1. 24 Bath Street, St Helier, St. Helier, JE23NP **P2026/11701**

Re-build facade on east and west elevation on first, second and third floors. Convert offices on first, second and third floors to 3 No. apartments with balconies.

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

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Important Notice:
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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

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Proposal:

The application seeks to convert the existing upper-floor office accommodation at 24–28 Bath Street to provide three two-bedroom, three-person residential apartments. The existing ground-floor retail unit would remain unchanged in both use and floor area.

The development also includes the replacement of the existing curtain-wall elevations above ground-floor level with new insulated wall construction and associated external alterations.

1. **Walking**
   The site is located within central St Helier, within walking distance of shops, services, employment and other town-centre facilities. The applicant considers this location provides residents with the opportunity to undertake many everyday journeys without reliance on a private car and identifies walking and active travel as an important element of the sustainability of the proposal

2. **Cycle parking provision**
   No dedicated on-site cycle parking or cycle storage is proposed. The submitted site plan specifically records zero cycle spaces for each of the three apartments.

   The applicant is requested to investigate whether secure cycle parking can reasonably be provided, either within the development or through a suitable alternative arrangement so that those occupying the proposed apartments have dedicated cycle parking provision.

   The applicant must provide a secure and covered cycle-parking facility with:
   - A minimum of one cycle space per bedroom.
   - Sufficient space for larger cargo and inclusive cycles.
   - An appropriate number of electric-cycle charging points with Suitable measures to address the fire risk associated with charging electric-cycle batteries.

3. **Car parking provision**
   No dedicated residential car parking is provided as there is no scope to introduce car parking.

The cycle parking provided is t include electric charging for e-cycles and be of sufficient size to accommodate

4. **Refuse and recycling**
   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.
   - The refuse enclosure and its doors must not obstruct the proposed footway.

5. **Government of Jersey road**
   Notwithstanding the above comments, this submission should be referred to Infrastructure and Environment since the road in front of the property is a Government Main Road.

https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2026/11701

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

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2. Jersey Esports, 6 The Parade, St. Helier, JE2 3QP — P2026/11706

Change of use of ground and first floor premises from retail to wellness studio. Various internal alterations.

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

Important Notice:
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Proposal:

The application seeks planning permission for the change of use of the existing ground and first floor premises at 6 The Parade from retail use to a wellness studio, together with associated internal alterations.

The site lies within the Town Centre and Sustainable Transport Zone 1 and is identified on the planning record as a Grade 3 Listed Building. The planning constraints also identify the Eastern Cycle Route Network.

The proposed use would comprise two Pilates areas, including a Reformer Pilates studio, together with reception and changing facilities and two to three treatment/wellness rooms for complementary health and wellbeing practitioners. The premises would provide small-group Pilates classes as well as individual and two-to-one

sessions. The applicant states that the premises would not operate as a conventional gym or high-intensity fitness facility.

All classes and treatments would operate through a pre-booked appointment system, intended to control client numbers and distribute attendance throughout the day. Proposed operating hours are generally 7.00 am to 8.00 pm Monday to Friday, with morning sessions on Saturdays.

1. **Parking provision**
   The applicant considers that the appointment-based nature and relatively low intensity of the proposed use would not generate significant additional traffic or parking demand, noting the availability of nearby public parking and public transport. No large-scale events or spectator activities are proposed.

2. **Refuse and recycling**
   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.
   - The refuse enclosure and its doors must not obstruct the proposed footway.

3. **Government of Jersey road**

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

https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2026/11706

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

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3. 4, Cleveland Road, St. Helier, JE2 4PB **P2026/11693**
Demolish boundary wall to widen vehicular access.

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

Important Notice:
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Proposal:
The application seeks planning permission for the removal of approximately 800 mm of the existing granite wall located between the two existing driveway openings. This alteration will combine the two individual openings into

one continuous vehicular access measuring approximately 5,440 mm in width. This existing exit is out onto Hastings Lane a Parish by-road.

