



1. Pitt Street, 4, 5 & 6, 4, 5 & 6, St. Helier, JE2 3RZ

P/2026/11022

*Install 1 no. awning to 4 Pitt Street.*

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 to place an additional awning to No 4 Pitt Street, which is the same type as installed at No's 5 & 6 Pitt St. The comments below are similar to the comments the Roads Committee made on the application for No. 5 Pitt Street, ref: A/2018/0416.

1. The applicant is to confirm the projection distance of the awning onto Pitt Street and to confirm that the clear height at the lowest point of the awning is in strict compliance with **Highways Encroachments (Jersey) Regulation 1957**.
2. The canopy is to be retracted when the coffee shop is closed.
3. That the requirements of the Highway Encroachments (Jersey) Regulations 1957 are strictly complied with. Planning approval does not give permission for a structure to encroach on the highway or footway. Any sign, structure or object which overhangs a public footway or highway requires prior written approval from the Parish of St Helier's Infrastructure Department. Approval is required irrespective of how long a structure has been in position and irrespective of how high it is.
4. That the proposals are presented to the States of Jersey Police as one or more of their CCTV surveillance cameras is trained on the area and close-up viewing may be impaired by the canopies(s).

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2026/10917>

Head of Infrastructure | Parish of St Helier

On behalf of the Parish of St Helier Roads Committee

2. Union Street, Union House, Union House, St. Helier, JE2 3RF

P/2026/11023

*Demolish 6no. 1 bed residential units and convert existing offices into 89 bedroom hotel with bar/restaurant and associated facilities. Construct one additional floor to southern section of the building (taking the south section to ten storeys) and four additional floors to the north section of the building (taking the north section of the building to eight storeys).*



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

### Important Notice:

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### Proposal:

The application relates to the refurbishment, alteration, reconfiguration and partial extension of Union House, which is currently an office block, to create an 89-bedroom hotel with ground floor restaurant/bar and reception, together with associated parking, cycle parking and bin storage areas. Pedestrian and cycle access is proposed from Union Street, with vehicular access (including servicing/deliveries) retained from Le Geyt Street.

### Walking / pedestrians (including any improvements)

- The transport statement confirms pedestrian access from Union Street and notes steps plus a switchback ramp for step-free access (shared for pedestrians and cyclists).
- The design statement notes the building is raised circa 800mm above street level and identifies the existing disabled access arrangement via a switchback ramp within the car park, alongside stepped access at street elevations.
- Public realm / walking improvements are described as a new public bench at the corner of Union Street and Le Geyt Street and new planting to the colonnade / street level frontage, which should support improved street comfort for pedestrians.

### Roads Committee comments:

1. The applicant should provide a single, clear "street level access" plan showing:
  - Pedestrian desire lines from both Union Street and Le Geyt Street frontages to the hotel entrance
  - Step-free route gradients, widths, surfacing and lighting
  - How pedestrians are protected from vehicle movements within the Le Geyt Street accessed car park/service area.
2. If any works are proposed to the public footway (levels, kerbs, surfacing), these must be agreed in advance with the relevant highway authority and delivered by an approved contractor, prior to commencement on site. (Le Geyt Street is a Parish by Road, Union Street is a Government Road).

### Public transport (bus provision and any improvements)

- The transport statement identifies the nearest bus stop immediately adjacent to the site on Union Street, served by Liberty Bus routes 20 and 24, with no Sunday service stated in the table provided.



- The planning statement similarly notes the bus stop immediately outside the Union Street entrance, routes 20 and 24, and refers to Liberation Station being approximately 550m (seven minutes' walk).
- No specific bus stop accessibility upgrades (shelter, seating, kerb heights, clearway compliance) are proposed or committed within the submitted documents.

**Roads Committee comments:**

3. The applicant should confirm whether any improvements are proposed (or can be contributed to) at the adjacent bus stop, including shelter, seating, kerb heights/boarding provision, and whether the proposed public seating at the corner is intended to complement bus users as well as general pedestrians.

**Cycle parking provision (including cargo/inclusive cycles and e-bike charging)**

- Transport Statement states that 8 cycle parking spaces are to be provided at the front of the building, adjacent to the main entrance, accessed via the ramp.
- Planning Statement states 8–10 cycle spaces (depending on the type of bike) and explicitly notes that 2 spaces are suitable for cargo bikes.
- The ground floor plan identifies cycle parking at the entrance ("BIKE PARKING"), however the drawing does not specify the number of spaces, stand type, spacing, cover or whether any provision is suitable for cargo/inclusive cycles.
- E-bike charging provision is not clearly confirmed (or management controls for battery charging/fire risk).

**Roads Committee comments:**

4. The applicant should confirm the final cycle parking quantum to resolve the 8 vs 8–10 discrepancy, and provide a layout/specification (stand type, spacing, access route, lighting, oversight and security).
5. The applicant should confirm how the 2 cargo-suitable spaces will be delivered (dimensions, turning space and access), and whether any spaces will be suitable for inclusive/adaptive cycles.
6. The applicant should provide e-bike charging and provide the number/location of charging points and operational safety controls (including battery charging management and associated battery fire risk mitigation measures).

**Taxi drop-off / pick-up**

- No taxi set-down/pick-up is identified in the Transport Statement or on the submitted ground floor plan.

**Roads Committee comments:**

7. The applicant should confirm taxi drop-off/pick-up arrangements (location, hours, management and whether taxis are intended to enter the site or use kerbside space), and demonstrate no adverse impacts on pedestrian safety or the operation of Union Street/Le Geyt Street.



