



Draft supplementary planning guidance

Development briefs Affordable housing sites

May 2023

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About supplementary planning guidance

The Minister for the Environment may publish guidelines and policies (supplementary planning guidance) in respect of: development generally; any class of development; the development of any area of land; or the development of a specified site¹.

Supplementary planning guidance may cover a range of issues, both thematic and site specific, and provides further detail about either policies and proposals in the Island Plan, or other issues relevant to the planning process.

Where relevant, supplementary planning guidance will be taken into account as a material consideration when making planning decisions.

Supplementary planning guidance is issued in a number of different forms including:

Policy notes: which can be issued by the Minister, usually following consultation with key stakeholders, in-between reviews of the Island Plan, to supplement and complement the existing planning policy framework;

Advice notes: which offer more detailed information and guidance about the ways in which Island Plan policies should be interpreted and applied in decision making;

Masterplans, development frameworks and planning briefs: provide more detailed information and guidance about the development of specific areas and sites throughout the island.

The current supplementary planning guidance is listed and can be viewed [online](#).

¹ Article 6 of the Planning and Building (Jersey) Law

Introduction

This supplementary planning guidance has been prepared to support the positive development of sites rezoned for the provision of affordable homes under Policy H5 of the bridging Island Plan. This guidance complements the planning policy framework established by the bridging Island Plan.

This guidance is principally aimed at those involved in the planning and design of the affordable housing sites, to guide the progression of plans and to help ensure that these schemes meet the objectives of the bridging Island Plan. It is also designed to provide those with an interest in any of the affordable housing sites, including parishioners and neighbours, with guidance and advice about the key issues on each site that need to be considered during the planning process.

It is issued in draft to enable consultation with landowners and their architects, the public, ministers and other States Members prior to review and adoption.

Once adopted, this guidance will become a material consideration in the determination of planning applications. It will supplement and assist with the interpretation and application of **bridging Island Plan Policy H5 – Provision of affordable homes** (see policy at appendix 1) and other relevant policies of the plan. Any planning application on these sites is, therefore, expected to be generally in accordance with this guidance.

Part 1: provision of affordable homes

The sites identified in **Policy H5 – Provision of affordable homes** of the bridging Island Plan have been specifically zoned to meet the need for new affordable homes. These sites have been selected having gone through a process of identification and approval in the development of the plan.

Supporting our communities

These sites will play a crucial role in ensuring not only the supply of more affordable homes in Jersey, but also the development of sustainable and diverse parish communities. They present a unique opportunity to deliver well-designed places through the growth of some of the island's local centres and smaller settlements.

The delivery of the affordable housing sites here will support the growth and development of these communities, providing an opportunity to develop homes at higher densities to support local facilities and investment in new community infrastructure.

All new homes in Jersey should provide for a good standard of living accommodation in urban, suburban or more rural communities. The Island Plan provides a range of opportunities for the creation of new homes in different contexts, meaning that the housing supply that is delivered should be varied and capable of meeting local needs of the different communities across the island, whilst contributing the overall need for affordable homes in Jersey.

Approach to density and mix

This guidance serves to provide the high-level expectations for density and housing mix on the Policy H5 affordable housing sites.

The published draft supplementary planning guidance about [housing density](#) should be used to both guide and test the density of proposals on re-zoned housing sites. As stated, however, the right density of development will be informed by a positive design-led approach having regard to:

- the quality of design, relative to its context;
- the quality, type and mix of homes being created; and
- placemaking.

The site-specific development briefs for each of the rezoned sites identifies and sets out issues associated with these considerations and provides:

- an **indicative density based on a standardised approach** – of delivering 3-bed family homes within the developable site area - relative to the location of the site (at a **minimum density of 35 dwellings per hectare** for sites adjacent to local centres; and **30 dwellings per hectare for sites adjacent to smaller settlements**); and
- an **indicative density based on a standardised approach** – of delivering a mix of homes at a **higher density of 175 habitable rooms per hectare**.

Both of these figures might be used as tool to consider and to determine the appropriate density and yield from each site, having regard to the specific circumstances of each – such as the provision of a different mix of house sizes. These figures **should not** be regarded as a

definitive number or mix of house-size. Other yields or mixes may be appropriate depending on the circumstances of each site.

In terms of establishing the right housing mix, proposals should be guided through the application of **Policy H4 – Meeting housing needs**. This policy establishes that the development of new homes will only be supported where it can be demonstrated that it positively contributes to meeting identified housing needs of the local community or the island, in terms of housing types, size and tenure, having regard to the latest evidence of need.

Policy H4 carries particular significance on re-zoned housing sites, having regard to the unique opportunity they present for the delivery of new homes, providing residential accommodation, whether it be accommodation for renting or accommodation for purchase, for those who would otherwise have financial difficulties renting or acquiring residential accommodation in the general market for residential accommodation prevailing in Jersey². The expectation is that these sites will principally deliver larger family homes, meeting the island's need for three- and four-bedroom homes, in particular.

It has also been identified, however, that the affordable housing sites might play an important role in providing opportunities for 'right-sizing', where people who live in a home that is larger than their needs can move to a smaller home, whilst remaining within their established local community and social network. Enabling and supporting people to move from accommodation they are under-occupying could help to promote better efficiency in the use of the existing housing stock, and specifically help 'release' larger, family homes. Policy H4 – **Meeting housing needs**, specifically requires that developments of five or more homes should include a proportion of smaller homes to encourage and enable right-sizing. On this basis, the further expectation is that all of the rezoned sites will provide some smaller homes.

A package of policies is required to enable right-sizing on rezoned housing sites, and to enable and encourage the release of existing family homes. Planning policies will need to work alongside housing policies related to housing need and access to ensure that the delivery of new homes is well targeted and that it can deliver a positive contribution to the provision of affordable housing for people who will otherwise have financial difficulties in accessing Jersey's housing market. Any right-sizing opportunities that arise on rezoned sites need to be consistent with the justification for allocating housing sites for this purpose in accordance with the Planning and Building (Jersey) Law.

Eligibility to access any provision of smaller right-sizing homes on rezoned affordable housing sites would need to be managed through the Jersey Housing Gateway by the Minister for Housing and Communities, and restricted to those who are genuinely downsizing. The provision of smaller homes may also serve to meet a need for homes to those who require ongoing support to live independently when assessed through the Jersey Housing Gateway and fitting in to the supported housing band. The Minister for Housing and Communities has not yet released details of the right-sizing scheme that would need to be applied to activate right-sizing opportunities on the re-zoned housing sites. In planning terms, future occupancy

² The sites designated under Policy H5 of the Bridging Island Plan have been specifically identified for those who need financial assistance to access housing in Jersey [Planning and Building \(Jersey\) Law 2002, Article 4 \(4\)](#)

of any right-sizing homes could be regulated by planning conditions and obligations, informed by the Minister for Housing and Communities' policy.

