



# PARISH OF ST HELIER

## AGENDA

### ROADS COMMITTEE MEETING

Wednesday 11th March 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 11 February 2026 ('A' Agenda items).
A4. Matters arising.
A5. <b>For information:</b> Westward development, South Hill update
A6. <b>For decision:</b> To consider recent Planning applications.
A7. Agreed decisions.
A8. 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~~



<p><b>Roads Committee date:</b> 11 March 2026</p>	<p><b>Road reference &amp; title of report:</b> 230 – Westward development, South Hill</p>
<p><b>Address:</b> Westward South Hill</p>	<p><b>Requested by:</b> Officers</p>
<p><b>Location map:</b></p> 	<p><b>Photograph/street view:</b></p> 
<p><b>Brief introduction/summary:</b></p> <p>The Parish proposes to enter into a Contract of Arrangement with Westward Developments Limited (WDL), a subsidiary of the Jersey Development Company. The purpose of the agreement is to address a number of matters previously identified by the Roads Committee in its responses, together with certain Planning Obligations associated with the development.</p> <p>The Parish further confirms that there has been constructive dialogue and positive engagement between WDL and Parish Officers to discuss the various aspects and detailed provisions of the proposed agreement.</p> <p>Planning permission has been granted for a residential development comprising 139 units of accommodation on the former Planning Offices site at South Hill, St Helier (planning reference <b>P/2022/1619</b>, as amended by <b>RP/2025/10448</b>, which is currently under consideration).</p> <p>The approved development, known as Westward, is situated adjacent to Parish-owned land, including South Hill Park, the public playground, and associated access routes. In addition to the residential accommodation, the scheme delivers a number of public benefits, including the refurbishment and upgrade of the existing playground, the provision of new public toilet facilities, and long-term rock stabilisation works to the surrounding landform.</p> <p>Given the site’s location and topography, and its proximity to Parish land, the Parish raised a number of important matters during the planning process, in particular:</p> <ul style="list-style-type: none"> <li>• the long-term safety and stability of the rock face above Parish land;</li> <li>• the protection of Parish property and the management of liability and risk;</li> <li>• the temporary use and closure of the public playground during construction; and</li> <li>• the delivery and long-term security of public benefits, including the upgraded playground and new public toilets.</li> </ul>	



These matters are now proposed to be secured through a legally binding Contract of Arrangement between the Parish and Westward Developments Limited. This approach provides greater certainty and long-term protection for the Parish than reliance on planning conditions alone, ensuring that responsibilities, liabilities, and public benefits are clearly defined and enforceable.

### Parish Land affected

The Parish owns land adjoining the development site, including:

- the rock formation known as South Hill Rock face;
- the sloping banks forming part of South Hill Battery;
- the surface of South Hill roadway (to a depth of two feet);
- the public playground and car park adjoining the site.

### Summary

In summary, the proposed agreement:

- secures permanent rock face safety and full liability protection for the Parish;
- delivers a refurbished public playground and new public toilet facilities at no cost to the Parish;
- provides two new pedestrian crossings on South Hill at no cost to the Parish;
- enables the adoption of a new public footway along the western boundary of the WDL site;
- ensures construction impacts are managed in a controlled and fully insured manner; and
- protects Parish land and financial interests over the long term.

The agreement does **not** commit the Parish to any capital expenditure.

The Project will be made available via the Parish website and Customer Services in advance of its presentation to the Parish Assembly on **25 March 2026**.

The Parish considers the proposals to be in the best interests of the Parish, securing long-term protection of Parish land and liability, delivering new and upgraded public facilities at no cost to the Parish, and providing permanent infrastructure and safety improvements for the benefit of parishioners. Committee members are invited to support the proposals.

### Key elements of the proposed agreement:

#### 1. Rock face stabilisation and permanent responsibility

Westward Developments Limited (WDL) will, at its own cost:

- design and carry out containment and stabilisation works to the rock face and associated banks adjoining Parish land;
- ensure all works are undertaken to approved professional standards and subject to independent inspection; and
- assume permanent responsibility for the monitoring, maintenance and management of the rock face following completion of the works.

This includes the ongoing inspection and maintenance of all physical safety measures, such as retaining structures at the base of the banks, where required.