1. **Visibility**
   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.

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.

   - 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.

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

4. **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.

https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2026/11693

Head of Infrastructure | Parish of St Helier

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

4. Field No. H1219, La Grande Route du Mont a l'Abbe, St. Helier, JE2 3UD **P/2026/11719**

Construction of 56 no. supported housing dwellings, comprising 21 no. two-bed houses, 14no. three-bed houses, 10 no. one-bed and 11 no. two-bed Extra-Care apartments 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: **Advice Given**

Important Notice:
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Proposal:
The Roads Committee notes that the revised application relates to the redevelopment of the eastern part of Field H1219, St John's Road, St Helier, to provide 56 supported-housing dwellings, together with associated access, parking, servicing, landscaping and infrastructure works.

The development comprises 35 houses and 21 Extra-Care apartments designed to HAPPI principles, as set out in the table below. The scheme includes adaptable and wheelchair-user dwellings, private and communal amenity spaces, vehicle and motorcycle parking, bicycle and mobility-scooter parking, refuse stores, an electrical substation and a new shared pedestrian and cycle route through the site.

Vehicular access is proposed from St John's Road, with pedestrian and cycle connections to Le Clos Vaze, Haute Vallée School and La Grande Route du Mont à l'Abbé.

The revised scheme has reduced the number of dwellings from 59 to 56, and the previously proposed community centre has been removed.

HAPPI means "Housing our Ageing Population: Panel for Innovation". The HAPPI principles promote high-quality, flexible and accessible homes designed to support independence, wellbeing and the needs of an ageing population.

Overall Summary (Key Numbers)

Item	Provision
Total dwellings	**56 total units**
Houses	35 units
Extra-care apartments	21 units
Resident parking	49 spaces

Item	Provision
Visitor/carer parking	8 spaces
Substation service bay	1 space
EVie mobility hub	6 spaces
Disabled car parking	30 spaces included within the overall provision
Motorcycle parking	6 spaces
Bicycle parking	85 spaces
Mobility-scooter parking	58 spaces
Combined bicycle and mobility-scooter parking	143 spaces
Shared pedestrian and cycle route	3 metres wide
Sustainable Transport Zone	Zone 2

Transport and Access Overview

Walking and active travel

- A 3-metre-wide shared pedestrian and cycle route is proposed through the site.
- The route would provide connections to Le Clos Vaze, Haute Vallée School and La Grande Route du Mont à l'Abbé, with onward access to the Clarke Avenue bus stop.
- The route is intended to improve accessibility for pedestrians, cyclists, wheelchair users, mobility-scooter users and people with pushchairs.
- The proposal is intended to reduce reliance on St John's Road for local pedestrian and school movements.
- The detailed design includes accessible routes, traffic-calmed crossings and platform-lift provision where required by the site's level differences.

Public transport accessibility

- Existing bus services in the area include Routes 5, 5A and 19.
- Clarke Avenue is identified as the principal bus stop and is approximately 102 metres from the site by the assessed accessible route.
- The accessibility audit identifies Clarke Avenue and Chestnut Farm as the stops most likely to serve residents and visitors.
- Any future increase in Route 19 frequency associated with the new hospital is an anticipated future improvement and should not be presented as a committed part of this application.

Bicycle and mobility-scooter parking

- The development provides 85 bicycle spaces and 58 mobility-scooter spaces, giving 143 spaces in total.
- The bicycle provision comprises 61 spaces for the houses, 16 for the apartments and eight visitor spaces.
- The mobility-scooter provision comprises 35 spaces for the houses, 21 for the apartments and two visitor spaces.
- The proposals include provision for standard, adapted and non-standard cycles.
- External charging points are proposed at dwellings for mobility scooters and e-bikes, with further charging provision associated with the stores.
- Charging arrangements should be incorporated into the development's fire-safety strategy, with particular consideration given to lithium-ion battery risks, ventilation, electrical protection and separation from escape routes.