## Car parking and EV charging

- Planning Statement states the car park can accommodate 18 spaces and notes a small reduction to provide space for bins and ramped access.
- EV charging is referenced only in general terms (“appropriate electric charging infrastructure”) with no locations/numbers confirmed in the documents reviewed; the ground floor plan does not show EV charging.

## Roads Committee comments:

8. The applicant should confirm whether EV charging (active and/or passive provision) is proposed and where it is to be located (likely within the external car park layout drawings).
9. The applicant should provide a parking layout plan and a parking management plan confirming:
  - Confirmed number of spaces (and whether any are accessible bays) and how they are allocated/controlled (guest, staff, servicing).
  - Whether any EV bays/charge points are proposed, including number, locations, whether passive future-proofing is included, and how charging will be managed safely, including fire risk controls and operational management measures.
  - How conflicts between parking, servicing, refuse operations and the ramped access route will be managed so pedestrian access remains safe and unobstructed.

## Visibility splays

10. That the Applicant must comply with the visibility requirements as set out in ‘**Access onto the Highway – Standards and Guidance**’ as produced by Government of Jersey’s Infrastructure and Environment Department, available online at: <https://www.gov.je/travel/roads/pages/roadhousingdevelopment.aspx>. Everything in the visibility areas so formed, including gates, pillars, walls and plants growth, to be permanently restricted in height to 900 mm above road level in perpetuity.

## Vehicular access

11. If any new or altered vehicular access/crossover works are proposed then any new or altered access must be surfaced in a hard bound material, such as concrete or asphalt (not loose stone or gravel), within 2m of the public highway, and all surface water generated on the area is to be disposed of within the site by soakaway or other appropriate means. This is a Parish of St Helier set condition which must be undertaken by the Applicant prior to the parking space being used.
12. The kerb and footway must be lowered by the Parish of St Helier or approved Parish contractor at the expense of the Applicant. This is a Parish of St Helier set condition which must be undertaken by the Applicant prior to the vehicle entrance being used. The Parish will not allow access across the footway by the Applicant/owner without this work being undertaken first; this is to avoid damage to the kerbstones from vehicle movement.



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

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

Delineation between public and private land

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

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

**Servicing/deliveries/refuse:**

- The transport statement confirms servicing/deliveries via the existing access from Le Geyt Street, with vehicles historically reversing into the site to the refuse collection and delivery area, and vehicle tracking demonstrating that a refuse vehicle and a 10m delivery vehicle can enter/exit the site.
- The design statement plans show a "delivery drop off" / service hall area and bins, supporting the principle that deliveries/refuse are accommodated within the site rather than on-street.
- The planning statement confirms commercial deliveries can be made within the parking area and that bin storage is accommodated within the car park arrangement.

**Roads Committee comments:**

14. The ground floor plan indicates a restaurant (46 covers) and bar seating (28 seats). The applicant should confirm servicing/delivery hours (including for food and beverage deliveries) and how these will be managed on-site at the "DELIVERY DROP OFF" without impacting Le Geyt Street operations.
15. The ground floor plan shows an on-site "DELIVERY DROP OFF" and "SERVICE HALL", and identifies "BINS". The applicant should confirm how delivery/refuse vehicles will access and operate these areas from Le Geyt Street without obstructing the carriageway/footway and while maintaining pedestrian safety.
16. The applicant should provide an operational delivery and refuse strategy confirming:
- Delivery vehicle types, frequency and hours of operation (including for bar/restaurant servicing).
  - The precise on-site stopping/unloading location, and how vehicles will be managed to avoid obstruction on Le Geyt Street (noting its one-way operation).



- Swept path confirmation for the largest likely servicing vehicle (and any other specialist vehicles if anticipated).

17. Construction process and site servicing arrangements must be agreed with the Parish Infrastructure Department prior to works commencing.

#### Public realm improvements (with specific reference to Le Geyt Street)

- The design statement proposes a new public bench at the corner of Union Street and Le Geyt Street and new planting on the colonnade to increase green infrastructure at street level.
- The planning statement similarly describes a seating area at the corner of Le Geyt Street and Union Street and refers to terraces, colonnades and planting; it also notes the “percentage for art” contribution is envisaged as a curved bench and decorative relief panels in the colonnade at the corner.

#### Roads Committee comments:

18. The applicant should provide a detailed public realm plan (materials, dimensions, maintenance responsibility and drainage/interface details) for the corner seating/colonnade/planting proposals, confirming whether any part sits within, or affects, the public highway and how this will be agreed and delivered through the appropriate highway consent process.

#### Highway interface, encroachments and statutory compliance (where relevant)

##### Roads Committee comments:

##### Highway Interface

19. Planning approval does not grant permission to undertake alterations on the public road/footway; separate written consent and Parish-approved contractors are required for works to Parish by-roads/footways.

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

##### Encroachments

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

- That any windows bordering the public road or footway shall be of a type whose opening lights do not open beyond the face of the building. The Applicant should note that contravening this condition will mean that the Parish will take action against the Applicant/owner under the Highways Encroachments (Jersey) Regulations 1957.
- That no doors may open outwards over the public highway. The Applicant should note that contravening this condition will mean that the Parish will take action against the Applicant/owner under the Highways Encroachments (Jersey) Regulations 1957.



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

21. Planning approval does not give permission for a structure to encroach on the highway or footway. Any sign, structure or object which overhangs a public footway or highway requires prior written approval from the Parish of St Helier’s Infrastructure Department. Approval is required irrespective of how long a structure has been in position and irrespective of how high it is.

Servicing of the exterior of a tall building

22. A strategy to clean the façade of the building without the necessity for external equipment which must be operated from the roadway must be developed.

