



PARISH OF
ST HELIER

AGENDA

ROADS COMMITTEE MEETING

Wednesday 11th February 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 14 January 2026 ('A' Agenda items).
A4. Matters arising.
A5. For decision: Proposals for Clearview Street NIA.
A6. For decision: Draft Roads programme 2026-27
A7. For information: Verbal update from Town Centre Manager
A8. For decision: To consider recent Planning applications.
A9. Agreed decisions.
A10. Lodging items for forthcoming Roads Committee meetings.

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: 11 February 2025	Road reference & title of report: Clearview Street NIA
Address: Clearview Street	Requested by: Roads Committee
Location map: 	Photograph/street view: 
Brief introduction/summary: <u>Background and Design Principles</u> The Roads Committee approved the 2025/26 Roads Improvement Programme, which included funding for the initial design work on the next Neighbourhood Improvement Area (NIA), following the completion of the Poonah Road NIA. Pomona Road and Poonah Road NIAs established the blueprint for all future NIA schemes. The core principle is to maintain the existing level of on-street parking while maximising opportunities to improve the streetscape through greening and environmental enhancements. This approach ensures consistency across residential streets. The design for the Clearview Street NIA follows this established framework, incorporating the following key elements: <ul style="list-style-type: none">• No loss of parking• Heritage-style street lighting, relocated to building façades to allow hanging baskets in former lamp post positions• Provision of hanging baskets and irrigation system• Additional gullies where required• Connection of pavement channels to existing surface water drainage, where feasible• Use of Roxem paving to highlight junctions• Pavement widening where possible• Installation of new granite kerbs, with existing kerbs retained and reset as needed• Replacement of old concrete planters with Toc Pots cladding, including solutions for retaining established trees• Creation of new planting areas using a stepped Toc Pots approach	



- Replacement of outdated signage
- Resurfacing of carriageway and footways
- Road markings reinstated upon completion
- Installation of welcome signage, consistent with other NIAs

Next Steps

We are seeking Roads Committee approval for the proposed scheme, which preserves existing parking while enhancing the streetscape and environment for residents.

This NIA has presented challenges due to cost implications, which are detailed in the financial section of this report.

If the Committee approves the scheme principles, the next stage will be **public engagement**, following the same approach as previous NIAs, including drop-in sessions at the Town Hall.

After engagement, drawings will be refined. If significant changes arise, the revised design will return to the Roads Committee for ratification; otherwise, the Parish will proceed to tender. The aim is to commence works in **Autumn 2026**, subject to funding approval at the **Rates Assembly (provisionally scheduled for 15 July 2026)**.

WSP, as designer and project manager, will present the proposals to the Committee and address any questions.

Safety Audit level:

Level 1, 2 and 3 Road Safety audits will be undertaken.

Anticipated budget cost to implement:

The Parish currently allocates £490,000 per annum from NIA funds, subject to approval at the July Rates Assembly. The estimated cost of the proposed scheme is £1.31 million. Please refer to the funding options outlined below.

Funding options:

The preliminary cost plan estimates the total cost of delivering all NIA works at **£1.31million + GST**, based on figures from the Pomona Road and Poonah Road NIAs. This assumes the design and tender process will be undertaken as a single scheme but delivered in **two phases** during 2026 and 2027. The phase split is shown in **Appendix 1**, which outlines the North and South extents.

To meet the available NIA funding—**£490,000 per annum, or £980,000 over two years**—the proposals will require **value engineering** to reduce costs.

Reallocation of streetlighting cost:

The Parish's street lighting budget will cover the costs of lamp post upgrades, as these were already planned. This results in an estimated saving of **£88,000**, reducing the overall scheme cost to **£1.22million**. However, this still remains £240,000 over budget. If sufficient additional savings cannot be achieved, the NIA may need to be phased over three financial years.

Alternative approach - resurfacing:

The Roads Committee may wish to consider allocating resurfacing costs for this NIA to the general road resurfacing programme. If the Parish were not undertaking this NIA, both the carriageway and footway would still require resurfacing due to their current condition.



The estimated resurfacing cost is approximately **£312,000**, and with street lighting costs (**£88,000**) covered by the Parish's lighting budget, the overall cost would reduce to around **£910,000**. This would bring the scheme within the **£980,000 budget**, enabling delivery over two financial years.

However, this approach would reduce the funding available for other resurfacing works.

Programme:

High-Level Programme (subject to refinement as the project progresses)

- **Roads Committee approval of overall scheme:** 11 February 2026
- **Public engagement and drop-in sessions:** End of February 2026
- **Refinement of drawings and details considering comments:** March 2026
- **Tender issued (Phases 1 and 2):** March 2026
- **Tender review:** April 2026
- **Contractor appointment (subject to Rates Assembly):** May/June 2026 (Phase 1)
- **Materials procurement:** May 2026
- **Rates Assembly:** 15 July 2026 (provisional)
- **Site commencement:** Autumn 2026
- **Phase 1 completion:** April 2027
- **Roads Committee update for Phase 2:** January/February 2027
- **Public engagement and update:** February/March 2027
- **Materials procurement for Phase 2:** May 2027
- **Contractor appointment for Phase 2:** May/June 2027
- **Rates Assembly:** July 2027 (TBC)
- **Phase 2 commencement:** School summer holiday (end of July 2027, starting at Rouge Bouillon School junction)
- **Overall completion:** January 2028