Evidencing mix

The Objective Assessment of Housing Needs Report (2018), established an important baseline to guide the delivery of new homes capable of meeting the island's housing needs over the long-term. Whilst a helpful perspective on long-term housing needs in Jersey, there have been some key events since this report was produced, namely:

- the Covid-19 pandemic which has led to changes in the composition of the island's resident population; and
- Brexit and changes to the island's migration controls and work permit system, which has altered both in-migration patterns and introduced new limits to long-term settlement in Jersey.

The 2021 Census has highlighted that the island now has a population that is lower than anticipated by the previous population projections (likely as a result of both Covid-19, Brexit and the change in migration rules), and also showed a continued reduction in household size which both increases the demand for additional homes and continues to shift the pattern of need towards homes with fewer bedrooms.

The Objective Assessment of Housing Need report will be updated once new population projections are developed by Statistics Jersey later in 2023; and informed by the latest Housing Needs Survey, which is also to be published shortly.

In the absence of more recent data or evidence of other need, it is envisaged that the sites rezoned for the development of affordable homes will mainly deliver three- and four-bed family homes, with some smaller homes to contribute to a mix of homes, except where there is a specific justification to do otherwise. This source of housing supply is intended to complement the delivery of smaller, more compact forms of one- and two-bed homes being delivered as the predominant form of housing in the island's main built-up areas.

Tenure split

Policy H5 establishes a standard tenure mix of affordable homes to be delivered on rezoned sites as 45% for social rent and 55% for purchase, except where an alternative tenure split:

- can be justified, having regard to latest evidence of need;
- enables the 'right-sizing' of homes within the existing housing stock; or
- can be justified relative to any other overriding justification.

In order to ensure that the rezoned housing sites secure mixed communities, it is important that every effort is made to maintain a split of tenures on these sites. It is, however, accepted that such a mix will not always represent the best use of a given site - or combination of sites - and thus there exists the flexibility to determine an alternative tenure split as part of the planning application and approval process.

Where an alternative tenure split is proposed, the evaluation of the appropriateness of this change will need to have regard to:

- whether the applicant is proposing to re-distribute tenures across more than one housing site, where the delivery of these sites will be linked.

In cases where this is deemed appropriate, a planning obligation agreement will be used to ensure that the development of linked sites will satisfy the overall policy requirement. This will require all landowners involved with the linked development proposal to be party to the agreement, which will limit the development of the linked sites to deliver the mix agreed as part of the original planning application. This will be tested and secured in accordance with **Policy GD4 – Enabling or linked development**.

- whether there are specific social sustainability grounds for an alternative mix, such as the co-location of the development in proximity to existing forms of affordable housing, or where the site in question is generally in a location that is clearly better suited to one tenure-type above another. In any such cases, a clear and compelling case must be made as part of a planning application.
- whether, in the case of introducing right-sizing units, these homes are provided and allocated in accordance with a policy established by the Minister for Housing and Communities.
- whether there are overall viability constraints, such as the need to deliver specific supporting infrastructure to enable the delivery of homes, which means that a specific tenure type is necessary in order to make the development viable. Evidence to support this contention will be needed as part of any planning application.

The payment of a high price for the land - above the value it should have been assessed at having regard to the need to provide affordable homes at a price below market value, in accordance with Government policy – does not constitute an acceptable viability constraint.

In all cases, any proposal for an alternative mix of tenure which includes any element of open market housing on sites rezoned under Policy H5 will not be supported.

Delivery of affordable homes

Whilst homes delivered on affordable housing sites may be commissioned and constructed by developers, the homes provided on these sites must ultimately be delivered by an **approved affordable housing provider**³. Affordable housing providers ensure that the homes are delivered in accordance with affordable housing policy requirements, including their appropriate onward management and administration.

The term “affordable housing” carries a specific definition, which essentially means subsidised housing in the form of assisted purchase or social rented homes. The Minister for Housing and Communities establishes eligibility for affordable housing, based on income and other criteria, and is responsible for the approval and allocation of homes through a managed gateway process. At the time of publication, the gateway list for social rented homes is directly managed by the Minister for Housing and Communities, and the purchase list by Andium Homes, under the existing Jersey Homebuy Scheme.

³ Approved affordable housing providers are those identified as social housing providers under the [Income support \(Jersey\) Regulations 2007](#)

A new purchase gateway process will be established and managed by the Minister for Housing and Communities, which will ensure that there will be means-tested access to assisted purchase homes, for people who meet the eligibility criteria. This will, by necessity and in accord with Policy H5, include those schemes where parishes might wish to play a role in the subsequent allocation of homes (up to 50% for affordable homes for purchase).

The effect of the affordable housing restriction should be to depress the original land value, which would otherwise see a considerable uplift as a result of the public decision to rezone the land for housing and should, therefore, come at no cost to the developer. This restriction and the related requirements should be factored into negotiations for the sale and development of rezoned land, to ensure that the cost of the restriction is met through a limited land sale value, and not otherwise translated into a cost to the developer or the purchaser of the homes.

Assisted purchase homes

Ahead of the introduction of the 2011 Island Plan, the Jersey Homebuy Intermediate Housing Scheme⁴ was introduced to ensure that new properties sold for assisted purchase had an appropriate mechanism to limit the sale value, making those homes genuinely more affordable to islanders. The principles of this policy continue to exist, meaning all homes for affordable purchase under Policy H5 must also be delivered in this manner. This means that assisted purchase homes delivered on Policy H5 sites must be sold at a value below their open market first time buyer value, where the difference in value will be secured as a charge on the property. This charge must then be passed on to each subsequent purchaser of the home, in perpetuity, meaning that the value difference continues to benefit onward purchasers and is not realised as a cash benefit.

All affordable housing delivered on bridging Island Plan Policy H5 affordable housing sites **must not be sold for more than 70% of the open market first time buyer value equivalent**, meaning that **a minimum of 30% of the sale value must be secured as a charge** on the property that is passed on to each new purchaser, in perpetuity. The value of this charge will need to be re-assessed at the point of each onward sale by a suitably qualified valuer.

The eligibility criteria and approval for persons to access an assisted purchase home will be administered by the Minister for Housing and Communities through the housing gateway.

These restrictions will be secured as part of the planning obligation agreement associated with the planning decision and must, thereafter, be reflected in the onwards deeds of sale. A condition of the planning permit will require draft deeds to be submitted and approved – in consultation with the Minister for Housing and Communities - prior to the first sale and occupation of an assisted purchase home.

⁴ [Jersey Homebuy Intermediate Housing - Supplementary Planning Guidance \(gov.je\)](#)

Social rented homes

Social rented homes must be delivered in accordance with the latest approved social rents policy⁵, which requires homes to be provided for rent at a maximum cost of 80% of the equivalent open-market rental fee.

Social rented homes must be provided and managed by approved social housing providers, and homes will be allocated to eligible persons through the affordable housing gateway⁶.