Service boxes

23. The Applicant must remove obsolete service boxes that are no longer used to provide a service to the Applicant’s site or, alternatively, realign/renew service boxes, liaising with the appropriate utility company. Obsolete dished kerb and footway entrances are to be removed with the kerbs and footway lifted, which will result in making good to the asphalt for the full width and length of the dished area as a minimum. Applicant is to be aware that depending on the location of the property red and/or black asphalt may be required for making good to the footway, although in some instances the Applicant may need to reset granite footway paving.

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

Street furniture

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

**Drainage (surface and foul)**

**Roads Committee comments:**

Drainage:

25. Any connection or alterations to main drains must be agreed with the Government of Jersey’s Drainage Team. If any trenching of a Parish by-road is required, the applicant must agree the scope and reinstatement standard with the Parish in advance.



Rainwater pipe(s) located along the public roadway/footway elevation(s)

26. That all external rainwater downpipes along the elevation to the building to the back edge of a public footway/public roadway must discharge into the surface water drains at the cost of the Applicant. Rainwater Pipes **MUST** not discharge onto the surface of a public footway or Road.

Any work undertaken to link to the main drains is to be agreed in advance with both the Government of Jersey's Drainage Team and the Parish of St Helier **PRIOR** to any work commencing on site to agree the scope of work and the extent of making good to the public road/pavement.

Utilities- Excavations on Parish by-Roads

27. Where any new or altered utility connection results in the need to trench a Parish by-road, the Applicant is to engage with the Parish well in advance to obtain approval and to agree the scope of works, traffic management arrangements (where applicable) and the reinstatement specification; all works are to be undertaken at the Applicant's expense and reinstated to a very high standard by approved contractors, with the undertaker's defects liability/guarantee period to accord with the Government of Jersey Infrastructure and Environment specification for highway reinstatements (including any requirement for the guarantee period to re-commence following remedial works), to address any settlement or defects arising from the trench.

## Planning obligation agreement

### Roads Committee comments:

Neighbourhood Improvement areas

28. Where a development impacts a Parish by-road directly or indirectly, the Parish of St Helier Roads Committee may request that Planning secure a POA requiring a contribution towards public realm improvements in the vicinity, to improve the environment in a way that benefits the development and provides improved public realm facilities for neighbours.

The Parish has already established a programme of Neighbourhood Improvement Areas to deliver public realm improvements across the Parish, to deliver targeted public realm upgrades across identified residential areas, and it has already demonstrated a successful, repeatable model through the completed Pomona Road and Poonah Road Neighbourhood Improvement Area schemes, which the Parish has used as a benchmark for other neighbourhood streets and future schemes.

In this instance, and noting the site's location and relationship to Le Geyt Street, the Roads Committee would seek a contribution to help bring forward greening and public realm enhancements on Le Geyt Street and/or nearby streets within the Neighbourhood Improvement Area programme, including planting and associated streetscape improvements.

These enhancements help create a thriving public realm where people want to live, work and spend time, delivering wider benefits for the local economy, community wellbeing and the environment, and improving the setting and pedestrian experience around the development.

## Refuse and recycling

### Roads Committee comments:

29. 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.

**Referral to the Government of Jersey Infrastructure and Environment:**

30. Notwithstanding the above, this application should be referred to the Government of Jersey 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/2026/11023>

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

**3. Byways, La Grande Route du Mont a l'Abbe, St. Helier, JE2 3HA**

**P/2026/11066**

*Demolish existing dwelling and garage. Construct 1No. four bed dwelling and 1No. Three bed dwelling with associated garages. Alter existing vehicular access onto La Grande Route du Mont a l'Abbe. Various hard and soft landscaping works.*

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

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**Proposal:**

The proposal is for the demolition of the existing dwelling ("Byways") and associated garage/outbuildings, and the construction of two new detached dwellings comprising 1 no. 4-bedroom unit and 1 no. 3-bedroom unit, arranged in tandem with Plot 1 fronting La Grande Route du Mont à l'Abbé and Plot 2 positioned to the rear.

Vehicular access is taken from the existing access onto La Grande Route du Mont à l'Abbé, with the entrance remodelled/relocated slightly (noted as approximately 3m south in the transport statement) to improve visibility splays. A shared private drive runs along the southern boundary into a central courtyard which provides turning space so vehicles can enter and leave the highway in a forward gear.



### Cycling facilities

- The submitted plans/statement identify dedicated “Bins & Bikes” storage areas associated with each plot, indicating provision for secure cycle storage within the site layout.
- The transport statement also confirms that there will be an opportunity to provide secure cycle storage as part of the proposals.

### Car parking provision

- Each dwelling is proposed to be served by a single off-street parking space provided within an integral single garage (i.e., 2 garage parking spaces in total across the two dwellings).
- The on-site layout includes a courtyard/turning area to facilitate manoeuvring within the curtilage.
- The transport statement records that the site sits within Sustainable Transport Zone 2, where the stated approach is to provide minimum parking alongside cycle storage and EV charging provision.

### Electric vehicle (EV) charging facilities

- Both proposed garages are stated to be fitted with an Electric Vehicle Charging Point (EVCP), providing EV charging for each dwelling.

### **Roads Committee Comments:**

1. **Visibility splays:** Based on the information submitted, the visibility splays shown on the visibility splay review drawing and described in the Transport Statement are presented as compliant with the ‘**Access onto the Highway – Standards and Guidance**’ as produced by the Government of Jersey’s Infrastructure and Environment Department.

The Applicant is to ensure that the approved visibility splay areas are kept clear at all times and that everything within the visibility splay areas (including gates, pillars, walls and vegetation) is permanently maintained at no more than 900mm above road level in perpetuity.

The pedestrian visibility splay must be dimensioned and kept clear.