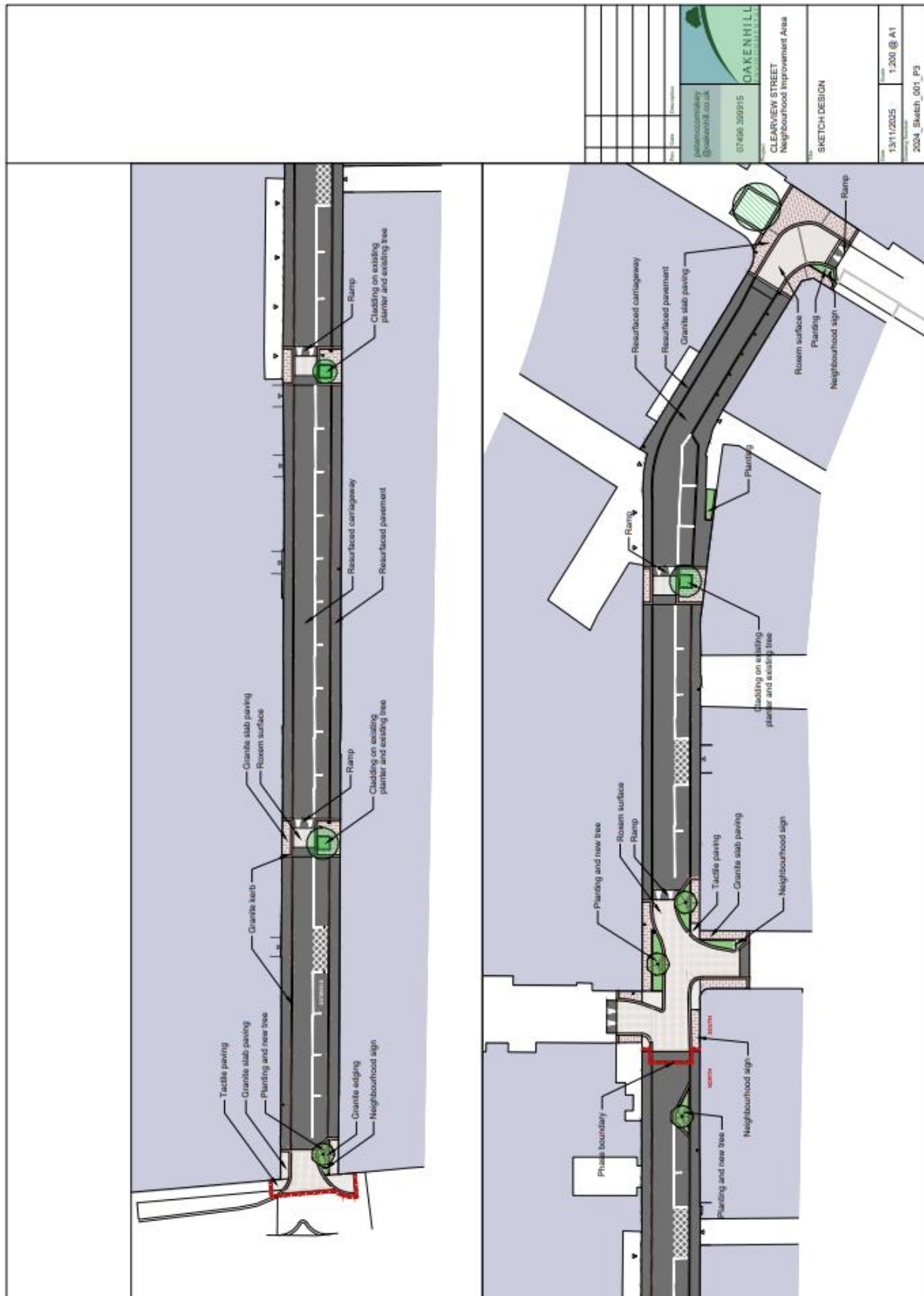
Will public consultation be required?

Yes, there will be public engagement managed by the Parish Engagement Team. The public engagement will continue throughout the project.

Is this to go back to the Roads Committee?

For updates

Appendix 1: Plan





Southern view onto junction with Clairvale Road & Albert Street



Northern entrance to Clearview Street

RATES ASSEMBLY (15.07.26 - provisional)
2026/27 - PROPOSED ROADS MAINTENANCE

Version: 1.0
Date: 11.02.26

Draft

A. ROAD WORKS MAINTENANCE/RESURFACING WORK

Priority	Brief detail	Indicative budget cost	approx Area	approx Lin/m	Update
1	Road wrks mat., Road Markings, Asphalt R&M, fountain R&M, etc.	137,000	Essential maintenance		
2	Miscallaeuous planters (Broken concrete panthers)	25,000	Essential maintenance - planters		
3	Aquila Rd - Carriageway and footways - Phase 2	50,000	440	75 l/m	<i>Continuation of work</i>
4	Saville Street (Clare St to RB) - Carriageway & Footway	125,000	1,000	165 l/m	
5	Clarendon Road - remedial path for future NIA	25,000	2,015	231 l/m	<i>Postponed from 2025-26</i>
6	Chapel Lane - Carriageway and footways	85,000	776	150 l/m	<i>In poor state</i>
7	Clearview Street - Carriageway and footways - Phase 1	160,000	621	332 l/m	<i>Resurfacing work - form part of NIA</i>
8	Charles Street - Large Patch to Providence Junction	15,000			
Sub total:		622,000			