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Car and motorcycle parking

- The development provides 64 vehicle spaces in total.
- This comprises 49 resident spaces, eight visitor/carer spaces, one substation service bay and six EVie mobility-hub spaces.
- Thirty spaces are identified as disabled parking within the overall provision.
- Six motorcycle spaces are also proposed.
- The parking provision has been assessed against the requirements for Sustainable Transport Zone 2.

Electric vehicles and EVie mobility hub

- A six-space EVie mobility hub is proposed, comprising:
  - one wheelchair-accessible vehicle;
  - one electric van; and
  - four electric micro-vehicles.
- Passive electric-vehicle charging infrastructure is proposed for all parking bays.
- The submitted documents should clarify the number of charging points that will be operational at first occupation, as distinct from bays provided with passive infrastructure for future installation.

Servicing, refuse and emergency access

- Refuse, service and emergency vehicles would access the development from St John's Road.
- Vehicle-tracking information has been submitted for refuse vehicles, fire appliances, 7.5-tonne vehicles and a tractor accessing the retained western field.
- The internal layout includes a central hammerhead intended to allow vehicles to turn and leave the site in forward gear.
- Three refuse stores are provided for the houses and one for the Extra-Care apartments.
- A dedicated service bay is provided for the electrical substation.
- The previous references to a community centre, minibus bay and medical bays should be deleted, as these do not form part of the revised proposal.

Roads Committee comments:

1. St John's Road access and Road Safety Audit

The Committee notes that the revised access design incorporates:

- a continuous footway across the site entrance;
- a central pedestrian refuge;
- a set-back give-way line;
- a speed hump;
- bollards to prevent parking on the footway;
- drainage measures at the base of the access;
- vehicular visibility splays of 43 metres in both directions; and
- a pedestrian footway separated from the access road by guarding or retaining structures.

The Committee welcomes the incorporation of measures arising from the Stage 1 Road Safety Audit. However, the detailed design remains subject to further assessment through the Government of Jersey Stage 2 and Stage 3 Road Safety Audit process. This will be subject to the Government of Jersey Infrastructure department to assess as the highway authority for St John's Road.

2. Access gradients and inclusive access

The revised access road includes a gradient of 1:12, transitioning to 1:21 at the entrance. The pedestrian route is shown at a gradient of 1:21, with anti-slip surfacing proposed. A platform lift is also shown adjacent to the stepped pedestrian route from St John's Road.

The final access gradients, transition curves, drainage, retaining structures, platform lift and pedestrian guarding should be approved by Infrastructure and Environment and the relevant Building Control and accessibility authorities before construction.

3. **Pedestrian and cycle route and Le Clos Vaze link**

The Committee welcomes the proposed 3-metre-wide shared pedestrian and cycle route through the development. The route is intended to connect Le Clos Vaze with Haute Vallée School and the wider walking, cycling and public-transport network while reducing reliance on St John's Road for local pedestrian movement.

It is important to note that the principle of a pedestrian connection between Le Clos Vaze and Haute Vallée School is not introduced for the first time by the current application. The applicant's Planning Statement identifies a safe route to school from Le Clos Vaze as a planning obligation requirement associated with the original permit for Field H1218 (P/2003/2441), which it states has previously been incapable of delivery. The Planning Statement also records that this connection has been sought since 2006, when the Le Clos Vaze development was completed.

The current application therefore provides an opportunity to deliver this longstanding pedestrian connection through Field H1219. The submitted Design and Access Statement similarly identifies the creation of a safe passage for children between the surrounding residential areas and Haute Vallée School as a project objective. It identifies improvements to pedestrian permeability through the site to provide safe routes from the surrounding residential area to Haute Vallée School and nearby primary schools.

The Committee notes this historic context when considering concerns raised regarding additional pedestrian movements through Le Clos Vaze. This does not remove the need for the detailed design, management and legal arrangements for the connection to be appropriately considered and agreed.