2. **Vehicular access:** That any new or altered access must be surfaced in a hard bound material, such as concrete or asphalt (not loose stone or gravel), within 2m of the public highway, and all surface water generated on the area is to be disposed of within the site by soakaway or other appropriate means. This is a Parish of St Helier set condition which must be undertaken by the Applicant prior to the parking space being used..
3. **Street furniture:** Applicant is to note that the cost for removal and relocation of any street furniture or utilities, for example lampposts, bollards, bike racks, etc., and subsequent making good to road and pavement surfaces due to this application, is to be at the Applicant’s cost. Relocation of street furniture must be agreed with the Parish in advance prior to any work commencing on site.
4. **Drainage:** Any connection or alterations to main drains must be agreed with the Government of Jersey’s Drainage Team. If any trenching of a Parish by-road is required, the applicant must agree the scope and reinstatement standard with the Parish in advance.



5. **Utilities:** Where any new or altered utility connection results in the need to trench a Parish by-road, the Applicant is to engage with the Parish well in advance to obtain approval and to agree the scope of works, traffic management arrangements (where applicable) and the reinstatement specification; all works are to be undertaken at the Applicant's expense and reinstated to a very high standard by approved contractors, with the undertaker's defects liability/guarantee period to accord with the Government of Jersey Infrastructure and Environment specification for highway reinstatements (including any requirement for the guarantee period to re-commence following remedial works), to address any settlement or defects arising from the trench.
6. **Encroachments:** The requirements of the Highway Encroachments (Jersey) Regulations 1957 are strictly complied with. Planning approval does not give permission for a structure to encroach on the highway or footway:
- That any windows bordering the public road or footway shall be of a type whose opening lights do not open beyond the face of the building. The Applicant should note that contravening this condition will mean that the Parish will take action against the Applicant/owner under the Highways Encroachments (Jersey) Regulations 1957.
  - That no doors may open outwards over the public highway. The Applicant should note that contravening this condition will mean that the Parish will take action against the Applicant/owner under the Highways Encroachments (Jersey) Regulations 1957.
  - That any "up and over" door is of a type which does not encroach over the footway or highway when being opened or closed or when fully open. Should it be a new vehicular access from a Parish by-road, the kerb and footway must be lowered by the Parish at the Applicant's expense.
  - That no part of the foundations of the building may project under the public highway. The Applicant should note that contravening this condition will mean that the Parish will take action against the Applicant/owner under the Highways Encroachments (Jersey) Regulations 1957.
  - That external insulated systems do not encroach over the public highway. Planning permission does not entitle the property owner / developer to encroach out onto neighbouring property that is not under their ownership, which includes public roadways/footways.
7. **Refuse facilities:** 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/2026/11066>

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



#### 4. Raldi Lodge, Byron Lane, St. Helier, JE2 4LG

P/2026/11075

*Demolish existing double garage, greenhouse, stores and part of the boundary wall to facilitate subdivision of the site and the construction of a new two-bedroom cottage to the west of the site, together with associated alterations to parking and landscaping.*

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

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#### Proposal:

- Demolition of garage/outbuildings/partial boundary wall removal, creation of new access/drive/parking, and construction of a new two-bedroom cottage within the existing site, following refurbishment of the main dwelling, resulting in two independent residential units with defined curtilage

#### Cycling facilities

- The drawing No: **N49\_200 rev P2** shows a new storage room with space for 2 cycles and bins, although the accompanying Design Access Statement does not mention cycle parking provision.

#### Car parking provision

- The proposal includes 3 new parking spaces off Byron Lane. However, Vehicles will need to reverse park into the spaces to enable the motorist to have visibility as they pull out of their parking spaces.
- EV charging is not identified or specified in the provided documents (no EVCP notation, no location, and no stated active/passive provision).

#### Roads Committee Comments:

1. **Cycle Parking:** Roads Committee requests the provision of the appropriate number of charging points for electric bicycle charging. The applicant is to be aware of the fire risk associated with electric charging batteries and ensure adequate provision is provided to address this fire risk.
2. **Alterations/surfacing to the Parish footway and/or carriageway:** must **ONLY** be undertaken by an approved Parish contractor. The cost associated with any necessary alteration(s) or resurfacing to the public footway or carriageway will be at full expense of the Applicant.



The Applicant will be expected to renew the public footway to the satisfaction of the Parish prior to completion of their development. The Applicant must discuss the rectification of the footway well in advance with the Parish Streets Inspector.

3. **Car parking sizes:** The applicant is to provide a clear, dimensioned parking bay layout. The applicant is to demonstrate that parked vehicles will not encroach over the public footway – the applicant must ensure that the minimum parking space requirements are in strict accordance with Planning Parking Guidance space requirements.

The applicant is to ensure that the final parking layout demonstrate that the manoeuvring space within the curtilage enables reversing into each bay in a single, safe manoeuvre, and enables forward egress to Byron Lane.

4. **Visibility splays:** The submitted information does not provide sufficient detail to confirm compliance with the Access onto the **Highway – Standards and Guidance** as produced by the Government of Jersey's Infrastructure and Environment Department. The applicant is to submit a dimensioned visibility splay plan (for both pedestrians and approaching vehicles) demonstrating compliance.

The applicant must ensure the approved visibility splay areas are kept clear at all times and everything within the visibility splay areas (including gates, pillars, walls and vegetation) is permanently maintained at no more than 900 mm above road level in perpetuity.