Crucially, WDL will accept full and permanent liability for the consequences of any rock fall or failure and will fully indemnify the Parish against all claims, costs and liabilities (including third-party claims). This provides long-term protection for the Parish and parishioners from legal and financial risk.

The agreement also prevents indefinite delay, requiring that rock stabilisation works must commence within a defined period, even if the wider development is postponed.

## **2. Access to Parish land**

WDL will be granted controlled rights of access to Parish land where reasonably required for the purposes of agreed works, inspections, maintenance, or emergency interventions.

- Except in emergencies, a minimum of one week's notice must be provided.
- All activities must be carried out with minimal disruption to Parish operations and the public.
- Any areas of Parish land affected by access or works must be fully reinstated upon completion.

## **3. Temporary use and closure of the playground during construction**

Once development commences, and following one month's written notice:

- WDL will have exclusive possession of the playground for the duration of construction works;
- the playground will be closed to the public and securely fenced for safety reasons; and
- the Parish will not have access to the playground until works are completed and the site is formally handed back.

This temporary closure is considered necessary to allow construction to proceed safely.

## **4. New playground and public toilet facilities**

Upon commencement of the development, WDL will be legally obliged to:

- refurbish and upgrade the public playground; and
- construct new public toilet facilities,
- entirely at its own cost and within three years of commencement.

These works must be delivered in accordance with the approved planning permission, the Planning Obligation Agreement, and Parish comments. Upon completion, the facilities will be handed back to the Parish in a fully operational condition.

## **5. Insurance and protection during works**

Throughout the construction period:

- WDL must ensure that all contractors maintain appropriate insurance cover, including cover relating to the playground and adjoining Parish land;
- the Parish will be indemnified against damage, claims, or risks arising from the works; and
- this protection will extend to third-party claims, safeguarding the Parish and parishioners from legal or financial liability.



## 6. Drainage serving Parish properties

Where Parish-owned drainage infrastructure currently crosses the development site:

- WDL may reroute such drains where necessary;
- all associated works will be undertaken entirely at WDL's cost; and
- disruption to Parish land and property will be minimised.

## 7. Water infrastructure under the playground

WDL may install water infrastructure beneath the playground to serve the development.

- The Parish will have the right to connect the new public toilets to this water supply.
- All installation costs will be met by WDL.
- The Parish will contribute a fair proportion of future maintenance costs, with Parish usage separately metered.

## 8. Boundaries and rights of way

- A historic Parish right of way dating from 1968, which is no longer required, will be formally extinguished.
- The boundary between the development site and the playground will be clearly defined and legally fixed to prevent future disputes.
- WDL may erect a boundary enclosure at its own cost.

Any new enclosure will remain in the ownership and maintenance responsibility of WDL. The Parish will retain the right to connect to the enclosure where appropriate, at which point the developer's access rights to the connected sections will fall away.

Subject to necessary approvals, the Parish intends to accept the transfer of a new public footway along the western boundary of the site following completion of the development.

## 9. Construction activity and cranes

As is standard for a development of this scale:

- cranes may temporarily oversail Parish land;
- strict safety protocols will apply at all times;
- WDL must maintain public liability insurance of no less than £10 million; and
- any damage caused to Parish land or property must be made good by the developer.

## 10. Construction disturbance

The Parish acknowledges that construction activity will inevitably involve noise, dust, and general disturbance.

- The Parish agrees not to object to normal construction activities, provided safety is maintained and Parish land is not damaged.
- This does not limit the Parish's ability to take action in cases of gross negligence, serious safety risk, or physical damage.



### 11. Environmental measures

WDL will be permitted to install bird and bat boxes on Parish land adjacent to the site, in accordance with environmental requirements and agreed locations.

### 12. Pedestrian crossings in South Hill

WDL will, at its own cost, design and construct the approved pedestrian crossings on South Hill, including associated lighting, signage, Belisha beacons, and any necessary road or footway works. All works will be undertaken in accordance with:

- the approved planning permission;
- the requirements of the Parish Roads Committee; and
- any Road Safety Audits required by the Parish.

### 13. Transfer of footway from WDL to the Parish

WDL intends to transfer to the Parish the new public footway to be constructed along the western boundary of the site.

The footway will be constructed to a design and specification agreed with the Parish and in accordance with the approved planning permission and Planning Obligation Agreement.