The provision of and access to social rented homes will be secured by planning obligation agreement.

Modern methods of construction

Modern methods of construction, known as MMC, is a generic term used to describe a building process which uses pre-manufacturing, site assembly, material use and innovative processes. The Minister for Housing and Communities published a [report](#) which provides a summary of how modern methods of construction can support housing delivery innovation.

The use of modern methods of construction on Policy H5 affordable housing sites will be encouraged to secure both expedited delivery, and sustainability of homes. Pre-application advice should be sought if the proposed method of construction will have specific design constraints – such as the delivery of 3D volumetric modular housing – to ensure that design templates are reflective of local design requirements and quality as well as meeting building bye-law standards.

Delivery and compulsory purchase

To ensure that progress is made to address the need for affordable homes over the plan period, Policy H5 of the bridging Island Plan states that where the development of affordable homes on sites allocated for this purpose has not commenced within three years of the approval of the plan, they may be purchased by the States of Jersey, using compulsory purchase provisions if required, and developed in accordance with this policy by transfer to an approved affordable housing provider.

The Minister for the Environment will keep the progress of the delivery of homes on these sites under review and their progress will be monitored through the publication of an annual report. It is envisaged that any consideration of compulsory purchase proceedings would not be invoked from at least three years of the adoption of the development briefs which will enable the development of these sites.

⁵The current social rented homes policy was established by: [P.90-2021 Amd. Amd.pdf \(gov.je\)](#)

⁶ Affordable housing gateway: [Affordable Housing Gateway \(gov.je\)](#)

Part 2 : Site development briefs

Land rezoned for affordable homes

The bridging Island Plan identifies and allocates 16 sites for the provision of affordable homes to help address the island's housing needs and to maintain sustainable communities. Early site assessments informed the potential range of development yield that could be achieved on each of these sites and identified some pertinent planning issues.

More detailed work has now been undertaken to inform the preparation of a **development briefs** to enable and support the delivery of affordable homes as set out, for each site, in the following tables. The development briefs consider a range of planning issues and are designed to ensure that these are clear and can be used to inform the preparation of planning applications.

Some of these sites, where they are co-located, will need to be brought forward for development together, to provide a comprehensive form of residential development, optimising the use of land and providing greater opportunity to provide the requisite community infrastructure: their development, as individual sites, will not be supported.

- Field O594 and O595, St. Ouen
- Field P558, P559 and P632, St. Peter
- Field P655 and P656, St. Peter
- Field S415A and Field S470, St. Saviour

These combined sites are each the subject of a development brief. It is also relevant to note that H5(16) Field J525, St. John already had the benefit of planning permission prior to the approval of the Island Plan and is currently under construction.

The **development briefs** consider the following planning issues relative to each site:

1. Site context
 - a) Site area
 - b) Spatial context
 - c) Landscape and land use context
2. Density, type, yield and tenure of homes
3. Planning and design considerations
 - a) Design issues
 - b) Neighbouring uses
 - c) Biodiversity
 - d) Landscaping and open space
 - e) Heritage and archaeology
 - f) Highways, active travel and parking
 - g) Drainage
 - h) Flood risk
 - i) Land contamination and site waste management

Planning issues

Whilst the development briefs identify key planning issues that are specific to each site, there are some general principles and approaches that need to be considered in developing proposals for new residential and for ensuring that they deliver good quality residential accommodation, and good places to live, as follows:

Climate change: sustainable development

To promote and achieve a meaningful and long-term reduction in carbon emissions and to mitigate against and adapt to the impact of climate change the bridging Island Plan is predicated on sustainable development principles. More than a third of the island's emissions arise from energy use in buildings. This impact can be reduced by supporting development which enables a reduction in energy consumption and whole life-cycle carbon impacts. Development of new homes on the rezoned sites should, therefore, demonstrate how it incorporates the highest level of sustainability measures, including energy efficiency, waste reduction and the use of sustainable drainage systems.

To reduce future energy demands new homes will be expected to perform to standards better than the current byelaws. Consideration of measures including energy input, thermal performance, orientation and sustainable forms of electricity production will be expected to form part of the early design proposals to ensure such measures are embedded and not retrofitted.

Design: good places to live

We must ensure that new development not only provides us with buildings, spaces and the essential community infrastructure that we need, but that it also helps to create a sustainable, attractive and safe environment from which we can all benefit. Placemaking is fundamental to this. It requires development to respond to the context of a place, through an understanding of its evolution, functionality and character; the needs of the local community; and the impact that it has on everything that surrounds it.

The development of the rezoned housing sites is not just about the delivery of homes but it is about creating good places to live. Developers and architects are encouraged to consider those key factors that can help ensure the better planning of new development. [Building for Life](#) 12 is a UK government-endorsed industry standard for well-designed homes and neighbourhoods. Using this guidance, in a Jersey context, can help deliver new homes and places that are responsive to their context, attractive, functional and sustainable.

The development briefs identify some key design issues for each site. Developers and architects are encouraged to engage with the Development Control team at I&E (Regulation) and the Jersey Architecture Commission at an early stage in the development of their proposals to help identify and overcome key design challenges for each site.

Standards for homes and parking

The Minister for the Environment has recently published revised draft supplementary planning guidance for both [residential space standards](#) and [residential parking standards](#). These have been issued in draft, for consultation, before adoption. Once adopted, they will become material to decision-making.

The Minister will review the response from consultation in order that he may consider amendment to the revised draft standards. But the consultation drafts of each guidance note represent the direction of travel for both sets of standards and might help shape the evolution of design approaches for these sites.

In the case of revised parking standards, it is important to note that the guidance explicitly enables the provision of sustainable transport measures, such as car clubs, as a way of reducing the overall minimum level of car parking space that a development may be required to provide.

In helping to deliver more sustainable travel the development of these sites will need to ensure new homes allow for appropriate cycle storage and the provision electric vehicle charge points. To be successfully integrated with existing communities, each site will need to enable connectivity by pedestrians, bicycles and other wheeled users. The location and accessibility of access routes and transport facilities, including parking provision, will be important in creating liveable sustainable communities.

Transport and highway requirements are specified in each brief. These requirements will need to be carefully assessed and designed to achieve the overall design intentions for each of the sites given their edge of settlement location, existing roadside features including granite walls, hedgerows and trees.

Space for play

The bridging Island Plan introduced a requirement for larger developments of family homes to provide dedicated space for children and play, under the auspices of **Policy CI8 – Space for children and play**. As Policy H5 affordable housing sites will principally deliver family homes dedicated space for children and play will need to be provided on most of these sites, in addition to the provision of shared open space required as part of residential space standards.

Space for play can be provided as outdoor play equipment, playscapes (landscape design that incorporates play features), space for ball games and dedicated space that encourages safe bike riding, skateboarding and scootering. In some circumstances, indoor communal space may form part of the space for play contribution, such as communal games rooms or youth facilities.