5. **Parking access:** The parking area must be laid out and managed so vehicles reverse into the bays and exit the site in forward gear, to minimise risk to pedestrians on the footway. Prior to the first occupation, the applicant is to install bay markings and signage stating "Reverse in, drive out", and provide a dimensioned manoeuvring plan demonstrating that reverse-in parking and forward egress can be achieved safely for each bay. These measures must be retained in perpetuity.
6. **Parking spaces EV charging:** Roads Committee requests the provision of the appropriate number of charging points for electric cars. The Applicant is to future-proof the car parking spaces by providing the infrastructure to enable extending electric charging to all parking spaces for the future. The applicant is to be aware of the fire risk associated with electric charging batteries and ensure adequate provision is made to address this fire risk.
7. **The kerb and footway:** must be lowered by the Parish of St Helier or approved Parish contractor at the expense of the Applicant. This is a Parish of St Helier set condition which must be undertaken by the Applicant prior to the vehicle entrance being used. The Parish will not allow access across the footway by the Applicant/owner without this work being undertaken first; this is to avoid damage to the kerbstones from vehicle movement.

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

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



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

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

9. **Vehicular access:** That any new or altered access must be surfaced in a hard bound material, such as concrete or asphalt (not loose stone or gravel), within 2m of the public highway, and all surface water generated on the area is to be disposed of within the site by soakaway or other appropriate means. This is a Parish of St Helier set condition which must be undertaken by the Applicant prior to the parking space being used.
10. **Drainage:** Any connection or alterations to main drains must be agreed with the Government of Jersey's Drainage Team. If any trenching of a Parish by-road is required, the applicant must agree the scope and reinstatement standard with the Parish in advance.
11. **Rainwater pipe(s) located along the public roadway/footway elevation(s):** That all external rainwater downpipes along the elevation to the building to the back edge of a public footway/public roadway must discharge into the surface water drains at the cost of the Applicant. Rainwater Pipes MUST not discharge onto the surface of a public footway or Road.

Any work undertaken to link to the main drains is to be agreed in advance with both the Government of Jersey's Drainage Team and the Parish of St Helier **PRIOR** to any work commencing on site to agree the scope of work and the extent of making good to the public road/pavement.

12. **Utilities:** Where any new or altered utility connection results in the need to trench a Parish by-road, the Applicant is to engage with the Parish well in advance to obtain approval and to agree the scope of works, traffic management arrangements (where applicable) and the reinstatement specification; all works are to be undertaken at the Applicant's expense and reinstated to a very high standard by approved contractors, with the undertaker's defects liability/guarantee period to accord with the Government of Jersey Infrastructure and Environment specification for highway reinstatements (including any requirement for the guarantee period to re-commence following remedial works), to address any settlement or defects arising from the trench.
13. **Service boxes:** The Applicant must remove obsolete service boxes that are no longer used to provide a service to the Applicant's site or, alternatively, realign/renew service boxes, liaising with the appropriate utility company. Obsolete dished kerb and footway entrances are to be removed with the kerbs and footway lifted, which will result in making good to the asphalt for the full width and length of the dished area as a minimum. Applicant is to be aware that depending on the location of the property red and/or black asphalt may be required for making good to the footway, although in some instances the Applicant may need to reset granite footway paving.

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

14. **Street furniture:** Applicant is to note that the cost for removal and relocation of any street furniture or utilities, for example lampposts, bollards, bike racks, etc., and subsequent making good to road and pavement



surfaces due to this application, is to be at the Applicant's cost. Relocation of street furniture must be agreed with the Parish in advance prior to any work commencing on site.

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

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

16. **Refuse facilities:** 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/2026/11075>

Head of Infrastructure | Parish of St Helier

On behalf of the Parish of St Helier Roads Committee

5. Charles Park (Nr Charles St/Providence St), Charles St., St. Helier, JE2 4FD

A/2026/11081

*Install 16 No. vinyl signs to 4 no. planter boxes.*

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)

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**Proposal:**

Dementia Jersey is currently running a dementia risk reduction campaign, endorsed by Public Health, titled "Boost Your Brain". The proposal is to apply printed, self-adhesive vinyl campaign imagery to six existing planters at Charles Park to promote awareness of modifiable dementia risk factors. The vinyl is intended to be removable at the end of the year. This is not a fundraising exercise and there is no cost to the public.

1. The Roads Committee supports this campaign.
2. When the vinyl is removed, the applicant must ensure that all adhesive residue is fully removed and that any damage to the planters is made good.
3. Prior to installation, the applicant is to produce a condition record of the planters (photographic record is acceptable). This record must be shared with the Parish and Andium Homes in advance of installation and retained for comparison following removal of the vinyl.

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=A/2026/11081>

Head of Infrastructure | Parish of St Helier

On behalf of the Parish of St Helier Roads Committee

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**6. Huntley Lodge Guest House, St. Johns Road, St. Helier**

**P/2026/11087**

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

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

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**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)



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**Proposal:**

This report considers the revised application for Huntley Lodge on New St John's Road / Old St John's Road. The proposals include partial demolition of the existing south-west wing, refurbishment of the main dwelling (including a roof terrace), and the construction of 2 no. 2-bedroom terraced dwellings with associated access, parking, amenity space, storage and landscaping.

The submission is presented as a revision of application P/2025/10257 (refused on 26 February 2026). The Roads Committee's focus is on safe access and visibility, pedestrian and cycle provision, car parking and servicing arrangements, and any works affecting the Parish by-road network on Old St John's Road.