#### Legal costs and safeguards

- All agreements will be legally binding and enforceable.
- All reasonable legal costs incurred by the Parish will be met by WDL.

The Parish Assembly will be asked to determine whether to approve the Parish entering into the Contract of Arrangement and to authorise the Connétable and at least one Procureur du Bien Public to execute the necessary documentation on behalf of the Parish.



1. 11 Simon Place, 13 Simon Place and 5, Tunnell Street, St. Helier, JE2 4S

P/2026/10650

*Demolition of garage workshop, 13 Simon Place and part of 11 Simon Place and 5 Tunnell Street. Refurbishment of 11 Simon Place and 5 Tunnell Street. Formation of new public walkway between Simon Place and Tunnell Street. Creation of new vehicular access and parking area for EVie car club hub. Form new public open space with various hard and soft landscaping.*

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 proposals comprise the construction of a new pedestrian walkway and public space between Simon Place and Tunnell Street. This is to be delivered as part of a Planning Obligation Agreement for the adjacent Ann Street Brewery Site (P/2022/0969), which is currently under construction.

The proposals comprise the following four elements:

1. **The creation of a new pedestrian link** from Simon Place to Tunnell Street, which is a requirement of Planning Permission P/2022/0969 for the adjacent Ann Street Brewery Site.
2. **The refurbishment of existing dwellings** at 11 Simon Place and 5 Tunnell Street
3. **The establishment of a new landscaped public open space** with benches and substantial planting
4. **Provision of an Evie car club hub**, which is also a requirement of Planning Permission P/2022/0969 for the adjacent Ann Street Brewery Site.

**Walking (Pedestrian access)**

The Ann Street Brewery site, located opposite the application site on Simon Place, represents the final phase of a three-site masterplan being delivered by Andium Homes. A central principle of the masterplan is improved connectivity, with a range of new pedestrian and cycle routes designed to reduce reliance on the existing road network.

The proposed pedestrian link will provide convenient access from Simon Place, and the new developments at Ann Street Brewery, Cyril Le Marquand Court, and the former Mayfair Hotel site, to Millennium Park, the Co-Op Grande Marché, and the Jersey Gas site, which is allocated for education use within the BIP. This route will perform a similar function to the existing Tunnell Street–Belmont Road walkway (La Raccourche).

The proposal seeks to create a direct, linear route between the two roads, ensuring clear visibility along its full length. This will allow pedestrians to identify the route and feel confident and safe, as the entire walkway will be visible from any point along it. The scheme will deliver a new pedestrian connection linking the Andium developments directly to Millennium Park.

The applicant proposes to offer the new pedestrian walk-through to the Parish, subject to further discussion. Following this, a formal proposal will be submitted to the Roads Committee and the Parish Assembly. The applicant is advised to review the Parish *Planning & Development Guide*, which sets out the relevant procedures and timescales.

### **Cycling**

It is intended that cyclists will be able to use the proposed pedestrian cut-through. However, to ensure safety, the proposal includes the introduction of a staggered chicane at both the entrance and exit points of the route. This approach is fully supported by the Parish Roads Committee. Appropriate signage will be provided at the chicane to warn both cyclists and pedestrians that they are entering or exiting onto a live carriageway.

### **Roads Committee: Walkthrough comments:**

#### **Road Safety Audits**

The Parish Roads Committee requires that Road Safety Audits be undertaken at Stages 1, 2, and 3. These audits should assess materials, colour treatments, lighting levels, and overall pedestrian and cyclist safety.

The completed Road Safety Audits are to be shared with the Parish, particularly as the Parish may assume ownership and responsibility for the walkway and associated publicly accessible areas, subject to approval by the Parish Roads Committee and the Parish Assembly.

### **Roads Committee: Proposed Evie Car Club Hub comments:**

It should be noted that this Evie car hub would provide some of the dedicated spaces that were committed to as part of the Ann Street and Grand Douet schemes and the provision of these spaces at this location is supported by Evie.

#### **1. Visibility Splays**

The applicant has provided a visibility splay drawing which shows that the proposed visibility splay is in accordance with the requirements as set out in ***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.

#### **2. 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.

#### **3. 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.



4. **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.

5. **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.