Budget estimate: 622,000

RESERVE LIST

1	Aquila Rd. (Phase 2) (Carriageway and footways) 1989	50,000	440	75 l/m
2	Croydon road exit onto Cleveland Rd- junction treatment	25,000		
3	Parade (Eastern arm) resurfacing, parking spaces, crossings	180,000	1,308	112 l/m
4	Hilgrove Street - Asphalt up to junction of Hilary Street	47,000	770	35 l/m
5	Palmyra Road - Carriageway, speed hunps and Footways	150,000	1,110	185 l/m
6	Tower Road Carriageway (School)	50,000	775	105 l/m
7	Museum Street - Carriageway and Footways	30,000	300	55 l/m
8	Bellozanne Road (One Way - south Section) + Speed humps scheme	143,000	1,100	157 l/m
9	Havres des Pas Gardens - Future potential NIA	490,000	1,250	250 l/m
10	Ruelle Vaucluse (Section)	50,000		
11	Clarendon Road - Future NIA	490,000	2,015	231 l/m
12	Winchester St. (Carriageway and Footways) - after dev. completion	80,000	1,000	310 l/m

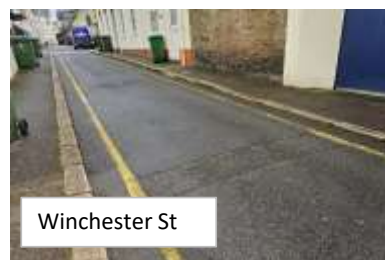
A. Road works Maintenance; the roads have been assessed on site and against the department's register.



Aquila Road



Clarendon Road



Winchester St

RATES ASSEMBLY (15.07.26 - provisional)
2026/27 - PROPOSED ROADS PROJECT

Version: 1.0
Date: 11.02.26

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 - Clearview Street - Phase 1	490,000	31	1,3,4,5,6,8,9	Design work progressing
3	Vallée des Vaux flooding - develop scheme during 2025/26	100,000	31	1,2,5,2	Delayed form 2025/26
4	Janvrin School & Halkett Place Jersey crossings	60,000	31	1,3,4,5,6,8,9	Safe access to the school & outside of the covered area
5	Highview Lane - road width - Aquire land and develop deisgn	60,000	25	1,2,5	Postponed from 2025/26
6	Les Chenes rebuild roadside wall - Phase 1: Obtain Planning/bye-laws	40,000	24	1,3,5,6,8,	Planning permission req'd (specialist architect)
7	Commence design on Halkett Street precinct regeneration (South)	50,000	19	3,4,5,6,7	Continue from South Sections - Investigate joint funding
8	Broad Street Le Sueur Fountain refurb	40,000	18	3,5,6,7,8,9	PoSH monument - water feature upgrade
Sub total :		860,000			Budget estimate: 860,000

Draft**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	Bellozanne Road additional speed humps	60,000	12	1,6	To be determined if there is a speeding issue
11	Seaton Place - regeneration - Phase 1; develop scheme plans	45,000	9	3,7,8	Postpone paving to alfresco to be part of regen
12	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

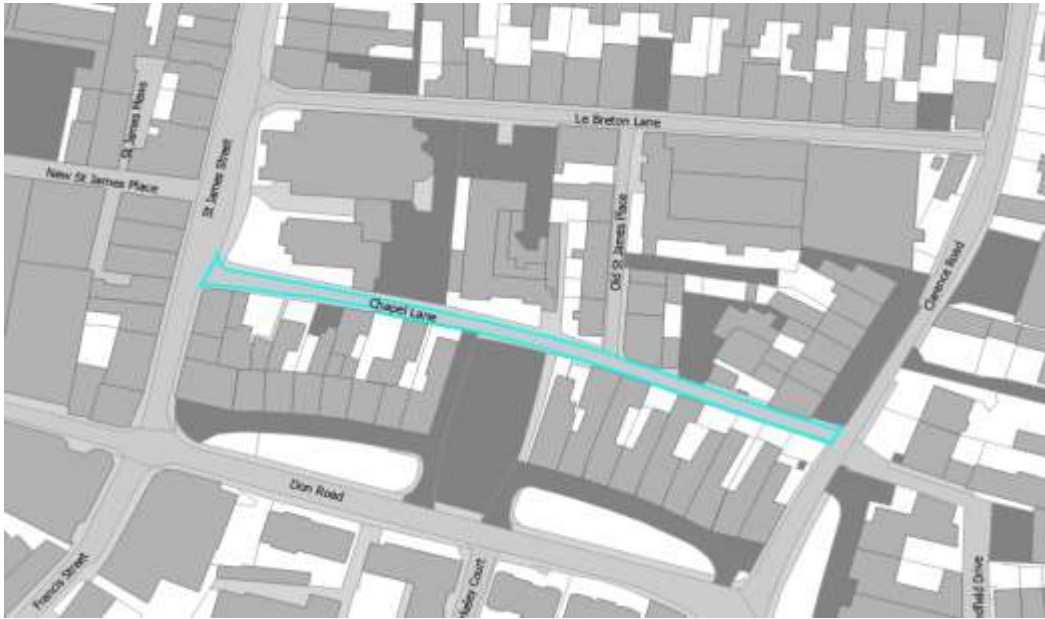
Road resurfacing; is the process of removing and replacing the road's surface, to ensure its longevity and keep it safe for road users.