The applicant seeks permission to:

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

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

**Roads Committee Comments:**

1. **Construction process and site servicing arrangements:** must be discussed with Parish of St Helier's Infrastructure Department in advance prior to any work commencing on site.
2. **Footway and pedestrian priority:** The submission refers to a strip of pavement/footway associated with the proposals. The detailed layout, width and specification are to be provided and must be agreed with the Parish prior to construction. Pedestrian priority is to be maintained across the access (continuous footway treatment), and any kerb/footway adjustments are to be undertaken by an approved Parish contractor at the Applicant's cost. Upon completion, the footway is to be transferred to the Parish at no cost, subject to inspection and sign-off or alternatively, a planning condition is to be imposed securing this strip of land as a permanent footway in perpetuity.
3. **Cycle parking (including charging and inclusive provision):** Cycle parking is referenced in principle (including charging); however, the submission does not quantify the number of cycle spaces nor confirm whether provision includes inclusive/adaptive or cargo cycle parking. These details are to be provided and agreed. The Roads Committee requests an appropriate provision of electric bicycle charging points, and the Applicant is to have regard to battery charging fire risk and provide suitable mitigation.
4. **Car parking and EV charging:** The submitted site plan indicates 3 no. car parking spaces (marked "P"). The Applicant is to confirm the final parking schedule and allocation for each unit. The Roads Committee requests the provision of an appropriate number of EV charging points and that the Applicant future-proofs the parking spaces by providing infrastructure to enable extension of EV charging to all spaces in the future. The Applicant is to have regard to fire risk associated with EV charging and provide suitable mitigation. Parking within the development is to be allocated exclusively for occupiers of the development and is not to be leased outside the development.



5. **Visibility splays:** The Applicant must comply with the visibility requirements set out in 'Access onto the Highway – Standards and Guidance' as produced by Government of Jersey's Infrastructure and Environment Department, available online at: <https://www.gov.je/travel/roads/pages/roadhousingdevelopment.aspx>. Everything in the visibility areas so formed, including gates, pillars, walls and plants growth, to be permanently restricted in height to 900 mm above road level in perpetuity.

Special attention must be given to pedestrian visibility, particularly for those walking southwards along the carriageway from the junction with St John's Road, as this is a busy school walking route and clear visibility is essential for safety.

6. **Traffic calming / speed control on Old St John's Road:** The applicant is required to fund the installation of a speed hump on Old St John's Road, before the site entrance, to enhance road safety. The applicant is to liaise with the Parish (estimated cost £ 7,500).
7. **Vehicular access:** Any new or altered access is to be surfaced in a hard-bound material (for example concrete or asphalt, not loose stone/gravel) within 2m of the public highway, and all surface water generated on the access area is to be disposed of within the site by soakaway or other appropriate means, prior to the parking spaces being brought into use.
8. **Utilities, drainage connections and highway reinstatement:** All utility connections must be made from St John's Road unless otherwise agreed by the Parish. If utilities are connected via Old St John's Road, the Applicant must resurface the full width of the carriageway for the length of any trench. The Applicant is to engage with the Parish well in advance to obtain approval and to agree the scope of works, traffic management arrangements (where applicable) and the reinstatement specification. Any connection to the main drains must be agreed in advance with both Government of Jersey Drainage and the Parish. The final design and reinstatement specification for Old St John's Road must be approved by the Parish and carried out by an approved contractor, at the Applicant's expense.
9. **Rainwater pipe(s) located along the public roadway/footway elevation(s):** All external rainwater downpipes along the elevation to the building to the back edge of a public footway/public roadway must discharge into the surface water drains at the cost of the Applicant. Rainwater Pipes MUST not discharge onto the surface of a public footway or Road.
10. **Service boxes:** The Applicant must remove obsolete service boxes that are no longer used to provide a service to the Applicant's site or, alternatively, realign/renew service boxes, liaising with the appropriate utility company. Obsolete dished kerb and footway entrances are to be removed with the kerbs and footway lifted, which will result in making good to the asphalt for the full width and length of the dished area as a minimum. Applicant is to be aware that depending on the location of the property red and/or black asphalt may be required for making good to the footway, although in some instances the Applicant may need to reset granite footway paving.

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



11. **Street furniture:** Applicant is to note that the cost for removal and relocation of any street furniture or utilities, for example lampposts, bollards, bike racks, etc., and subsequent making good to road and pavement surfaces due to this application, is to be at the Applicant's cost. Relocation of street furniture must be agreed with the Parish in advance prior to any work commencing on site.
12. **Encroachments:** Planning permission does not authorise any structure, projection, opening light, door operation or other feature to encroach over or into the public highway/footway. The Applicant must ensure compliance with the Highway Encroachments (Jersey) Regulations 1957 and obtain any necessary Parish approvals in advance.
- That any windows bordering the public road or footway shall be of a type whose opening lights do not open beyond the face of the building. The Applicant should note that contravening this condition will mean that the Parish will take action against the Applicant/owner under the Highways Encroachments (Jersey) Regulations 1957.
  - That no doors may open outwards over the public highway. The Applicant should note that contravening this condition will mean that the Parish will take action against the Applicant/owner under the Highways Encroachments (Jersey) Regulations 1957.
  - That any "up and over" door is of a type which does not encroach over the footway or highway when being opened or closed or when fully open. Should it be a new vehicular access from a Parish by-road, the kerb and footway must be lowered by the Parish at the Applicant's expense.
  - That no part of the foundations of the building may project under the public highway. The Applicant should note that contravening this condition will mean that the Parish will take action against the Applicant/owner under the Highways Encroachments (Jersey) Regulations 1957.
  - That external insulated systems do not encroach over the public highway. Planning permission does not entitle the property owner / developer to encroach out onto neighbouring property that is not under their ownership, which includes public roadways/footways.
13. **Refuse facilities:** 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.
14. That notwithstanding the above comments, this submission should be referred to Infrastructure and Environment since St John's Road is a Government Main Road.