An important characteristic of a safe and welcoming space for children and young people will be where there is good natural surveillance where families can feel confident that their children can be safe and seen; and the provision of safe access routes to them. Thought should also be given to the characteristics of the wider community, where the provision of dedicated play space in these new housing developments can

provide a real opportunity for enhanced social interaction between children in a local area.

The proposals for space for children and play must be specifically drawn-out as part of the community engagement activity required in accordance with **Policy GD2 - Community participation in large-scale development proposals**. Design statements must also clearly set-out the design rationale for the proposed offer.

Planning for biodiversity

Biodiversity adds character and quality of place and helps improve the liveability of that place. Existing natural features that are retained as part of development proposals, be they mature trees or established hedgerows, provide a context and character for the development. Incorporating them into the landscape scheme, and planning for their long-term maintenance, ensures continuity of that character.

Developers and their agents are encouraged to consider planning for the protection or improvement of biodiversity at the very earliest stages in the development of proposals for their sites. In particular, it is important to assess the existing biodiversity value of the site and its existing natural features, and the role it plays in the surrounding environment, and surveying for wildlife at the right time is important to gain an understanding of their site (see appendix 2: indicative survey timetable).

It makes sense to also plan positively for biodiversity and to create attractive, pleasant places for people to live whilst at the same time providing opportunities for wildlife to live in the same space. Opportunities can be realised to enhance and protect biodiversity in the built development and greenspaces, whilst at the same time helping deliver public benefits. Guidance such as [What is Green Infrastructure](#) and [Biodiversity in new housing developments: creating wildlife-friendly communities](#) can help to do this.

The introduction of new landscaping offers the potential for biodiversity gain. All sites will, however, have some existing biodiversity value, not least in existing boundary trees and hedgerows, which should be assessed to determine their contribution to local habitat, wildlife corridors and connectivity; visual character; and local amenity. The retention and future management of any trees and hedgerows or other boundary features to be retained will be required to be the subject of a planning obligation agreement. The protection of root zones of retained landscape features should be an integral part of the design and layout of buildings and hard landscaping, including roads and pavements; and during construction.

Drainage infrastructure

Work undertaken as part of the bridging Island Plan review⁷ concluded that the network capacity of the island's waste water system is reaching full capacity, and that growth is likely to require works to increase this capacity.

⁷ [R Infrastructure Capacity Study Report 2020 ARUP.pdf \(gov.je\)](#)

More detailed work has been undertaken as part of the preparation of the development briefs, to identify those sites where the capacity of the existing sewerage system is an issue and to identify where further investment is required. In some cases, there are no issues, and in others, investment is required either locally to deal with issues of connection and local capacity; or strategically, where more major public infrastructure investment is required. The development briefs provide clarity about the situation in relation to each site, including the planned timetable for investment and delivery of planned public foul and surface water drainage network infrastructure.

The use of sustainable drainage systems (SuDS) can prevent surface water drainage from new development damaging the environment or posing a risk to inland flooding. These are typically softer engineering solutions, inspired by natural drainage processes such as ponds and swales, which manage surface water as close to its source as possible, rather than discharging it as quickly as possible. Wherever possible, a SuDS technique should be adopted for the development of rezoned housing sites which contributes towards:

- reducing flood risk to the site, and neighbouring or downstream areas;
- reducing pollution; and,
- providing landscape and wildlife benefits.

Planning obligation agreements

Planning obligation agreements (POAs) are legal agreements between a developer and the Minister for the Environment. They are made in order to ensure that the implications of new development are balanced by the provision of necessary infrastructure and services, the cost of which will be met by the developer.

POAs can be used to control and manage works on land which lies outside the boundary of the site which is the subject of an application.

A planning obligation agreement may require a developer to carry out certain works or make a capital contribution which reflects the implications of new development. The development briefs identify those circumstances where financial contributions may be required to be made: the sums referred to in briefs are as at June 2022, and will be index-linked to enable effective implementation of the necessary infrastructure at the appropriate time.

H5 (1): Field J1109, La Grande Route de St. Jean, St John

1. Site context

Issue	Guidance
<p>a. Site area</p>	<p>The overall site area is approximately 1.21 hectares (6.71 vergées). Having regard to the specific requirement to provide shared open space on this site, together with considerations related to both its ecological and heritage sensitivity, (see below), the developable space on this site is considered to be approximately 0.8 hectares (4.4 vergées).</p>
<p>b. Spatial context</p>	<p>The site is located along the western edge of Sion Village, which is defined as a local centre in the bridging Island Plan settlement hierarchy (Policy SP2 – Spatial strategy).</p>
<p>c. Landscape and land use context</p>	<p>The site is located on one of the north-south ridges within the southern plateau and ridges farmland character area (E4), and is part of the island’s interior agricultural land, as defined in the Jersey Integrated Landscape and Seascape Character Assessment. Its western edge abuts part of the southern enclosed valley (D1), and its southern edge abuts other interior agricultural land. It is bounded to the north, by the massive built form of the former Sion Methodist Church and associated mews development, all of which is now in residential use. The eastern edge of the field is formed by La Grande Route de St Jean, with the built form of the village to the north and east.</p>



2. Density, type, yield and tenure of homes

Based on a developable site area of approximately 0.8 hectares, as a guide, Field J1109 has the potential to yield in the region of approximately 28-36 homes, dependent upon the design and mix of homes proposed, as per the indicative modelling set out below.

It is considered that this site is best developed to provide predominantly 3- and 4-bed family homes, together with a limited number of smaller homes, providing a mix of social-rented dwellings (45%), and affordable homes for purchase (55%).

J1109: Density level and mix	Dwellings per hectare/ habitable rooms per hectare	Total potential homes
Minimum density: 100% 3-bed houses (5hr)	35 dph	28
Higher density mix: 60% 3-bed houses (5hr) 20% 2-bed houses (3hr) 10% 2-bed flats (3hr) 10% 1-bed flats (2hr)	175 hrh	36 (17) (7) (5) (7)

Any resultant density of development will be informed by a positive design-led approach having regard to:

- the quality of design, relative to its context;
- the quality, type and mix of homes being created; and
- placemaking

3. Planning and design considerations

Issue	Guidance
a. Design issues	<p>Context: Sion Village is predominantly comprised of relatively low density, small-scale two-storey residential buildings. The historic buildings in the settlement are of a larger scale, ranging from the three- and five-bay C19 residential buildings (Casa Marianna, Sion Lodge and Noirmont View), with the exceptional larger scale institutional or commercial building, such as the massive former Sion Methodist Church adjacent to the site.</p> <p>There is a mixture of detached and semi-detached buildings, but also buildings featuring adjacent ranges in traditional forms with identifiable bays together with terraced forms of development.</p> <p>The settlement is primarily linear in form, running either side of La Grande Route de St Jean, with clusters of suburban estate development amongst older buildings, which traditionally present their gables directly to the street.</p> <p>Design: The site will be an important new edge to the settlement, requiring care in views and boundary treatments. The existing context is a mix of historic and modern small-scale buildings, with the exception of large church buildings. Layout options have scope to minimise roads and hard landscaping given the rectilinear plan form of the site.</p>