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

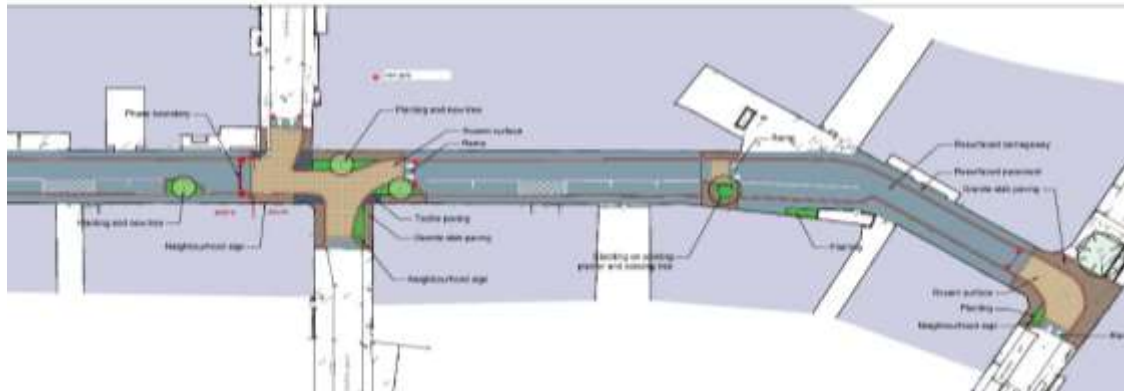
Appendix 1: Proposed roads to be resurfaced (A)

Chapel Lane

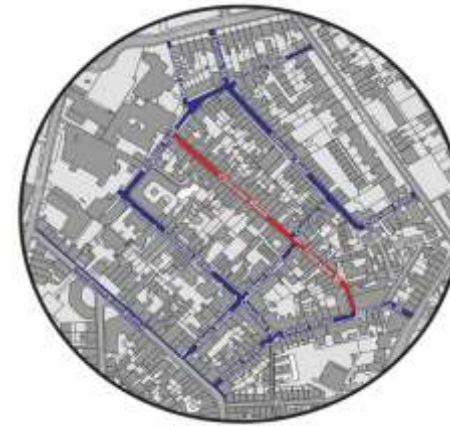


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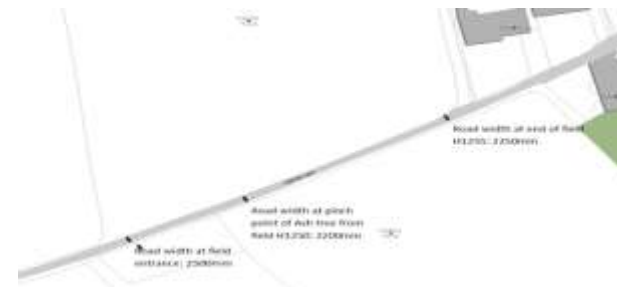
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An aerial view of a residential area. A large, rectangular green lawn is bordered by a low stone wall. To the left of the lawn is a paved road with white markings. In the background, there are several houses with red roofs and trees. A small, dark, rectangular structure is visible on the right side of the lawn.



Clearview St NIA





1. Greater World Christian Spiritualist Church, 13 Dorset Street, St. Helier

P/2026/10583

Change of use from a place of worship to create 1no. two bedroom dwelling. Construct extension to East elevation. Various internal and external alterations.

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

Proposal:

The Roads Committee notes that the proposed development is a **change of use of the former Great World Christian Spiritualist Church at 13 Dorset Street, St. Helier, into a single two-bedroom dwelling**. The scheme involves:

- **Conversion and extension:** The existing building will be retained with minor extensions (just under 1m at ground floor and 4.2m at first floor) to create a two-bedroom home. The distinctive roof profile will be kept for character and context.
- **Layout:** Ground floor includes an entrance hall, cloakroom, storage, and one bedroom; first floor includes a second bedroom with ensuite and balcony. There is an existing rear garden (~40 sqm) and a small outbuilding for storage.
- **Design approach:** Retains the original façade character, adds a Juliet balcony with frosted glass for privacy, and upgrades materials for a modern finish.

Car Parking

- The site falls within **Sustainable Transport Zone 2 (*STZ 2)**, where guidance requires:
 - Minimum **0.5 car parking spaces per dwelling** and **0.1 spaces for visitors**.

**STZ 2 covers areas outside the immediate town centre but still within St Helier's built-up area, where there is good access to public transport, walking, and cycling routes. Development in STZ 2 is expected to prioritise sustainable travel options and provide reduced car parking compared to less accessible zones. For new dwellings, the minimum parking standard is 0.5 spaces per unit plus 0.1 visitor spaces, alongside secure cycle parking with electric charging provision.*

- **No on-site car parking** is proposed due to site constraints. Instead, residents will rely on permit-controlled on-street parking nearby (RPZ spaces).

Cycle Parking

- Policy requires **2 cycle parking spaces per dwelling**.



- The proposal states that secure on-site bicycle parking, at both the front and rear of the property. Provision for **electric cycle charging** is also planned.

Roads Committee comments:

1. **Cycle parking**

The plans do not clearly show the exact locations of the cycle parking. Cycle parking should be sufficient to accommodate **cargo cycles**, and provision for electric charging must be included.

2. **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.

3. **Car Parking**

The development includes **no on-site car parking**, which is understandable due to site constraints.

Residents' Parking Zone

The site at **13 Dorset Street** falls within the **Cheapside Residential Parking Zone (RPZ)** in St Helier. The Parish of St Helier operates several RPZs such as *St Mark's*, *St Thomas'*, *Cheapside*, and *Richmond Road*, within which limited permit-controlled parking is available to residents. However, the waiting list for a parking permit is very long.