**Roads Committee: Finishes and Street Furniture comments:**

If the intention is for the Parish to assume responsibility for this new publicly accessible area, it is important that the applicant reviews the Parish *Planning & Development Guide*. This document sets out the required public realm standards, including (but not limited to) the use of granite paving within public access routes, litter bins, street lighting, and appropriate street furniture.

**Landscaping**

If the intention is for the Parish to maintain the landscaped areas, then the proposed planting scheme is to be agreed with the Parish Parks and Gardens Manager.

**Litter Bins.**

The type, number and location of the litter bins are to be agreed with the Parish of St Helier Refuse and Street Cleansing Manager. Please refer to the Parish *Planning & Development Guide*.

**Roads Committee: Proposed Residential units comments:**

1. **Cycle parking**

Private and secure cycle parking must be provided for the residential units. This should be sufficient to accommodate cargo and inclusive cycles, and provision for electric cycle 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

As the residential units do not benefit from dedicated on-site car parking, it is requested that occupiers are provided with access to the proposed car club hub. In addition, a minimum of one year's free car club membership should be offered to all residents within the development.

### 6. 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/2026/10650>

Head of Infrastructure | Parish of St Helier

On behalf of the Parish of St Helier Roads Committee

## 2. 31, Eagle House, La Colomberie, St. Helier, JE2 4QB

RP/2026/10654

*REVISED PLANS to RP/2025/0342 (REVISED PLANS to P/2023/0197. Convert existing offices to provide 17 no. 1-bed, 8 no. 2-bed, and 1 no. 3-bed apartments, associated cycle store, and the retention of the current ground floor retail units) and RP/2024/0395 (omit all roof extensions and associated external alterations to create 15 X 1-bed-, 6 X 2-bed-, and 1 X 3-bed apartments including a shared communal rooftop garden.) : Change of Accommodation mix to 14 x 1 Bed, 7 x 2 Bed and 1 x 3 Bed units. Install 2 No. Dormers to East Elevation. Create 2 No. Private Terraces on Approved Flat Roofs. Various Internal and External Alterations.) Reposition balustrade onto existing concrete upstand to fourth floor.*

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

### Important Notice:

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### Proposal:

The Roads Committee notes that the application submitted is an amendment to the previously approved application P/2023/0197 and subsequent change RP/2025/0342, converting the existing building to form units of accommodation.



The quantum of units remains as per the previous alteration under RP/2025/0342. This request is for repositioning the balustrade onto the existing concrete upstand to the fourth floor.

**Roads Committee's previous relevant comments:**

The Committee comments made under RP/2025/0342 are relevant in this application and for ease they are included below:

1. Roads Committee clarifies that La Colomberie and Don Road are not Parish-owned: this area is administered by Government of Jersey's Infrastructure and Environment department. The feedback consultation from Transport states that the precinct area is under Parish ownership, which is incorrect.
2. It is noted that the new bin store has outward-opening doors. The Roads Committee requests that the bin store be reconfigured so that the doors open inwards, as no doors may open outwards over the Public Highway. The applicant should note that contravening this condition will be a breach under the Highways Encroachments (Jersey) Regulations 1957.
3. The requirements of the Highway Encroachments (Jersey) Regulations 1957 must be strictly complied with. Planning approval does not give permission for a structure to encroach on the highway or footway.
4. Any windows bordering the Public Road or Footpath shall be of a type whose opening lights do not open beyond the face of the building. The applicant should note that contravening this condition will be a breach under the Highways Encroachments (Jersey) Regulations 1957.
5. That the refuse store/collection arrangements, refuse separation and recycling strategy are to be agreed in detail with the Parish Refuse Manager.
  - It should be noted that the Parish cannot collect refuse unless adequate access and storage facilities are provided on-site.
  - The Applicant is to indicate on a plan showing a properly constructed enclosure for the storage of refuse prior to collection.
  - There should be no step between the floor of the refuse store and the footway.
  - The refuse store is fitted with a standard Parish lock.
6. That notwithstanding the above comments, this submission should be referred to the Government's Infrastructure & Environment Department since the road in front of the property is a Government main road.