	<p>The development should have a direct relationship with the streetscene and not simply present the backs of buildings to La Grande Route de St Jean.</p> <p>Care should be taken with the internal road layout to ensure that streets are appropriately overlooked and defensible. Storage for bins, bicycles and other residential requirements should be designed into the development from the earliest stages.</p> <p>The need to provide an area of large public open space provides opportunity to mitigate the impact of the development upon local biodiversity, whilst also helping to mitigate the impact of development on the setting of the adjacent listed building. This will also help add a distinctiveness to the development and link it to local community use.</p> <p>The use of wooden machined, close-boarded fencing should be avoided on any external boundary at the edge of the site; and the development should establish a positive relationship with La Grande Route de St Jean. The entrance also provides scope to create a sense of place and character. This is likely to be the only connection to the settlement so should feel safe and easy to use for the wider and new community.</p>
<p>b. Neighbouring uses</p>	<p>A residential property abuts the north-west corner of the site, and the church to the north is converted to residential use. Other considerations (see landscaping and open space; biodiversity and heritage) necessitate the strengthening of this boundary and the provision of additional green infrastructure here, which should mitigate any potential adverse impact on the amenity of this neighbouring use.</p> <p>Residential property to the south is limited and not immediately adjacent to the boundary, so impacts can be managed by appropriate siting and design. Both neighbours' access visibility should be safeguarded and improved to required highway standards.</p>
<p>c. Biodiversity</p>	<p>Most significantly, the site is immediately adjacent to a maternity roost of the Grey long-eared bat at the former Sion Methodist church site. This is one of a small number of these roosts in the island and Grey long-eared bats are considered rare. There is also a Pipistrelle bat roost located at this site. Grey long-eared bats, along with all bat species in Jersey, are fully protected under the Wildlife (Jersey) Law 2021. This includes their breeding and resting sites whether in use or not. This, therefore, makes the Grey long-eared bat maternity roost adjacent to J1109 a highly significant ecological feature.</p> <p>This roost was first identified in 2017 and the impact of development at the Methodist Church and recent extreme weather events, including the hot summer of 2022, may have adversely affected the number of bats using this roost. It is acknowledged that further longer-term extensive survey work is required to better characterise the roost and its local and island significance.</p> <p>A biodiversity impact statement should be prepared. To mitigate the potential impact of development at field J1109. There is a need to ensure that provision is made for the establishment of buffers and corridors to provide access to and from the roost for the bats. This should take the form of deep planted boundary buffers – ideally to a minimum depth of 20 m - along the northern and western parts of the</p>

	<p>site; in addition to the maintenance and enhancement of the existing hedge lines.</p> <p>Lighting can have a significant impact on the ecology of bats and there is a need to ensure that the impact of any lighting upon the sensitivity of the roost and its environs, as a result of development at this site, is mitigated.</p> <p>The provision of habitat enhancement measures, such as planting and corridors, require protection and management into the future, and their retention and maintenance will be required to be the subject of a planning obligation agreement.</p>
<p>d. Landscaping and open space</p>	<p>In landscape terms, the western and southern edges of the site are the most sensitive. Obtrusive housing development hard on the western edge of the site has the potential to adversely affect the character of the adjacent enclosed valley; and also to be visible in long views from the west. To manage this potential impact, the western hedgerow boundary of the site should be retained and strengthened.</p> <p>The southern western boundary should also be strengthened, where the existing hedgerow is lacking in mature tree cover.</p> <p>As stated below (at 3f) whilst the eastern boundary will require some re-alignment, the existing low-granite wall should be salvaged and reinstated to form the new site boundary. Similarly proposals should seek to retain and strengthen the eastern boundary, as far as possible, with appropriate root protection measures in place to minimise the disruption caused to this boundary by the requirements for site access. Any loss of existing hedgerow should be replaced, having regard to the need to secure adequate visibility.</p> <p>A biodiversity impact statement should be prepared, as part of which, existing trees and hedging on the site should be identified and assessed with the aim to retain, supplement and improve the edge condition. This should be complemented by a landscaping plan for the existing hedges and trees, proposed new buffers and corridors to support biodiversity and improve the quality of the new place using well planned landscape layouts for public open space, play space and include rain gardens or other blue water attenuation proposals.</p> <p>In accordance with the Minister for the Environment’s supplementary planning guidance for residential space standards, provision should be made for at least 10% of the site as shared open space, which should amount to approximately 0.12 hectares of the site area. In rezoning this site for the development of affordable homes, however, there was a clear and explicit recognition that its development should contribute to the provision of green open space of benefit to the wider community of Sion Village (see P.36-2021 Amd (91)), and a greater level of open space provision should be made.</p> <p>Separate provision also needs to be made for children’s play space.</p> <p>Given the requirement to mitigate the impact of the development of J1109 upon the ecological sensitivity of adjacent bat roosts; the setting of the listed building immediately to the north; and the enclosed valley to the west, it is considered that up to one third of the site (0.4 ha) should be provided as some form of open space.</p>

	<p>This should be focused along the northern and western edges of the site, to mitigate impacts, as described, whilst also providing utility to the residents of the site and the wider settlement.</p>
<p>e. Heritage and archaeology</p>	<p>The site is bounded to the north by Sion Church (JN0075) a grade 1 listed building of considerable scale and presence in long views from the south and west. This is an outstanding example of a Methodist church, in the style of a Classical Ionic temple, with associated buildings (included for their group value and historical interest) and grounds. The boundary between the site and church is limited and as such any future development should consider a suitable offset and landscape planting belt to protect the setting of this important listed building.</p> <p>To the north Casa Mariana (JN0099) is a grade 4 listed building that will be in the wider setting of the site, being opposite the church. This is significant as a mid-late 19th century rural house retaining historic character.</p> <p>More distant listed buildings lie to the south and west. Sion Lodge, (JN0074) and Noirmont View (JN0036) are grade 3 listed buildings that will be in the setting of any development on Field J1109 in long views from the south of this field from La Grande Route de St Jean. More distant to the west, La Chasse Farm (JN0124) is sheltered from direct setting and views by mature trees and landscaping.</p> <p>The potential impact on the setting of the listed buildings above should be assessed in a heritage impact statement. This should be commissioned at feasibility stages to inform initial designs to understand and mitigate the impacts of development upon these heritage assets.</p> <p>The site is in close proximity to a grade 2 listed place to the south, which has archaeological interest. The flint scatter area (JN0184) lies within field J1204 to the south. This is a site of importance to the archaeological heritage of Jersey which evidences a Prehistoric flint chipping area. Whilst a field away from the site, flint scatters can embrace a wider area.</p> <p>To the east and north of the site and La Grande Route de St Jean, and either side of La Rue des Houguettes is an area of archaeological potential (AAP) encompassing fields J1077, J1076, J1080 and J1080A. This site has the potential for evidence of prehistoric human activity and the survival of archaeological finds.</p> <p>Given the existing and potential archaeological interest of the wider area, any development of J1109 should mitigate any likely archaeological impacts through a desk-based archaeological assessment.</p>
<p>f. Highways, active travel and parking</p>	<p>The site is immediately adjacent to La Grande Route de St Jean. There is no footpath provision adjacent to the site, and a 1.5m footpath should be provided along the east of the site linked to the footway to the north. Ideally this should be provided within the existing hedgeline or behind a newly established hedgerow.</p> <p>Provision should also be made for 1.8m wide central refuge to facilitate pedestrian crossing to the footway opposite, and access to bus stops southbound. This will require carriageway widening on land</p>