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/2026/10583>

Head of Infrastructure | Parish of St Helier

On behalf of the Parish of St Helier Roads Committee

2. **Maisons Les Arches, Maisons Les Arches, La Rue le Masurier, St. Helier, JE2 4AF**

RC/2026/10602

Vary condition 5 of PP/2015/1538 (Allocation of car parking spaces and cycle storage spaces. For the avoidance of doubt there shall be no car parking by commuters or non-residents other than persons visiting residents. Car parking shall not be sub-let or reassigned to non-residents of the development.) To allow use of surplus parking spaces by other residents living within 300 metres of the site.

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

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](#).

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Proposal:

The application seeks to amend Condition 5 of planning approval PP/2015/1538 for Maisons Les Arches (formerly BOA Warehouse). The amendment would allow surplus parking spaces within the development to be used by residents of other Andium Homes properties located within 300 metres of the site. At least 70% of the 189 spaces will remain allocated to Maisons Les Arches residents, ensuring their needs are met. The proposal does not increase the total number of spaces; it simply reallocates unused spaces to nearby residents, preventing waste and supporting equitable use.

Roads Committee comments:

1. The Roads Committee supports the provision of additional parking for residents within the 300m area. This measure will be of significant assistance to residents who currently have limited parking options and will enable them to apply for spaces close to their homes. The proposal aligns with sustainable transport policies by discouraging commuter parking and promoting active travel for short journeys, while ensuring adequate parking for local residents.
2. **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/PlanningApplicationDocuments.aspx?s=1&r=RC/2026/10602>

Head of Infrastructure | Parish of St Helier

On behalf of the Parish of St Helier Roads Committee

3. Edinburgh House, Green Street, St. Helier

RC/2026/10603

Vary condition 4 of PP/2017/0747 (Allocation of car parking spaces and cycle storage spaces. For the avoidance of doubt there shall be no car parking by commuters or non-residents other than persons visiting residents. Car parking shall not be sub-let or reassigned to non-residents of the development.) To allow use of surplus parking spaces by other residents living within 300 metres of the site.

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

Important Notice:

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Proposal:

The application seeks to amend Condition 4 of planning approval PP/2017/0747 for Edinburgh House. The amendment would allow surplus parking spaces within the development to be used by residents of other Andium Homes properties located within 300 metres of the site. The proposal does not increase the total number of spaces; it simply reallocates unused spaces to nearby residents, preventing waste and supporting equitable use.

Roads Committee comments:

1. The Roads Committee supports the provision of additional parking for residents within the 300m area. This measure will be of significant assistance to residents who currently have limited parking options and will enable them to apply for spaces close to their homes. The proposal aligns with sustainable transport policies by discouraging commuter parking and promoting active travel for short journeys, while ensuring adequate parking for local residents.
2. **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=RC/2026/10603>

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

4. 19 Esplanade, St. Helier

P/2026/10586

Demolition of existing buildings (19-21 Esplanade). Construct seven-storey commercial office building with one basement level. Minor works within 17.5-18 Esplanade to facilitate party wall works and a localised change of use at ground floor level, including the change of use of a defined area from commercial office (Class C) to a takeaway coffee unit (Class B – Café). Install plant on roof.

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](#).

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Proposal:

The Roads Committee notes that the proposal is for the demolition of the existing mixed-use site (coffee shop, garage, 18 residential units) and construction of a modern office building comprising of:

Office Space:

- **Size:** 3,061 sqm NIA over 7 levels.
- **Capacity:** Approx. 234 workstations.
- **Additional Features:** Ground-floor collaboration spaces and a public walkway (170 sqm) linking Esplanade to Commercial Street.

Number of Units and Types

- **Existing:** retail units, 1 commercial premises, 18 residential units (mostly vacant since 2024).
- **Proposed:** (Single commercial use) Office accommodation only (plus coffee shop within adjacent building for the walkway area).

Sustainable Transport Zone

- The site sits **directly opposite Liberty Bus Station**, the island's main transport hub.
- This location represents the **core sustainable transport zone** in St. Helier, with frequent bus services and excellent walking/cycling infrastructure.

It is noted that the basement plan presented in the Design and Access Statement differs from the plan referenced and included in the Transport Statement. The figures below are therefore based on the Transport Statement and the Travel Plan. The applicant will need to verify which is the correct parking layout.

On-site Cycle Parking Spaces & Electric Charging

- **33 cycle spaces** in basement (two-tier assisted racks).
- **10 wall hooks** for non-standard cycles (e.g., cargo bikes).
- **Electric sockets** for e-bike charging are provided in the cycle store.
- **Additional facilities:** 3 showers and 30 lockers for cyclists

Behavioural Incentives (Travel Plan):

- Discounts with local bike shops for purchase and servicing.
- Cycle buddy schemes and promotion of GoJ's **Love to Ride** program.
- Online journey planning and route information.

Car Parking Spaces

- **Basement:**
 - **11 car spaces** total. **6 spaces equipped with EV charging points.**
 - **4 motorcycle bays** are also included.

Behavioural Incentives (Travel Plan):

- **Limited On-Site Parking:**

Only **11 car spaces** are provided in the basement, with **6 equipped for EV charging**. This deliberate restriction acts as a demand management measure to discourage driving alone.