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=RP/2026/10654>

**Head of Infrastructure | Parish of St Helier**

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

*Replace alfresco dining pergola on timber decking with ramped access.*

The Roads Committee has reviewed the submitted plans and its position: [Advice Given](#)

**Important Notice:**

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**Proposal:**

The Roads Committee notes that the application seeks to replace the existing canopy with a new pergola, following damage sustained during Storm Ciarán. The proposal includes integrated sliding glass screens and the retention of the existing glass balustrade. However, it is noted that the applicant intends to extend a ramp beyond the licensed area, which is unacceptable.

**Roads Committee Comments:**

The Parish recognises that the proposed enclosure is intended to replace the structure damaged during Storm Ciarán, which affected Jersey on Wednesday, 1 November 2023.

1. The applicant is advised that the alfresco permit is administered by the Parish of St Helier and applies strictly to the approved alfresco area. Permits are valid until 31 December each year and are generally renewed from 1 January; however, renewal is not guaranteed and remains at the discretion of the Parish. All structures and associated features must remain wholly within the approved alfresco boundary at all times. Should the permit not be renewed, the applicant will be required to remove all structures from West Centre.

Terms and conditions governing the use of alfresco areas are issued with the permit, and the applicant is required to comply with these at all times.

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2026/10658>

**Head of Infrastructure | Parish of St Helier**

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

**4. Field H1219 (Eastern half), La Grande Route du Mont a l'Abbe, St. Helier**

**P/2026/10692**

*Construction of 59 no. supported housing dwellings, comprising 17 no. two-bed houses, 22 no. three-bed houses, 10 no. one-bed and 10 no. two-bed Extra-Care apartments, including a community centre with associated parking, bicycle and refuse storage, electrical substation and private amenity space. Creation of a*



*new vehicular and pedestrian access onto St John's Road. Various landscape works including communal open spaces - 3D MODEL AVAILABLE*

The Roads Committee has reviewed the submitted plans and its position: [Support](#)

**Important Notice:**

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**Proposal:**

The Roads Committee notes that the proposal relates to the redevelopment of Field H1219, St John's Road, St Helier for a supported housing development, together with associated access, parking, servicing, landscaping and infrastructure works.

The proposal comprises:

- 59 residential dwellings, consisting of:
  - 39 houses
    - Mix of two- and three-bedroom units
    - Designed to a combination of **accessible and adaptable** and **wheelchair-accessible** standards
  - 20 extra-care apartments delivered to **\*HAPPI** principles, comprising:
    - 10 × one-bed (two-person) units
    - 10 × two-bed (three-person) units

*\*HAPPI = "Housing our Ageing Population: Panel for Innovation" standards are a set of 10 design principles focused on creating high-quality, sustainable, and flexible homes that cater to an ageing population. Aims to combat loneliness, encourage independence, and improve the quality of life for older residents.*

- Community centre
  - Located at ground-floor level
  - Approximately **227 m<sup>2</sup>** Gross Internal Area
  - Intended for use by residents and the wider local community

Overall Summary (Key Numbers)

Item	Provision
<b>Total dwellings</b>	<b>59</b>
Houses	39
Extra-care apartments	20
Community centre	227 m <sup>2</sup> (GIA)
Car parking	63



Disabled car parking	Up to 20 spaces (flexible provision)
Visitor/carer parking	Included within overall provision (approx. 9 spaces)
Cycle & mobility parking (total)	165 spaces
Assisted / non-standard cycle parking	Yes
Mobility scooter spaces	Provided within cycle/mobility total
EV charging (active)	6 bays
EV charging (passive)	All bays
EVie car-club vehicles	6
Sustainable Transport Zone	Zone 2
New walking/cycling route	3 m wide

### **Transport and Access Overview**

- Vehicular access to the site is proposed from St John’s Road, which is a Government of Jersey Infrastructure and Environment Road.
- The site lies within Sustainable Transport Zone (STZ) 2
- The internal layout is designed to prioritise pedestrian movement and accessibility

### **Walking & Active Travel Improvements**

- A new **3-metre-wide shared pedestrian and cycle route** running through the site
- Direct connections to **Le Clos Vaze, Haute Vallée School** and **Clarke Avenue bus stop**
- Route is level, step-free, well-lit and suitable for wheelchairs, mobility scooters, cycles and pushchairs
- The route is intended to:
  - Reduce reliance on St John’s Road for pedestrian movement
  - Improve safety for school children, residents with mobility impairments and extra-care occupants

### **Public Transport Accessibility**

- The site is served by existing bus services on **Routes 5, 5A and 19**
- The primary bus stop at **Clarke Avenue** is within walking distance ~102 m
- An accessibility audit confirms appropriate surfacing, gradients, shelter and seating at bus stops
- Potential future increase in Route 19 frequency associated with the new hospital development.