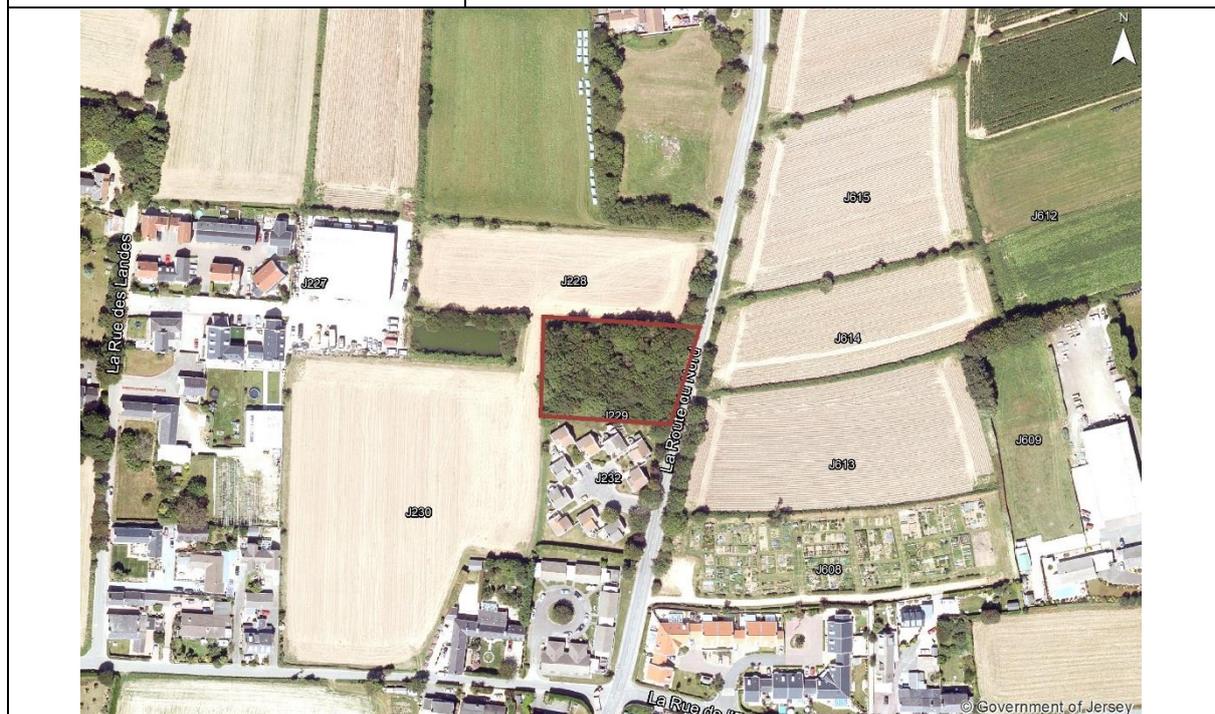
	<p>within site to accommodate a new central refuge. Any such highway works will need to be completed under a private highway agreement with I&E (Operations and Transport) and be completed prior to occupation. These works should seek to re-use as much of the existing low granite wall that abuts the site along its eastern boundary in the reinstatement of the eastern edge of the site. There may also be a requirement for further traffic-calming works which should be discussed with I&E (Operations and Transport). The value of these off-site works is estimated to be in the region of £150,000.</p> <p>Sion is currently served by the no.5 bus service which has an hourly service except on Sunday when it reverts to a two-hourly service. Under the auspices of Policy TT3: Bus service improvement a contribution should be made to secure an enhancement of this bus service relative to the form and likely level of occupation of the development (e.g. a 36 x 3-bed homes would necessitate a contribution of approximately £85,500). This should be secured through a planning obligation agreement.</p> <p>Provision of a bus shelter should be made to serve the northbound service stop (3725 - Sion Village N) which may involve a reconfiguration of the existing layby (c£14,000). The impact of any such structure upon the setting of the listed Sion Church should be mitigated.</p> <p>This section of La Grande Route de St Jean enjoys a 20-mph speed limit and vehicular access to the site should be secured by a safeguarded visibility splay of 2.4 x 25 m. The site access road should be 5 metres wide with 1.5m footways either side.</p> <p>Space for the parking of bikes and cars including EV facilities should be provided on the site in accordance with the Minister for the Environment’s revised parking standards. In this respect, this site is located within the ‘Other areas sustainable transport zone’.</p>
<p>g. Drainage</p>	<p>The site lies within the water pollution safeguard area where there is a need to have regard to the implications of development for both the quantity and quality of water, particularly when there is a higher risk of pollution arising from new development, such as through foul and surface water drainage.</p> <p>There are issues with the capacity of the foul sewer network to be able to accommodate the development of this site and other developments served by it. The existing sewer needs to be upsized and storage capacity added. Investment and enhancement of the public foul sewer network, subject to funding approval, is programmed to address this. The West Hill storage tank project is programmed to commence in Q4 2023, with completion in Q3 2026.</p> <p>Some local network improvements may allow development of this site to be realised before the implementation of other strategic infrastructure. The drainage implications of the proposed scheme should be the subject of a drainage impact assessment and discussed with I&E (Drainage). Any local network enhancement will need to be secured through a planning obligation agreement.</p> <p>In accord with Policy WER6 – Surface water drainage, sustainable drainage systems (SuDS) should be incorporated into the overall design of the scheme. Recycling of rainwater within the site, to landscape areas</p>

	or rain gardens will limit high flow run off risks and inundation to local water courses. Oil and diesel traps should be provided on any rainwater disposal to water courses.
h. Flood risk	The site is not subject to any known flood risk.
i. Land contamination and site waste management	There is no known land contamination at this site. Any waste arising from the development of the site should be minimised and managed in accordance with a site waste management plan (see Policy WER1 – Waste minimisation and Site waste management plans SPG).

