

STATES OF JERSEY



ISLAND PLAN 2022-25: APPROVAL (P.36/2021) – NINETY-FIRST AMENDMENT (P.36/2021 AMD.(91)) – AMENDMENT

**Lodged au Greffe on 14th February 2022
by Deputy M. R. Le Hegarat of St. Helier**

STATES GREFFE

ISLAND PLAN 2022-25: APPROVAL (P.36/2021) – NINETY-FIRST
AMENDMENT (P.36/2021 AMD.(91)) – AMENDMENT

PAGE 2, PARAGRAPH (b) –

Delete the words “i. H1248 Highview Lane, St. Helier” and re-number the remaining items accordingly.

DEPUTY M. R. LE HEGARAT OF ST. HELIER

Note: After this amendment, the amendment of the Minister would read as follows –

After the words “the draft Island Plan 2022-25” insert the words “except that –

- (a) the following should be removed from the list of sites to be zoned for affordable homes in Policy H5 – Provision of affordable homes –
 - i. Fields H1186A, H1189, H1198 La Grande Route de St. Jean, St. Helier
 - ii. Fields MN389 and MN390 La Rue de la Haye, St. Martin
 - iii. Fields S729 New York Lane, St. Saviour

- (b) the following should be inserted within the list of sites to be zoned for affordable homes in Policy H5 – Provision of affordable homes –
 - i. J1109 La Grande Route de St. Jean, St. John
 - ii. MY563 La Rue de la Rosière & La Rue de la Vallée, St. Mary
 - iii. O622 and O623 La Rue de la Croute, St. Ouen
 - iv. O785 La Rue des Cosnets, St. Ouen, and also, amend the cartographic error on the proposals map to ensure the site remains in the green zone, consistent with all other H5 sites.
 - v. P558 La Verte Rue, St. Peter, to be brought forward as part of a comprehensive scheme with P559 and P632
 - vi. P559 La Route du Manoir, St. Peter, to be brought forward as part of a comprehensive scheme with P558 and P632
 - vii. S341 Bel Air Lane, St. Saviour

- (c) in Appendix 1 – Affordable housing site assessments, from page 325 of the Draft Bridging Island Plan –
 - i. the assessments for those sites listed in paragraph (a) should be removed.; and
 - ii. initial assessments, as set out in Appendix 1 to the amendment of the Minister for the Environment, for those sites listed in paragraph (b) should be added; and

- (d) the Draft Bridging Island Plan Proposals Map Part A – Planning Zones should be amended to reflect the adoption of paragraph (a) and (b).”.

After the amendment, if amended by this amendment, the main proposition would read as follows –

THE STATES are asked to decide whether they are of opinion –

to approve, in accordance with Article 3(1) of the Planning and Building (Jersey) Law 2002, as amended by the Covid-19 (Island Plan) (Jersey) Regulations 2021, the draft Island Plan 2022-25, **except that –**

- (a) the following should be removed from the list of sites to be zoned for affordable homes in Policy H5 – Provision of affordable homes –
- i. Fields H1186A, H1189, H1198 La Grande Route de St. Jean, St. Helier
 - ii. Fields MN389 and MN390 La Rue de la Haye, St. Martin
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- (c) in Appendix 1 – Affordable housing site assessments, from page 325 of the Draft Bridging Island Plan –
- i. the assessments for those sites listed in paragraph (a) should be removed.; and
 - ii. initial assessments, as set out in Appendix 1 to the amendment of the Minister for the Environment, for those sites listed in paragraph (b) should be added; and
- (d) the Draft Bridging Island Plan Proposals Map Part A – Planning Zones should be amended to reflect the adoption of paragraph (a) and (b).”.

REPORT

Field 1248 has previously been considered for housing and a brief history of the site can be found in [Comments Re Field 1248](#) by Deputy J. Hilton.

It is anticipated that access to Field 1248 will be from the entrance by Signal One, through the La Pouquelaye Car Park – this entrance has already been widened when Signal One and the units on part of the car park were built. Highview Lane itself is very narrow and remains very popular with local people because of the easy access into Vallée des Vaux and the National Trust woodlands. It is some of the only remaining agricultural land in St. Helier.

There are already potential ramifications for increased traffic and traffic congestion in the area as result of the plans for the new Hospital at the Overdale site and utilising this field for housing can only compound the problems. The use of this site for housing would therefore have substantial impact on neighbouring homes and their access to amenities.

It is of note that CTV House, La Pouquelaye, St. Helier was the subject of a planning application for change of use from Class C – Office to Class H – Fitness Gym in 2021 [P/2021/2030]. The Parish of St. Helier Roads Committee did not support the application for a variety of reasons – one being the resultant intensification of traffic in La Pouquelaye area from gym users ([P20210230 Consultation Objection Parish of St. Helier.pdf](#))

In relation to the above application [P/2021/2030], Infrastructure, Housing and Environment – Transport –

“object to the proposal which could see significant additional vehicle trips generated throughout the day affecting the operation of a poor junction with Queens Road, the operation of the bus service and also the safe passage of vulnerable road users including school children”. ([P20210230 Consultation Objection IHE-Transport \(1\).pdf](#))

Furthermore, should housing be allowed on this field, the 2 fields behind it will then become accessible which might conceivably “open the door” to additional/further development on these as well.

There is an ongoing need to prevent the increasing encroachment of housing into the countryside in the few remaining tranquil areas in St. Helier and it is vital that this amendment is supported.

Financial and Manpower implications

There are no financial or manpower implications in relation to the removal of the site as identified.

Child Rights Impact Assessment implications

This amendment has been assessed in relation to the [Bridging Island Plan CRIA](#). Whilst this amendment will remove this site from those allocated for affordable housing, it will maintain land that provides green infrastructure, which is important for children growing up in the Island, in particular given the built-up nature of some of the near vicinity.

It should also be noted that the development of affordable housing on this site without the necessary infrastructure to provide safe travel for children to schools would cause road safety issues and further difficulties for all children accessing the schools in the area.