### **Cycle Parking Provision**

- **165 cycle and mobility spaces** provided across the site
- Accommodates standard cycles, non-standard / assisted cycles and mobility scooters
- Submitted documents do not present a single fixed split, but confirm sufficient provision within the overall total

### **Visitor Cycle Parking**

- Provided as part of the site-wide cycle and mobility strategy
- Located close to the community centre, principal entrances and communal stores

### **Visitor Mobility Scooter Parking**

- Provided within the overall mobility parking strategy
- Located close to the community centre and extra-care accommodation

### **E-bike / mobility scooter charging:**

- External charging point at every dwelling



- Charging available in cycle and scooter stores

#### **Car Parking Provision**

- **63 car parking spaces in total**, including **6 EVie car-club bays**
- Mix of resident, visitor, carer, community, medical, minibus and EVie spaces
- Parking assessed against **STZ 2**

#### **Disabled Car Parking**

- Up to 20 disabled spaces can be designated as required
- At least one visitor space is explicitly marked as disabled
- All bays wider than standard, allowing conversion close to dwellings

#### **Electric Vehicle Charging**

- 6 active EV charging bays (EVie)
- Passive EV infrastructure to all remaining bays
- E-bike and mobility scooter charging at every dwelling and within stores

#### **EVie Car Club Provision**

A dedicated on-site EVie mobility hub is provided with **six spaces**, comprising:

- 1 wheelchair-accessible vehicle (WAV)
- 1 electric van
- 4 electric micro-vehicles

Intended to reduce private car ownership and support accessible shared mobility

#### **Visitor Parking**

- Included within overall parking provision (approximately nine spaces)
- Located close to the community centre, extra-care accommodation and key pedestrian routes

#### **Servicing, Refuse and Unloading**

- Swept-path analysis provided for refuse vehicles, fire appliances and 7.5 t vehicles
- All service vehicles enter and exit in forward gear
- Bin stores distributed adjacent to the internal access road
- JEC substation, minibus and medical bays provided close to the community centre

#### **Roads Committee comments:**

##### **1. Transport Plan/ Transport Assessment and Design & Access statement discrepancies**

The Roads Committee has reviewed the submitted Transport Plan / Transport Assessment and Design & Access Statement. While the principle of access from St John's Road and the overall layout are understood, the Committee notes that inconsistencies remain between the transport figures presented across the submitted documents, particularly in relation to parking and cycle/mobility provision.

As a result, it is unclear which figures should be relied upon for statutory assessment.

##### **2. Le Clos Vaze link**

It is noted that there is to be a link to Le Clos Vaze, which leads to Parish amended roadways and footways, the final detail will need to be agreed with Parish.



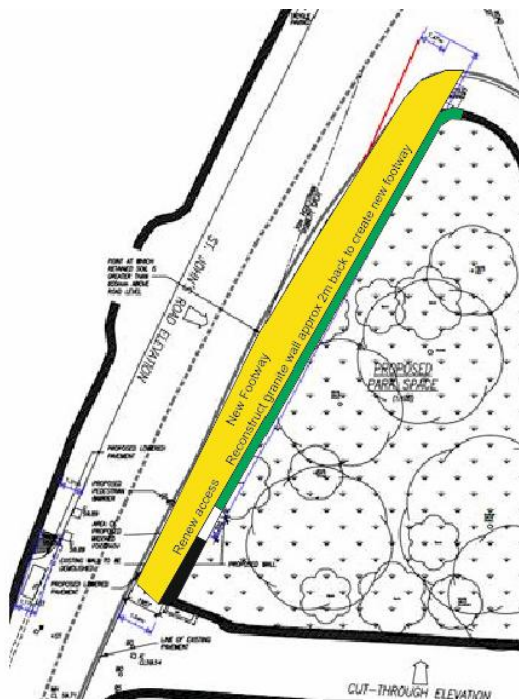
### 3. Public Realm improvements (POA)

The Parish seeks a contribution towards essential public realm and highway safety improvements along St John's Road, relating to the boundary of the Parish pocket park known as La Chénée.

