed as a toucan if cycle desire lines warrant. All design, audits, delivery and costs to be borne by the applicant. Jersey crossings must conform to:

[Road Traffic \(Pedestrian Crossings\) \(Jersey\) Order 1982](#)

Continuous footway:

Provide a continuous ≥2.0 m footway along the site frontage and pedestrian-priority treatments (continuous footway) across site vehicle entrances.

**2. New Footway to the site along South Hill:**

The proposed new footway at the front of the site, located within the applicant's land, is to be transferred to the Parish at **no cost** for ongoing maintenance, cleaning, and policing. The design of this footway must be agreed in advance with the Parish to ensure compliance with Infrastructure and Environment (I&E) design standards. All works must be carried out by a Parish-approved civil contractor.

The Committee requests that Planning condition the approval so that the **final design and detailed specifications are submitted to and approved by the Parish prior to commencement of on-site works.**

**3. Cycle Parking:**

The Roads Committee welcomes the plan to retain the same quantum of cycle spaces. It is noted that the quantum works out at 1 space per bedroom based on the revised number of units

- **220 standard cycle spaces**
- **8 inclusive cycle spaces** (for larger or specialist cycles)

**4. Motorcycle parking spaces**

The Roads Committee welcomes the provision of 7 no. motorcycle parking spaces and requests that Electric charge points be provided.

**5. Car Parking:**

The Roads Committee note the following provision of car parking spaces, which maintains the previous quantum of spaces. :

- **4 accessible spaces**
- **14 standard spaces**
- **52 stacker spaces (includes 7 car club spaces)**

The Car park spaces are all to have an EV-charging facility

**5. Electric Charging and Fire Safety**

The applicant should be aware of the fire risks associated with battery charging and ensure that adequate measures are in place to mitigate these risks.

**6. Service / Delivery parking space**

The Committee notes that the current proposal includes a shared motorcycle parking bay and delivery space beneath the podium. However, the operational details and management arrangements for this shared use are unclear.

To address this, the Roads Committee recommends that the applicant submit a **Parking & Servicing Management Plan** outlining how these spaces will function and committing to appropriate alternatives where necessary.

**7. Playground accessibility:**

Parish officers are currently reviewing the proposed playground equipment with a certified Playground Inspector to ensure its suitability for the exposed environment at South Hill and its compliance with inclusive play standards.

During this review, the Committee noted two key concerns:

- The absence of adequate lighting within the playground.
- The lack of a direct, accessible route for wheelchair and pushchair users from the playground to the toilets. At present, access requires mounting steps or taking a lengthy detour through the car park and along South Hill.

This issue must be addressed as a priority by providing a safe, ramped access route from the playground to the toilets for wheelchair and pushchair users.

Additionally, Parish officers raised concerns about insufficient seating and bin provisions within the playground. These matters will be discussed further with the developer.

The Committee requests that Planning condition the approval so that the **final design and detailed specifications are submitted to and approved by the Parish prior to commencement of on-site works.**

**8. Public toilet:**

Parish officers are reviewing the proposed specification and details for the new public toilet facilities. Several aspects of the design, detailing, and specification require amendments to meet Parish standards for public toilets. These points will be raised directly with the developer.

The Committee requests that Planning condition the approval so that the **final design and detailed specifications are submitted to and approved by the Parish prior to commencement of on-site works.**

**9. Encroachments**

The requirements of the **Highway Encroachments (Jersey) Regulations 1957** must be strictly observed. Planning approval does not grant permission for any structure to encroach onto the highway or footway. The following conditions apply:

- **Windows:** Any windows adjacent to the public road or footway must be designed so that opening lights do not project beyond the building line. Breach of this condition will result in enforcement action under the Highway Encroachments Regulations.
- **Doors:** No doors may open outward over the public highway. Any contravention will lead to enforcement action under the same regulations.
- **Up-and-Over Doors:** These must not encroach over the footway or highway when opening, closing, or fully open. Where a new vehicular access is created from a Parish by-road, the kerb and footway must be lowered by the Parish at the applicant's expense.
- **Foundations:** No part of the building's foundations may extend beneath the public highway. Any breach will result in enforcement action.
- **External Insulation:** External insulated systems must not project over the public highway. Planning permission does not entitle the property owner or developer to encroach onto neighbouring land, including public roads or footways.

Additionally, **any sign, structure, or object that overhangs a public footway or highway requires prior written approval from the Parish of St Helier's Infrastructure Department**, regardless of its height or how long it has been in place.

**10. Street Furniture**

The applicant is advised that any costs associated with the removal or relocation of street furniture or utilities—such as lampposts, bollards, or bike racks—and subsequent reinstatement of road and pavement surfaces will be the responsibility of the applicant. Relocation of street furniture must be agreed with the Parish prior to any works commencing on site.