The connection at Le Clos Vaze interfaces with Parish-administered road and footway infrastructure. Its final design must therefore be agreed with the Parish before works commence.

The Committee also notes concerns raised by residents regarding increased pedestrian movements through Le Clos Vaze, particularly during school arrival and departure periods, including potential interaction between pedestrians, estate traffic and vehicles manoeuvring from residential parking areas. These matters should be considered as part of the final design and safety assessment of the connection.

The details to be agreed with the Parish, insofar as they affect the existing Parish road and footway, shall include:

- the physical interface with the existing Parish road and footway;
- levels, gradients, surfacing and drainage at the point of connection;
- any alterations required to the existing Parish road or footway;
- any signage, access controls or other measures located within or affecting the Parish road or footway;
- measures to prevent unauthorised vehicular access between the development and Le Clos Vaze; and
- the ownership and ongoing maintenance arrangements for any infrastructure forming part of, or directly affecting, the Parish road or footway.

4. **School pedestrian movements**

The Committee previously raised questions regarding school drop-off and collection movements, pedestrian safety, traffic generation and the operation of the proposed access near the existing zebra crossing.

The Committee notes that the plans show a points-person at the site entrance during peak school pedestrian periods.

The final access and management arrangements should therefore confirm:

- the times during which a points-person will be provided;
- who will employ and manage the points-person;
- the required training and authority for the role;
- how the arrangement will be funded and retained;
- the interaction with the existing zebra crossing; and
- the procedure for monitoring and reviewing pedestrian safety after occupation.

These arrangements should be secured through an appropriate planning condition, obligation or approved management plan.

5. Bicycle and mobility-scooter parking

The revised proposal provides 85 bicycle spaces, comprising:

- 61 spaces associated with the houses;
- 16 spaces associated with the apartments; and
- eight visitor spaces.

The proposal also provides 58 mobility-scooter spaces, comprising:

- 35 spaces associated with the houses;
- 21 spaces associated with the apartments; and
- two visitor spaces.

This provides a total of 143 bicycle and mobility-scooter spaces.

The charging of e-bikes and mobility scooters should be incorporated into the development's fire-safety strategy. Charging locations should be suitably designed, ventilated and separated from escape routes and residential accommodation, taking account of the fire risks associated with lithium-ion batteries.

6. Car parking and parking management

The revised scheme provides 64 vehicle spaces, comprising:

- 35 spaces for the houses;
- 14 spaces for the Extra-Care apartments;
- eight visitor/carer spaces;
- one substation service bay; and
- six EVie spaces.

The provision includes 30 disabled parking bays.

The Committee welcomes the increased level of disabled parking in view of the supported-housing nature of the development.

The Committee notes that concerns regarding evening use, parking demand and management arrangements contributed to the removal of the previously proposed community centre.

A detailed Parking Management Plan shall be submitted to and approved by the Planning Authority, following consultation with the relevant highway authorities, before first occupation of the development setting out:

- the allocation of resident spaces;
- the management and control of visitor and carer spaces;
- the designation and future adaptation of disabled spaces according to residents' needs;

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- the management and protection of the EVie spaces and substation service bay;
- permit, signage and enforcement arrangements;
- measures to prevent unauthorised and overspill parking;
- measures to prevent parking on footways, landscaped areas, turning heads, visibility splays and access routes;
- arrangements to keep refuse, servicing and emergency-vehicle routes unobstructed;
- responsibility for ongoing parking administration; and
- monitoring and review arrangements.

7. Electric vehicles and EVie mobility hub

The proposal includes a six-space EVie mobility hub comprising:

- one wheelchair-accessible vehicle;
- one electric van; and
- four electric micro-vehicles.

The submitted plans also identify electric-vehicle charging infrastructure to all parking spaces for future installation.