The existing stone wall is in poor condition and requires rebuilding in any event. Its current alignment severely restricts pedestrian visibility and forces pedestrians exiting the pocket park directly into the live carriageway, creating a significant road safety hazard.

The Parish therefore intends to seek planning permission to rebuild and set the wall back by approximately 2 metres, enabling the provision of a safe, continuous footway linking to Queen's Road. This would remove pedestrians from the carriageway, improve visibility at the St John's Road / Queen's Road junction, and deliver clear safety benefits for existing residents and future occupants of the development.

In addition, the Parish will seek to install boundary fencing around the pocket park to allow it to be accessed safely, as current access arrangements place pedestrians on the carriageway with poor visibility.



The existing La Chénée access forces pedestrians into the carriageway and has poor pedestrian visibility on exit.

### 4. Refuse & Recycling

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

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



5. 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/2026/10692>

Head of Infrastructure | Parish of St Helier

On behalf of the Parish of St Helier Roads Committee

5. 14-16, Midvale Road, St. Helier, JE2 3YR

P/2026/10701

*Partial demolition, extension, and conversion of existing building to form 7 No. dwelling-houses with associated ancillary facilities including car parking spaces, stores, bin store and cycle stands. Various hard and soft landscaping – 3D model available*

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](#).

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 proposal relates to the redevelopment of the former St John Ambulance site on Midvale Road, St Helier, to provide seven residential dwellings through the retention, partial demolition and extension of the existing building. The development comprises six three-bedroom houses and one four-bedroom house, together with associated access, parking, landscaping and servicing arrangements.

Vehicular access will continue to be taken from Midvale Road using the existing access points, with eight on-site car parking spaces provided (seven resident and one visitor), all equipped with electric vehicle charging infrastructure. The scheme also includes secure cycle parking for 16 bicycles, with dedicated provision for electric bicycle charging. Pedestrian access is clearly separated from vehicle movements, and refuse collection will operate from the roadside.

**1. Walking (Pedestrian) Provision**

Site layout shows:

- Dedicated pedestrian access separate from vehicle access
- Clear pedestrian routes through the site

**2. Cycling Provision**

- 16 cycle parking spaces
- Electric bicycle charging within the cycle hub



### 3. Car Parking Provision

- 8 total car parking spaces
  - 7 residents
  - 1 visitor
- Parking is integrated into the site layout and landscape design
- All car parking spaces are equipped with EV charging

### 4. Servicing / Refuse / Delivery Parking

- Refuse strategy:
  - Central refuse store
  - Bins moved to Midvale Road on collection days
  - No dedicated servicing bay shown

### **Roads Committee comments:**

#### 1. Cargo / Inclusive cycle parking:

It is requested that the Applicant provides cycle parking with sufficient space to accommodate larger cargo bicycles / inclusive cycles.

#### 2. Refuse & Recycling

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

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

#### 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/2026/10701>

Head of Infrastructure | Parish of St Helier

On behalf of the Parish of St Helier Roads Committee

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6. No. 7 King Street, No. 7 King Street, St. Helier, JE2 4WF

P/2026/10755

*Change of Use of premises from Barbers to Coffee Shop. Formation of external seating area.*

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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 Roads Committee notes that the proposal is for a change of use from a barbers shop to a café. It is noted that there is proposals for an alfresco.

**Roads Committee comments:****1. Alfresco**

The applicant is advised that any proposed alfresco area can only be assessed and, if considered acceptable, approved by the Parish of St Helier, who will consult with the Government of Jersey's Infrastructure and Environment Minister. No permanent or fixed structures will be permitted within the precinct.

The applicant is required to submit a formal alfresco application to the Parish. Once planning permission has been granted, the applicant must follow the alfresco licensing process as set out on the Parish website: [Alfresco Licences | Parish of St Helier](#)

**2. Liquor License**

Should the applicant intend to serve alcohol from the premises, a liquor licence will be required. This is a separate process from the planning application. The applicant is advised to contact the Parish of St Helier's Parish Secretary, who will provide guidance on the liquor licensing process. Further information is available on the Parish website: [Liquor licence | Parish of St Helier](#)

**3. 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.

#### 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.

#### 5. **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/2026/10755>

**Head of Infrastructure | Parish of St Helier**

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