#### 11. Service Boxes & dished kerbs

The applicant must remove any obsolete service boxes that no longer serve the site or, alternatively, realign or renew them in consultation with the relevant utility provider. Obsolete dished kerbs and footway entrances must also be removed, with kerbs and footway reinstated. This includes making good the asphalt across the full width and length of the dished area as a minimum. Depending on the property's location, red or black asphalt may be required, and in some cases, granite paving may need to be reset.

The specification and extent of these remedial works must be agreed in advance with the Parish of St Helier's Infrastructure Department. Only Parish-approved contractors are permitted to carry out works on public roads or footways, and all costs will be borne by the applicant.

#### 12. Footways/kerb line changes

Where car parking is removed, existing dished kerbs must be reinstated to a standard kerb line, and the footway must be renewed/resurfaced. If the parking entrance is retained, the kerbs and footway must also be renewed/resurfaced. The kerb line and footway must be resurfaced for at least the full length of the development by a Parish of St Helier-approved contractor, at the applicant's expense. This is a mandatory condition set by the Parish and must be completed prior to occupation of the premises.

The specification and extent of these remedial works must be agreed in advance with the Parish of St Helier's Infrastructure Department. Only Parish-approved contractors are permitted to carry out works on public roads or footways, and all costs will be borne by the applicant.

#### 13. Rainwater Pipes Adjacent to Public Roadway/Footway

All external rainwater downpipes located along elevations facing a public footway or roadway must discharge directly into the surface water drainage system at the applicant's expense. Rainwater **must not** discharge onto the surface of any public footway or road.

Any works required to connect to the main drainage system must be agreed **in advance** with both the Government of Jersey's Drainage Team and the Parish of St Helier. This agreement must cover the scope of works and the extent of reinstatement required for the public road or pavement prior to any works commencing on site.

#### 14. Refuse Storage and Collection

Detailed arrangements for refuse storage, collection, separation, and recycling must be agreed with the Parish Refuse Manager.

- The Parish cannot collect refuse unless suitable access and on-site storage facilities are provided.
- There should be no step between the refuse store floor and the footway.
- The refuse store must be fitted with a standard Parish lock.

#### 15. Referral to the Government of Jersey Infrastructure and Environment

Notwithstanding the above, this application should be referred to **Infrastructure and Environment**, as the development will also impact a Government Main Road (Pier Road).

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=RP/2025/10448>

Head of Infrastructure | Parish of St Helier

On behalf of the **Parish of St Helier Roads Committee**

**4. 35 Trinity Road, Former E Coombes Ltd, Former E Coombes Ltd, St. Helier, JE2 4NH**

**P/2025/10474**

*Change of use from Betting Shop (Use Class A(F)) to Coffee Shop (Use Class B(ii)).*

The Roads Committee has reviewed the submitted plans and its position: **[More Information Required](#)**

**Important Notice:**

Applicants must review the *Planning & Development Guide* adopted by the Parish Roads Committee. This guide contains essential requirements for developments that adjoin or affect a Parish by-road. Access it here: [Planning Guidance Standards | Parish of St Helier](#).

Please be aware that Planning approval does not grant permission to alter any Parish by-road or footway. Such works require **prior** written consent from the Parish of St Helier, and all specifications **must be agreed in advance**. Furthermore, only contractors approved by the Parish are permitted to carry out works on Parish by-roads or footways. Please contact us before you commence on site: [infrastructure@sthelier.je](mailto:infrastructure@sthelier.je)

**Proposal:**

The property currently comprises three ground-floor commercial units: a laundrette, a fish and chip shop, and a betting shop. This application seeks to change the use of the betting shop to a café.

Above these units are six residential flats (a mix of one- and two-bedroom apartments). To the rear, there is a yard with three parking spaces, which are owned by the residential flat owners.

There is no information on deliveries, car parking or cycle parking for the proposed café.

**Roads Committee comments:**

**1. Operating times:**

The applicant has not provided any information on the operating times, as it is noted that the property is predominantly residential use.

**2. Parking:**

The applicant should note that a new Resident Parking Zone is being introduced in Old Trinity Hill, which will impose additional parking restrictions in the area. The application does not include any details regarding delivery arrangements or parking provisions for the proposed café.

**3. Accuracy of plans:**

The submitted floor plan is inaccurate. It fails to show the entrance and staircase to the residential units located directly to the west of the site, along the back wall where the cooking facilities are proposed. This raises concerns about the feasibility of installing a ventilation system without impacting these areas.

**4. Refuse Storage and Collection**

Detailed arrangements for refuse storage, collection, separation, and recycling must be agreed with the Parish Refuse Manager.

- The Parish cannot collect refuse unless suitable access and on-site storage facilities are provided.

- There should be no step between the refuse store floor and the footway.
- The refuse store must be fitted with a standard Parish lock.

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2025/10474>

Head of Infrastructure | Parish of St Helier  
On behalf of the Parish of St Helier Roads Committee

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