The EVie hub and its charging infrastructure should be operational before occupation. The arrangements for its long-term management, maintenance, availability and retention should be secured through an appropriate planning condition or legal agreement.

The applicant should also confirm the number of vehicle charging points that will be operational at first occupation, as opposed to spaces provided only with passive infrastructure.

8. Public transport

The site is served by bus routes 5, 5A and 19. The submitted accessibility audit identifies Clarke Avenue as the principal bus stop, approximately 102 metres from the site by a level route. Chestnut Farm is also identified as a relevant stop.

The submitted audit identifies a potential informal dropped-kerb and tactile-paving improvement on Queen's Road to assist access to Jardin des Carreaux bus stop. The Committee requests that Infrastructure and Environment considers whether this improvement should be secured through a Planning Obligation Agreement.

9. Servicing and emergency access

The proposal provides servicing, refuse and emergency access from St John's Road. Vehicles are shown entering the site, using the internal access road and central hammerhead, and leaving in forward gear.

Tracking information has been submitted for refuse vehicles, fire appliances, 7.5-tonne vehicles and a tractor requiring access to the retained western field.

The final design must ensure that:

- refuse and service vehicles can enter and leave in forward gear;
- opposing vehicles can pass safely at the constrained parts of the access;
- swept paths remain free from parked vehicles;
- the future access to the western field is retained;
- the fire-appliance hardstanding and dry-riser access remain unobstructed; and
- final fire-access arrangements are agreed with the Fire and Rescue Service.

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10. Refuse and recycling

The revised proposal provides three refuse stores serving the houses and one refuse store serving the Extra-Care apartments. The refuse-store and collection arrangements, refuse separation and recycling strategy must 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 refuse stores must be clearly identified on the approved plans.
- There must be no step between the floor of a refuse store and the collection route.
- The collection route must be level, safely accessible and constructed to an appropriate standard.
- Refuse stores must be fitted with the Parish's standard locking arrangement.
- Doors must not obstruct pedestrian or vehicle routes when opened.
- Suitable wash-down and drainage facilities must be provided.
- Parking controls must ensure that collection points and swept paths remain unobstructed.

11. Construction traffic

The Committee notes that construction access is proposed from St John's Road and that the submitted construction information refers to the management of deliveries around school arrival and collection periods.

A final Construction Traffic Management Plan should be submitted and approved before development commences.

It should include:

- construction access and approved delivery routes;
- restrictions during school arrival and collection periods;
- coordination with significant construction activities associated with the new hospital;
- booking and holding arrangements for deliveries;
- measures preventing vehicles waiting on St John's Road or nearby residential roads;
- wheel-washing and road-cleaning arrangements;
- protection of pedestrians and cyclists;
- temporary traffic-management arrangements;
- management of abnormal loads and large vehicles;
- construction-worker parking arrangements; and
- a named contact for complaints and highway-safety concerns.
- coordination with other developments currently under way, including the new Acute Hospital at Overdale, taking account of regular deliveries along the same route.

12. La Chénée public-realm improvements

The Parish has already commissioned concept proposals for the improvement of La Chénée. These proposals must form the basis of the scheme to be developed and delivered by the applicant in consultation with the Parish.

The applicant must fund and undertake all further design development, technical investigations and consultations necessary to deliver the scheme. The final design, specification, materials, planting, drainage and accessibility arrangements must receive the Parish's written approval before the applicant submits any associated planning application, building bye-law application or other application for statutory approval.

The applicant must obtain all necessary planning permission, building bye-law approval and any other statutory or third-party consents required for the works.

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For the avoidance of doubt, the Parish requires the applicant to construct, complete and make available for public use the park and associated public-realm improvements as an integral part of the Field H1219 development. The Parish is not seeking, and does not consider a cash contribution or commuted sum to be an acceptable substitute for, the physical delivery of these works.

The completed park will remain in the ownership of the Parish. The detailed arrangements for access, inspection, completion, handover, defects and future maintenance must be agreed in writing with the Parish and secured through the Planning Obligation Agreement.