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2026/11087>

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



7. Commercial Buildings, 20, 20, St. Helier, JE2 3NB

P/2026/11104

*Convert 1st and 2nd floors from offices to 2 No one-bed apartments. Convert Part of Ground Floor to Residential Storage. Replace 1 No window with one 1 No. door to West elevation. Re-cover roof and install 1 no. roof light.*

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 proposal is to convert the existing office accommodation on the first and second floors into 2 no. one-bedroom apartments. The ground floor commercial use is retained. The first and second floor offices have been vacant for at least one year and the proposal seeks to bring this redundant upper floor accommodation back into beneficial use.

A separate and legible residential access is formed at ground floor level through a reduction in the commercial front of house area. External stores are created from part of the existing commercial space, and fixed cycle storage for 3 bicycles is provided within the residential lobby

1. Roads Committee requests the provision of the appropriate number of charging points for electric bicycle charging. The applicant is to be aware of the fire risk associated with electric charging batteries and ensure adequate provision is provided to address this fire risk.
2. Detailed arrangements for refuse storage, collection, separation, and recycling must be agreed with the Parish Refuse Manager.
  - The Parish cannot collect refuse unless suitable access and on-site storage facilities are provided.
  - There should be no step between the refuse store floor and the footway.
  - The refuse store must be fitted with a standard Parish lock.
3. That notwithstanding the above comments, this submission should be referred to Infrastructure and Environment since St John's Road is a Government Main Road.

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2026/11104>

Head of Infrastructure | Parish of St Helier

On behalf of the Parish of St Helier Roads Committee



8. College Hill, Land Parcel rear of Royal Bank Court, St. Helier, JE2 4RD

P/2026/11136

*Excavate ground level to construct 2No. four-bedroom houses. Construct retaining granite wall and new vehicular access onto College Hill. 3D Model available.*

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 at Land Parcel rear of Royal Bank Court, College Hill, St. Helier is for the construction of 2 no. semi-detached 4-bedroom dwellings with associated parking, access, landscaping and retaining works. The planning statement explains that the site already benefits from extant residential permissions under P/2023/0635 and P/2020/1072, and that the current application is intended as a revised, lower-impact and more buildable form of development rather than a new residential principle.

The applicant explains that the scheme has been amended from the previously approved apartment-led schemes because the revised proposal is intended to reduce excavation, reduce retaining structures, remove basement-style parking, reduce engineering intervention and lower the overall intensity of development on this constrained sloping site. The planning statement also says that the revised scheme is considered more practical and implementable following design development, buildability review and site engineering assessment.

**Walking / pedestrians**

1. The planning statement identifies the site as being within the built-up area of St. Helier, close to the town centre and to services, facilities and transport options, which supports the principle of walkable access to local destinations.
2. However, the planning statement does not identify any specific improvements to pedestrian routes, footways, crossings, dropped kerbs, surfacing, gradients, lighting or other public realm works that would improve walking conditions beyond the site itself.
3. The Applicant will be expected to renew the public footway to the satisfaction of the Parish prior to completion of their development. The Applicant must discuss the rectification of the footway well in advance with the Parish Streets Inspectors.

**Public transport/bus provision**

4. The planning statement refers generally to the site being in a sustainable location close to transport options associated with central St. Helier.



5. No specific bus routes, bus stop locations, bus accessibility improvements, shelter upgrades, seating, kerb improvements or public transport contributions are identified in the planning statement.

#### **Cycle parking provision**

6. The planning statement does not identify any cycle parking provision, cycle store, cycle stand layout, cargo cycle provision, inclusive/adaptive cycle provision or electric bicycle charging.
7. In the absence of any stated cycle provision, the Roads Committee requests confirmation of the quantity, type, layout, accessibility and security of cycle parking, together with any e-bike charging proposals and associated fire risk mitigation measures.

#### **Car parking and electric charging**

8. The planning statement confirms that parking is to be provided on site at a rate of 2 spaces per house, meaning 4 on-plot spaces in total, and that all spaces are to have EV charging.
9. The planning statement also makes clear that the revised scheme replaces basement-style parking with conventional on-plot parking, which is presented as a practical improvement over the previously approved schemes.

#### **Visibility splays**

10. The submitted site plan includes dimensioned pedestrian and vehicular visibility splays, consistent with the previously approved access arrangement.
11. On that basis, the current application does not appear to propose an amended visibility splay arrangement; rather, it relies on the previously accepted access geometry and splay arrangement as a material consideration.
12. However, as this is a new application, the Applicant must comply with the visibility requirements set out in '**Access onto the Highway – Standards and Guidance**' as produced by Government of Jersey's Infrastructure and Environment Department, available online at: <https://www.gov.je/travel/roads/pages/roadhousingdevelopment.aspx>. Everything in the visibility areas so formed, including gates, pillars, walls and plants growth, to be permanently restricted in height to 900 mm above road level in perpetuity.

#### **Vehicular access**

13. That any new or altered access must be surfaced in a hard-bound material, such as concrete or asphalt, within 2m of the public highway, and all surface water generated on the area is to be disposed of within the site by soakaway or other appropriate means.
14. The kerb and footway must be lowered by the Parish of St Helier or approved Parish contractor at the expense of the Applicant. This is a Parish of St Helier set condition which must be undertaken by the Applicant prior to the vehicle entrance being used. The Parish will not allow access across the footway by the Applicant/owner without this work being undertaken first; this is to avoid damage to the kerbstones from vehicle movement.



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

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

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

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

### **Drainage/utilities**

16. Any connection or alterations to main drains must be agreed with the Government of Jersey Drainage Team. If any trenching of a Parish by-road is required, the applicant must agree the scope and reinstatement standard with the Parish in advance.
17. Where any new or altered utility connection results in the need to trench a Parish by-road, the Applicant is to engage with the Parish well in advance to obtain approval and to agree the scope of works, traffic management arrangements (where applicable) and the reinstatement specification; all works are to be undertaken at the Applicant's expense and reinstated to a very high standard by approved contractors, with the undertaker's defects liability/guarantee period to accord with the Government of Jersey Infrastructure and Environment specification for highway reinstatements (including any requirement for the guarantee period to re-commence following remedial works), to address any settlement or defects arising from the trench.