- **Priority Allocation:**
Spaces are allocated per floor for essential needs (e.g., disabled staff, medical conditions, emergencies), not general commuting. Each office floor will have 2 allocated spaces apart from the top floor, with one only, including a bay with access to EV charging facilities.
- **Car Sharing Promotion:**
The Travel Plan encourages staff to share lifts, reducing single-occupancy car trips.
- **Integration with Nearby Public Parking:**
Staff are guided to use public multi-storey car parks (subject to charges), making alternatives like walking, cycling, or bus use more attractive.

Servicing Bays / Unloading Bays

- **Servicing arrangements:**
 - All refuse/recycling and contractor access via **rear basement access on Commercial Street**.
 - **Loading bays** exist on the Esplanade side near the building entrance for postal and catering deliveries; these are actively managed and rarely occupied long-term.

Parking Arrangements for Commercial Units

- **On-site:** Limited basement parking (11 spaces) allocated across office floors (2 per floor, 1 on top floor).
- **Nearby:**
 - Public multi-storey car parks (Sand Street, Waterfront, Pier Road) within 150–640 m.
 - Motorcycle bays (~200 spaces) and cycle stands (>220 spaces) within 290 m.
- **Policy:** Parking allocation managed by tenant in line with the Framework Travel Plan (FTP) to prioritise sustainable travel.

Roads Committee comments:

1. **Walking and accessibility**

Covered Walkway:

The Roads Committee welcomes the provision of the proposed new covered walkway linking Esplanade (Gov Road) to Commercial Street (PoSH Road).

- The new **170m covered walkway** connecting **Esplanade → Commercial Street → Broad Street (via Les Sablons)** will be open to the general public, not just office workers.
- Includes a **seating courtyard** and coffee shop access, creating a traffic-free route.

According to the Transport Statement:

- It is designed as a **public pedestrian route**, creating a direct, segregated, and a link between the bus station, the Esplanade, and eventually Broad Street (via Les Sablons).
- The walkway includes a **courtyard seating area** and a coffee shop, reinforcing its role as a public amenity rather than a private office-only space.
- This aims to **encourage walking and reduce reliance on vehicles** by providing a safer and more convenient route through the business district



Travel Plan Measures

- Walking buddy scheme to encourage walking commutes.
- Provision of office umbrellas for wet weather trips.
- Online guidance and maps for walking routes.

2. Zebra Crossing:

Existing Crossings Retained and Enhanced

- There is already a **zebra crossing directly in front of the building**, connecting the Esplanade entrance to **Liberty Bus Station**.
- Another zebra crossing is located **east of the bus station**, near Liberation Square.
- They support the **mobility hierarchy** by prioritising pedestrians over vehicles along the Esplanade.
- The new **covered public walkway** complements these crossings by providing an alternative segregated route, reducing reliance on crossing busy traffic points.

Design Standards

- Crossings include **drop kerbs and tactile paving** for accessibility.
- Located within the **20 mph town centre zone**, ensuring safer conditions for pedestrians.

Changes to the zebra crossings must be approved by the Government of Jersey's Infrastructure and Environment team and must conform to the **Road Traffic (Pedestrian Crossings) (Jersey) Order 1982**

Continuous footway:

The applicant must provide a continuous footway along the site vehicular route and incorporate pedestrian-priority treatments (continuous footway design) across all site vehicle access points.

3. Cycle Parking:

The Framework Travel Plan and Transport Statement estimate a total of 239 staff across the building (based on desk density), with approximately 80% present at any one time, equating to around **191 staff** on a typical day.

Given the anticipated occupancy, the proposed on-site provision of **43 cycle spaces** (33 racks plus 10 hooks) equates to approximately **22%** of peak staff numbers. The site's location within Sustainable Transport Zone 1 (STZ 1) offers significant advantages, being a town-centre office with immediate access to the Island's primary bus hub and a range of public cycle parking facilities nearby.

While it is acknowledged that there is no Government of Jersey numeric standard for cycle parking, and that adequacy is assessed on quality, security, and practicality, the Roads Committee would encourage the applicant to explore any further opportunities to increase off-street cycle parking provision.

4. Motorcycle parking spaces

The Roads Committee welcomes the inclusion of four motorcycle parking spaces and recommends that electric charging points be incorporated. Providing EV charging for motorcycles offers several key benefits:

- **Encourages Electric Motorcycle Uptake:** Supports staff and visitors in transitioning to cleaner, quieter electric two-wheelers.
- **Future-Proofs the Development:** Anticipates increasing demand for electric motorcycles in line with Jersey's Carbon Neutral Roadmap.



- **Strengthens Sustainability Credentials:** Complements existing EV car charging and e-bike facilities, creating a fully integrated green mobility hub.

5. **Car Parking:**

The Roads Committee notes that basement parking provision comprises **11 car spaces and 4 motorcycle spaces**, all accessed via **Commercial Street** through the existing basement ramp of the adjoining **17.5 Esplanade building**. This arrangement is confirmed in both the Transport Statement and the Framework Travel Plan, which state that no new vehicle access will be created for the development.

3. **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 within the Travel Plan that the proposals for serving and delivery management are detailed:

- **Access Point:**

All servicing and refuse collection is via the **rear basement access on Commercial Street**, using the shared ramp with 17.5 Esplanade.

This removes the need for storing waste or deliveries on the busy Esplanade footway.

- **Loading Bays:**

Short-term loading bays on the Esplanade are available for postal and catering deliveries. These bays are **actively monitored**, and illegal parking is enforced to prevent misuse.

- **Control Measures:**

- **Scheduled Contractor Access:** Contractors and suppliers must arrange access in advance with the Building Management Company.