Delivery and securing the works

The applicant's obligation to design, fund, obtain approval for and physically deliver the park and public-realm improvements must be secured through an appropriate Planning Obligation Agreement.

The agreement must address:

- the agreed scope and specification of the works;
- the requirement to obtain the Parish's written approval of the final design before submitting the associated applications for planning permission and building bye-law approval;
- responsibility for securing planning permission, building bye-law approval and all other necessary consents;
- responsibility for all design, approval and construction costs;
- the delivery programme and its relationship to the occupation of the development;
- the number or proportion of dwellings that may be occupied before the park must be completed;
- access to the Parish-owned land during construction;
- inspection and written approval of the completed works by the Parish;
- rectification of defects during an agreed defects-liability period;
- future management and maintenance responsibilities; and
- arrangements securing completion if the development is constructed or occupied in phases.

Occupation threshold

The park must be completed to the satisfaction of the Parish and made available for public use before occupation of more than 15 dwellings (approx. 25% of the development).

No further dwellings may be occupied until the Parish has confirmed in writing that the park and associated public-realm improvements have been completed in accordance with the approved scheme, except where the Parish has agreed an alternative delivery programme in writing.

13. Referral to the Government of Jersey Infrastructure and Environment Department

Notwithstanding the above, the application should be referred to Infrastructure and Environment because St John's Road is a Government main road.

The final assessment and approval of the site access, visibility splays, access gradients, road-safety audits, drainage, traffic signs, road markings, lighting and interaction with the existing zebra crossing rest with Government of Jersey Infrastructure and Environment as the Highway Authority.

https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2026/11719

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

5. Trojan House 20, Sand Street, St. Helier, JE2 3QF **P2026/11732**

Change of use of first floor offices into 1no. 2 bed residential unit.

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

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

Proposal:

The application seeks to change the use of the existing first-floor office accommodation at 20 Sand Street to provide one two-bedroom residential dwelling. The submitted drawings indicate that the ground-floor layout would remain unaltered.

The proposed dwelling would provide:

- two bedrooms;
- a separate kitchen;
- a combined lounge and dining area;
- a shower room;
- dressing and wardrobe areas;
- internal storage; and
- associated circulation space.

The site is within central St Helier and is within Sustainable Transport Zone 1. The applicant states that the site is within walking distance of the bus station, Sand Street public car park, public cycle-parking areas and various public open spaces.

No private or allocated residential car parking is proposed

1. **Cycling Provision**
   No dedicated cycle parking is proposed within the development. The applicant states that there is insufficient space to provide cycle parking and instead identifies three public cycle-parking areas in and around Sand Street public car park, two of which are stated to be covered

   Reliance on public cycle parking does not provide residents with dedicated, secure, long-stay parking under their control.

   The Committee therefore requests that the applicant investigates whether secure residential cycle storage can reasonably be accommodated within the building, courtyard or an existing ancillary area.

2. **Refuse and recycling**

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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.
- The refuse enclosure and its doors must not obstruct the proposed footway.

https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2026/11732

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

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6. 1 Highfield Gardens, Manor Park Road, La Pouquelaye, St. Helier, JE2 3GJ **P2026/11754**

Demolition of retaining boundary wall. Construct retaining boundary wall and fence.

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

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

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

Proposal:

The application seeks to demolish and rebuild the retaining wall which forms the southern boundary between the property and Manor Park Road. The existing retaining wall is in poor condition, is cracked and is bowing. The replacement will be 'like for like' with a rendered blockwork retaining wall designed by an engineer and 1.8m high fence situated directly behind.

3. Encroachments

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 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.

4. Approvals clarification

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

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

b. The construction process and site servicing arrangements must be discussed with Parish of St Helier's Infrastructure Department in advance prior to any work commencing on site.

c. 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

https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2026/11754

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

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