### **Service Boxes**

18. The Applicant must remove obsolete service boxes that are no longer used to provide a service to the Applicant's site or, alternatively, realign/renew service boxes, liaising with the appropriate utility company. Obsolete dished kerb and footway entrances are to be removed with the kerbs and footway lifted, which will result in making good to the asphalt for the full width and length of the dished area as a minimum. Applicant is to be aware that depending on the location of the property red and/or black asphalt may be required for making good to the footway, although in some instances the Applicant may need to reset granite footway paving.

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

### **Street Furniture**

19. Applicant is to note that the cost for removal and relocation of any street furniture or utilities, for example lampposts, bollards, bike racks, etc., and subsequent making good to road and pavement surfaces due to



this application, is to be at the Applicant's cost. Relocation of street furniture must be agreed with the Parish in advance prior to any work commencing on site.

### **Encroachments/highway interface**

20. Planning permission does not authorise any structure, projection, opening light, door operation or other feature to encroach over or into the public highway/footway. The Applicant must ensure compliance with the Highway Encroachments (Jersey) Regulations 1957 and obtain any necessary Parish approvals in advance.

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

### **Public Realm:**

21. It is noted that the scheme does not include any public realm improvements, and the development is located within the built-up area and directly interfaces with College Hill.

In the absence of on-site public realm improvements, the Roads Committee seeks a proportionate contribution towards local Neighbourhood Improvement Area works.

### **Refuse and recycling**

22. 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/2026/11136>



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

9. Apollo Hotel, 9 St. Saviour's Road, St. Helier, JE2 4GJ

RP/2026/11178

*REVISED PLANS TO P/2020/1656 (Demolish existing buildings. Construct 91 No. one bed and 4 No. two bed residential units with under croft parking, bicycle stores and associated landscaping. 3D Model available. AMENDED PLANS & DOCUMENTS RECEIVED: Reduction in the overall scale of development, including a reduction from 95 new units of accommodation to 78 new units. Architectural redesign of the development to include set-back mansard roofs, framed balcony bays, and balcony privacy screens. Increased bicycle storage and associated facilities, including drying areas and bicycle repair and washdown areas. Provision of electric vehicle charging points to all car parking spaces). Various alterations to the approved development, including minor adjustments to the development footprint, reconfiguration of basement and service infrastructure, updates to accessibility, and associated changes to architectural detailing.*

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 proposal is a revision to the previously approved P/2020/1656 application, in which pre-commencement conditions have been discharged, and the former Apollo Hotel demolished.

A subsequent byelaw application was submitted, and detailed design development commenced following approval. Through this process, several technical and regulatory requirements have been identified, which necessitate amendments to the approved scheme.

The revised planning application seeks to address these. The proposed amendments are limited in scope and predominantly technical in nature, comprising minor adjustments to the building's footprint, reconfiguration of the basement and service infrastructure. The proposed amendments do not alter the fundamental nature, use, or quantum of development previously approved.

1. The quantum of apartments remains as per the previously approved application 78 no. apartments,
2. It is noted that the proposed bus shelter off St Saviour's Road in the entrance portico is retained.
3. Bicycle parking consists of 105 no. spaces, comprising a mix of vertical hanging racks, double-tier horizontal racks and e-bike charging spaces, together with 6 no. dedicated cycle buggy spaces and 7 no. visitor spaces.



4. The Parish is pleased to see that the applicant retains the enhanced bicycle hub facilities, including a washdown point, repair bench and drying areas.
5. A total of 23 car parking spaces are proposed, all of which will be fitted with EV charging points (21 in the basement and 2 on Pleasant Street).
6. The applicant has included 2 no. Car Club spaces to maximise flexibility and access for residents
7. It is noted that the applicant has retained the 3no. Motorcycle parking.
8. 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.
9. That notwithstanding the above comments, this submission should be referred to Infrastructure and Environment since St John's Road is a Government Main Road.

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=RP/2026/11178>

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

**10. Ingouville Lane, Ingouville House, Ingouville House, St. Helier, JE2 4SG**

**P/2026/11202**

*REVISED PLAN to PP/2021/0601 and RM/2022/1363 (Demolish existing commercial building. Construct 5 storey residential building, containing 8 No. two bed units with commercial facilities on ground floor. RESERVED MATTERS: External appearance and materials and landscape. 3D Model available) Vary extent of approved cladding system.*

The Roads Committee has reviewed the submitted plans and its position: **No Objection**

**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 application seeks to amend the approved cladding system for the property. The revised proposal is for the cladding system to be completed on the primary eastern elevation facing Providence Street square, including completion of the frame to the remaining bay, the associated baguette features, and the extension of the cladding above parapet level, in accordance with the approved planning permission. The cladding to the remaining elevations would remain as currently constructed.

1. The Parish Roads Committee does not object to the proposed amendments to the cladding system.
2. If Planning permission is granted, the applicant is to be aware that the public square (Charles Park) is now under Parish ownership and therefore the applicant's contractor (Scaffolder) will need to make a formal request for any scaffold needed that is placed onto Parish areas.
3. The Parish Roads Committee has no objection to the proposed changes to the cladding system.
4. Should planning permission be granted, the applicant is advised that the public square (Charles Park) is now under Parish ownership. Accordingly, if any scaffolding or associated equipment is required to be erected on Parish land, the applicant's contractor will need to submit a formal request to the Parish in advance.

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2026/11202>

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