H5 (2): Field J229, La Route du Nord, St John

1. Site context

Issue	Guidance
a. Site area	The overall site area is approximately 0.3 hectares (1.66 vergées).
b. Spatial context	The site is located along the northern edge of St John's Village, which is defined as a local centre in the bridging Island Plan settlement hierarchy (Policy SP2 – Spatial strategy).
c. Landscape and land use context	<p>The site is a small block of woodland planting, located within the north coast farmland character area (E2) which is part of the island's interior agricultural plateau (E), as defined in the Jersey Integrated Landscape and Seascape Character Assessment, and forms part of the setting for St John's Village.</p> <p>Its southern boundary abuts the Maison Le Vesconte development, with land to the east, west and north comprising agricultural land that is characteristic of the area formed of an intricate landscape of small fields bounded by mixed hedgerows.</p>



2. Density, type, yield and tenure of homes

Based on a developable site area of approximately 0.3 hectares, as a guide, Field J229 has the potential to yield in the region of approximately 11-14 homes, dependent upon the design and mix of homes proposed, as per the indicative modelling set out below.

The site was originally proposed, through amendment of the draft Island Plan, as an age-restricted from of development, offering potential to provide a further phase of development to complement the existing rental accommodation, of 22 homes, provided by the Greenwood Housing Association to the south.

The site has not, however, been rezoned for the provision of age-restricted homes, but has been approved by the States Assembly and brought forward to contribute to the island’s wider needs for affordable homes under Policy H5 (see: [P.36-2021 Amd.\(91\)Amd.\(5\).pdf \(gov.je\)](#)).

Whilst not specifically allocated for age-restricted rental homes, the site might still provide affordable homes to those people who need ongoing support to live independently when assessed through the Jersey Housing Gateway and fitting into the supported housing band.

On this basis, the development of a greater proportion of smaller homes might be most appropriate for this site and that it is best developed to provide smaller one- and two-bed homes, with a mix of social rent (at 45%) and affordable homes for purchase (at 55%).

The provision of this tenure mix might be made across more than one site, where the development of the site(s) would be linked to deliver the overall requirement.

The delivery of affordable homes on this site could be delivered as a discrete development of Field J229, or combined as part of a more comprehensive scheme of redevelopment.

J229: Density level and mix	Dwellings per hectare/ habitable rooms per hectare	Total potential homes
Minimum density: 100% 3-bed houses (5hr)	35 dph	11
Higher density mix:	175 hrh	14
60% 3-bed houses (5hr)		(6)
20% 2-bed houses (3hr)		(3)
10% 2-bed flats (3hr)		(2)
10% 1-bed flats (2hr)		(3)

Any resultant density of development will be informed by a positive design-led approach having regard to have regard to:

- the quality of design, relative to its context;
- the quality, type and mix of homes being created; and
- placemaking

3. Planning and design considerations

Issue	Guidance
<p>a. Design issues</p>	<p>Context: Away from the historic core of St John’s Village, focused around the church, parish hall and small local shopping centre, St John’s Village is a mixture of more modern two-storey suburban estate development, interspersed with older eighteenth and nineteenth century residential and agricultural development.</p> <p>The domestic buildings are predominantly two-/two-half storey in scale, with some single storey cottages, some with accommodation in the roof. More traditional building forms present their gables to the road; are generally orientated to the south and/ or are developed in ranges, with a strong contiguous building line.</p> <p>The earlier phases of the Maison Le Vesconte development, both of which are to the south of the site, comprise single storey accommodation, with the suburban two-storey development of Pres de L’Eglise to the east of La Route du Nord. The earlier Maison Le Vesconte phase is terraced or linked around a courtyard; the later is a series of detached buildings around a courtyard.</p> <p>Local buildings present a mix of materials, featuring granite throughout or granite frontages or quoins; and others with painted render. Roofs are a mix of tiles and slate.</p> <p>Design: The development of this site should aim to retain the rural character of its eastern and northern edge, to mitigate the impact of development upon the character of the local area.</p> <p>If developed as a discrete site, it will likely only be connected by the entrance and improvements to the western footway. As such this should use landscape and layout to form a distinctive and welcoming access.</p> <p>The site is a planted woodland, which had existing mature trees to the north and eastern boundary. There was a shelter belt to the west in the late 1990’s. These larger trees have capacity to help frame an early landscape context helping to retain a distinctive woodland character alongside retention of now 25-year old trees carefully integrated into a new internal site layout.</p> <p>The development should use limited new roads and parking, exercise care in building orientation to ensure a sustainable approach to heating and cooling homes.</p> <p>A new relationship between the adjacent homes at Maison Le Vesconte should value the existing green infrastructure, supplement it and ensure that appropriate privacy and back-to-back relationships are created.</p> <p>Whilst the final design of homes is a matter for the designer, the site will require small-scale buildings, set within their internal landscape, likely duo-pitch forms with simple local materials to minimise the visual impacts on the more open northern landscape.</p> <p>The use of wooden machined, close-boarded fencing should be avoided on any external boundary around the edge of the site.</p> <p>The connection of the development to earlier phases of Maison Le Vesconte should be explored to improve permeability and safer access to local facilities.</p>

<p>b. Neighbouring uses</p>	<p>The design and layout of any new development should have regard to the need to avoid any prejudice to the residential amenity of property to the south. The potential to mitigate this should be enhanced by the retention of a strong southern boundary of tree planting notwithstanding the potential connection to Maison Le Vesconte.</p>
<p>c. Biodiversity</p>	<p>This field was planted up as a woodland area by Jersey Trees for Life approximately 25 years ago.</p> <p>Immediately to the west of this site is a small body of water, most likely an irrigation pond. The combination of woodland and water body will make this site important not only for birds, terrestrial mammals (including hedgehogs, squirrels and bats) but also to invertebrates, amphibians and reptiles.</p> <p>The loss this small woodland for development should be compensated by the establishment of an alternative community woodland facility in close proximity to the village. This should be established in parallel with the development of J229 and be subject to a planning obligation agreement.</p> <p>The retention and future management of any residual woodland cover or boundary features will be required to be the subject of a planning obligation agreement.</p>
<p>d. Landscaping and open space</p>	<p>In landscape terms, the site is particularly prominent, being immediately adjacent to La Route du Nord, and essentially serving as part of the gateway into St John’s Village from the north; and providing the transition from the built-up area and the open countryside, when leaving the village from the south.</p> <p>To mitigate the visual impact of developing this small area of woodland, as much of the woodland should be retained as an integral part of the landscape design of the new development. A tree survey should be carried out to help inform a design approach that may retain trees where they are able to grow into good quality trees, where loss has the most limited visual impact and ensure tree root protection in planning future development. Retained planting can form the structural external landscaping, and internal public realm of the site, identified. There will be a need to retain a robust framework of planting along the site’s frontage formed by its eastern boundary and the northern boundary, where the site abuts open countryside.</p> <p>The roadside boundary of the Maison Le Vesconte development is suburban in nature, featuring a low granite wall, formal hedging and a thin line of evenly spaced street trees, which renders the southern boundary of J229 also visible from the roadside. To mitigate the visual impact of extending development northwards, as much of the existing tree planting along the southern boundary of J229 should be retained as possible.</p> <p>The tree survey of the existing woodland should complement the biodiversity impact statement, in order to assess the extent and nature of the existing trees and landscape assessing which can be retained supporting biodiversity and placemaking.</p> <p>Given the site’s sensitive location on the rural northern edge of the village, the impact of new lighting should be mitigated.</p>