- Concierge manages deliveries at the main reception for smaller items.

- Larger servicing (e.g., refuse, recycling) is consolidated at the basement to minimize disruption.

- **Policy Integration:**

- The Travel Plan encourages suppliers to review practices and explore sustainable options (e.g., consolidated deliveries, low-emission vehicles).

- Information for visitors and suppliers will include guidance on sustainable access and avoiding unnecessary vehicle trips.

7. **Travel Plan:**

The Roads Committee welcomes the provision of the travel plan and notes the monitoring and review process, and notes that the Travel Plan Coordinator (TPC) will be appointed by the Managing Agents and will be in place before the first occupation of the building, and the TPC will undertake a review which includes performance review:



- **Reporting & Accountability**
 - Reports signed off by the Chief Executive Officer from the managing Agent.
 - Summary updates published on D2RE's website for transparency.
 - Submitted to the **Government of Jersey** for information purposes.
- **Corrective Actions**
 - If targets are not met, the TPC recommends adjustments to measures and objectives.

8. Planning Obligation Agreement

The Roads Committee requests that a Planning Obligation Agreement be secured, requiring the applicant to undertake full resurfacing of Commercial Street, including both the carriageway and footways.

Justification:

This requirement is considered necessary because the development will generate significant construction traffic, utility excavations, and increased use of Commercial Street as the primary access route. The works will also serve as the main approach for car and cycle parking and will experience higher pedestrian footfall. The obligation is justified on the following grounds:

- **Protection of the public highway** from damage caused by construction and utility works;
- **Direct relationship** to the development's anticipated impacts;
- **Proportionate contribution**, with an estimated cost of approximately £65,000.

Scope of Works:

The Commercial Street resurfacing shall:

- a) Cover the full width of the carriageway and both footways along the section impacted by construction access, utility connections, and operational access to the site (including the principal access serving car and cycle parking);
- b) Include lifting, re-setting, or renewal of kerbs and channels where necessary to achieve correct line, level, and crossfall;
- c) Be delivered to a specification agreed in writing with the Parish and consistent with the *Parish of St Helier Planning & Development Guide* and any relevant Government of Jersey highway standards;
- d) Be executed only by an **Approved Parish Contractor** under Parish permits and supervision;
- e) Be coordinated with statutory undertakers to minimise repeated openings. Final resurfacing must follow completion of all utility works to ensure a continuous finish;
- f) Include submission of as-built drawings (CAD/PDF), a materials compliance dossier, and a schedule of reinstated apparatus/ironwork within 20 business days of Practical Completion;
- g) Be funded entirely by the applicant. The estimated cost of £65,000 is indicative only; the applicant remains liable for the actual out-turn cost. Where the Parish undertakes any element of the works (by agreement), the applicant shall reimburse all properly incurred costs on demand.

Inspection, Certification and Handover:

- h) Practical Completion shall be certified by the Parish upon satisfactory completion and receipt of quality records (including material test results, as-built drawings, and photographic evidence);



- i) A 24-month Maintenance & Defects Period shall apply from Practical Completion, during which the applicant must rectify any defects at its own expense;
- j) Upon expiry of the Maintenance & Defects Period and completion of all remedial works, the Parish shall issue a Final Completion notice and release any remaining security.

Programming and Trigger:

The Roads Committee requests that the applicant complete the Commercial Street works prior to first occupation of any part of the development and proceed diligently to completion, unless an alternative programme is agreed in writing with the Parish to avoid seasonal constraints or conflicts with third-party utility works.

9. **Alterations/surfacing to the Parish footway and/or carriageway**

Any alterations or resurfacing to the public footway or carriageway must only be carried out by a Parish-approved contractor. All costs associated with these works will be the full responsibility of the Applicant.

10. **Servicing of the exterior of a tall building**

A strategy must be developed for cleaning the building façade without requiring external equipment to operate from the roadway.

11. **Vehicular access**

- **Surface Material:** Any new or modified access must be finished with a hard-bound surface (e.g., concrete or asphalt) for at least 2 meters from the public highway. Loose materials such as gravel or stone are not permitted. All surface water from this area must be managed within the site using a soakaway or other suitable drainage method. This condition must be met before the parking space is used.
- **Kerb and Footway Alterations:** The kerb and footway must be lowered by the Parish of St Helier or an approved Parish contractor, at the Applicant's expense. This work must be completed before the vehicle entrance is used. Access across the footway will not be permitted until this requirement is fulfilled, to prevent damage to kerbstones.
- **Pedestrian Priority:** Footways must remain continuous across all vehicular entrances to ensure pedestrian priority.
- **Approval and Contractors:** The Applicant must contact the Parish of St Helier's Infrastructure Department before starting any work on the public highway to agree on the scope, details, and specifications. Only Parish-approved contractors may carry out work on public roads or footways. All associated costs are the responsibility of the Applicant.

12. **Delineation between public and private land**

A 50mm-wide line of split blocks must be laid flush at the junction between private land and the rear edge of the public footway, spanning the full width of the site. This condition, set by the Parish of St Helier, must be completed by the Applicant/owner before the parking space can be used.

The Applicant must contact the Parish of St Helier's Infrastructure Department prior to commencing any work on the public highway to confirm the scope, details, and specifications. Only Parish-approved contractors are permitted to carry out work on public roads or footways. All associated costs are the responsibility of the Applicant.



13. 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.

14. 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.

15. 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.

16. 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.

17. 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.

18. Drainage

Any connection or alterations to the main drains must be agreed with the Government of Jersey's Drainage Team.

19. 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.

20. 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 (Esplanade).

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2026/10586>

Head of Infrastructure | Parish of St Helier

On behalf of the Parish of St Helier Roads Committee

5. 43 Val Plaisant, St. Helier, JE2 4YT

P/2026/10623

RETROSPECTIVE: Demolish Garage. Form parking spaces. Replacement windows and doors. Various refurbishment and alterations to external and internal including staircase to bedroom in the loft.

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

Proposal:

The Roads Committee notes that the proposal is a retrospective planning application for the demolition of the garage to the rear of this property that exits onto Dorset Lane a Parish by-road.

Roads Committee comments:

1. **Vehicular access**

- **Surface Material:** Any new or modified access must be finished with a hard-bound surface (e.g., concrete or asphalt) for at least 2 meters from the public highway. Loose materials such as gravel or stone are not permitted. All surface water from this area must be managed within the site using a soakaway or other suitable drainage method. This condition must be met before the parking space is used.
- **Kerb and Footway Alterations:** The kerb and footway must be lowered by the Parish of St Helier or an approved Parish contractor, at the Applicant's expense. This work must be completed before the vehicle entrance is used. Access across the footway will not be permitted until this requirement is fulfilled, to prevent damage to kerbstones.
- **Pedestrian Priority:** Footways must remain continuous across all vehicular entrances to ensure pedestrian priority.
- **Approval and Contractors:** The Applicant must contact the Parish of St Helier's Infrastructure Department before starting any work on the public highway to agree on the scope, details, and specifications. Only Parish-approved contractors may carry out work on public roads or footways. All associated costs are the responsibility of the Applicant.

2. **Car Parking.**

The number of parking spaces proposed is unclear, as the submitted plan does not include a car parking layout. This information is important as the parking layout may affect the visibility splays. The Applicant should therefore demonstrate that the proposed parking layout does not impact visibility splays. The applicant should note that any alterations to the existing car parking will require that visibility splays comply with standards (see Visibility splays note below).

3. **Visibility splays**

- The Applicant must comply with the visibility requirements outlined in the Government of Jersey's Infrastructure and Environment Department guidance document, ***Access onto the Highway – Standards and Guidance***, available at:



<https://www.gov.je/travel/roads/pages/roadhousingdevelopment.aspx>. All features within the defined visibility zones—including gates, pillars, walls, and vegetation—must be permanently maintained at a height not exceeding 900 mm above road level.

4. **Delineation between public and private land**

A 50mm-wide line of split blocks must be laid flush at the junction between private land and the rear edge of the public footway, spanning the full width of the site. This condition, set by the Parish of St Helier, must be completed by the Applicant/owner before the parking space can be used.

The Applicant must contact the Parish of St Helier's Infrastructure Department prior to commencing any work on the public highway to confirm the scope, details, and specifications. Only Parish-approved contractors are permitted to carry out work on public roads or footways. All associated costs are the responsibility of the Applicant.

5. **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.

6. **Street Furniture**

The applicant is advised that any costs associated with the removal or relocation of street furniture or utilities—such as lamp posts, 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.

7. **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.

8. **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.

9. **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.

10. **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.

11. **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.

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2026/10623>

Head of Infrastructure | Parish of St Helier

On behalf of the Parish of St Helier Roads Committee



6. Woodlands Farm, La Rue de Maupertuis, St. Helier, JE2 3HG

P/2026/10633

Temporary removal of wall and entrance pillar to Woodlands Farm.

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

Proposal:

The Roads Committee notes that the proposal is a retrospective planning application for the demolition of the garage to the rear of this property that exits onto Dorset Lane a Parish by-road.

Roads Committee comments:

1. **Vehicular access**

- **Surface Material:** Any new or modified access must be finished with a hard-bound surface (e.g., concrete or asphalt) for at least 2 meters from the public highway. Loose materials such as gravel or stone are not permitted. All surface water from this area must be managed within the site using a soakaway or other suitable drainage method. This condition must be met before the parking space is used.
- **Kerb and Footway Alterations:** The kerb and footway must be lowered by the Parish of St Helier or an approved Parish contractor, at the Applicant's expense. This work must be completed before the vehicle entrance is used. Access across the footway will not be permitted until this requirement is fulfilled, to prevent damage to kerbstones.
- **Pedestrian Priority:** Footways must remain continuous across all vehicular entrances to ensure pedestrian priority.
- **Approval and Contractors:** The Applicant must contact the Parish of St Helier's Infrastructure Department before starting any work on the public highway to agree on the scope, details, and specifications. Only Parish-approved contractors may carry out work on public roads or footways. All associated costs are the responsibility of the Applicant.

2. **Signage**



Give way road marking and a sign on a sign pole are to be provided at the vehicle exit point at Woodlands Farm so that vehicles exiting give way to vehicles in La Rue de Maupertuis.

3. Temporary arrangements / Visibility splays:

It is unclear from the duration of the temporary arrangement. If this becomes a permanent change, then the applicant will need to ensure that visibility splays are checked and comply with the visibility requirements outlined in the Government of Jersey's Infrastructure and Environment Department guidance document, **Access onto the Highway – Standards and Guidance**, available at:

<https://www.gov.je/travel/roads/pages/roadhousingdevelopment.aspx>. All features within the defined visibility zones—including gates, pillars, walls, and vegetation—must be permanently maintained at a height not exceeding 900 mm above road level.

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2026/10633>

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