	<p>In accordance with the Minister for the Environment’s supplementary planning guidance for residential space standards, provision should be made for at least 10% of the site as shared open space, which should amount to approximately 0.03 hectares (300 sqm) of the site area. In view of the existing land cover of the site, this should seek to incorporate the retention of as many trees as possible.</p> <p>The requirement for separate provision to be made for children’s play space will be dependent upon the extent to which provision is made for family homes. If a greater proportion of smaller homes is delivered on this site, any requirement for dedicated play space provision may be reduced or negated.</p>
<p>e. Heritage and archaeology</p>	<p>This site has no listed buildings nor archaeological sites in close proximity to it.</p> <p>The site will feature in the wider setting of the Parish Church of St John (JN0134) in so much as the spire is a conspicuous local landmark. Intervening buildings and landscape minimise the direct impact on setting. However, this landmark could form a punctuation or end view in the public realm orientation and should be taken into account in site layouts and planning to help contextual legibility.</p>
<p>f. Highways, active travel and parking</p>	<p>There is no footpath provision adjacent to the site, and a 1.5m footpath should be provided along the eastern boundary, to the rear of retained tree planting along the frontage.</p> <p>The site is not connected to the public footpath network, although footpath provision is available on the eastern side of La Route du Nord. Provision of a central pedestrian refuge should be made in order to enable residents of the proposed development to access St John’s Village on foot using the existing public footpath. The provision of a pedestrian refuge will be secured through a planning obligation agreement. The potential requirements for further traffic-calming should be discussed with I&E (Operations and Transport). The value of these off-site works is estimated to be in the region of £100,000.</p> <p>It is apparent that none of the phases of the Maison Le Vesconte development benefit from the provision of a pedestrian refuge: if this, was, therefore, provided further south along La Route du Nord, it might serve to benefit existing Maison Le Vesconte residents along with the intended residents of J229; and would also reduce the impact of street furniture on the character of the open countryside. Pedestrian access to this would, however, also need to be provided to the future occupants of J229, through a clear and accessible pedestrian route through the two earlier phases of Maison Le Vesconte.</p> <p>St John’s Village is currently served by the no.5 and the less direct no. 7 bus routes which each provide an hourly service except on Sunday when they revert to a two-hourly service. Under the auspices of Policy TT3: Bus service improvement a contribution should be made to secure an enhancement of this bus service relative to the form and likely level of occupation of the development (e.g. a 14 x 3-bed homes would necessitate a contribution of approximately £33,000). This should be secured through a planning obligation agreement.</p> <p>La Route du Nord is subject to a speed restriction – to 30 mph - immediately to the south of the site. The potential to extend the speed</p>

	<p>restriction to the north, to a position that is contiguous to the northern boundary of J229, should be explored with I&E (Operations and Transport). This would enable vehicular access to the site to be secured by providing an unobstructed and safeguarded visibility splay of 2.4 x 25 m, if the speed limit is reduced.</p> <p>Space for the parking of bikes and cars should be provided on the site in accordance with the Minister for the Environment’s revised parking standards. In this respect, this site is located within the ‘Other areas sustainable transport zone’.</p>
<p>g. Drainage</p>	<p>The site lies within the water pollution safeguard area where there is a need to have regard to the implications of development for both the quantity and quality of water, particularly when there is a higher risk of pollution arising from new development, such as through foul and surface water drainage.</p> <p>There are no issues with the capacity of the downstream foul sewer network to be able to accommodate the development of this site but the capacity of the local Rue des Buttes pumping station will need to be enhanced, to increase pump rates and provide additional storage.</p> <p>The specific drainage implications of the proposed scheme should be the subject of a drainage impact assessment and discussed with I&E (Drainage). Any local network enhancement will need to be secured through a planning obligation agreement.</p> <p>In accord with Policy WER6 – Surface water drainage, sustainable drainage systems (SuDS) should be incorporated into the overall design of the scheme. Recycling of rainwater within the site, to landscape areas or rain gardens will limit high flow run off risks and inundation to local water courses. Oil and diesel traps should be provided on any rainwater disposal to water courses.</p>
<p>h. Flood risk</p>	<p>The site is not subject to any known flood risk.</p>
<p>i. Land contamination and site waste management</p>	<p>There is no known land contamination at this site.</p> <p>Any waste arising from the development of the site should be managed in accordance with a site waste management plan (see Policy WER1 – Waste minimisation and Site waste management plans SPG).</p>

H5 (3): Field J236, La Rue du Cimetiere, St John

1. Site context

Issue	Guidance
a. Site area	The overall site area is approximately 0.3 hectares (1.66 vergées).
b. Spatial context	The site is located within the western part of St John’s Village built-up area, which is defined as a local centre in the bridging Island Plan settlement hierarchy (Policy SP2 – Spatial strategy).
c. Landscape and land use context	<p>The distribution of development at the western end of the St John’s Village BUA is more dispersed, in contrast to the nucleated eastern part of the village, with small clusters of development interspersed with fields.</p> <p>The site comprises a former agricultural field with small groups of residential development immediately to the south and north-west. There is a large active agricultural field to the east, and the western boundary of the site abuts La Rue du Cimetiere.</p>



2. Density, type, yield and tenure of homes

Based on a developable site area of approximately 0.3 hectares, as a guide, Field J236 has the potential to yield in the region of 11-14 homes, dependent upon the design and mix of homes proposed, as per the indicative model set out below:

The site was originally proposed, through amendment of the draft Island Plan, as a site to provide 'affordable step-down properties to enable people to right size whilst still holding equity in a property.'

The site has not, however, been specifically rezoned for the provision of right-sizing homes for purchase, but has been approved by the States Assembly and brought forward to contribute to the island's wider needs for affordable homes under Policy H5 (see: [P.36-2021 Amd.\(91\)Amd.\(5\).pdf \(gov.je\)](#)). On this basis, the site is required to deliver a mix of social-rented dwellings (45%), and affordable homes for purchase (55%)

A departure from this tenure mix might be justified where provision might be made across more than one site, and where the development of the site(s) would be linked to deliver the overall requirement.

It is considered that this site is best developed to provide predominantly 3- and 4-bed family homes, together with a limited number of smaller homes. There is, however, potential for a greater proportion of smaller homes to be delivered on the site to meet parish needs.

Eligibility to access any provision of smaller right-sizing homes on rezoned affordable housing sites would need to be managed through the Jersey Housing Gateway by the Minister for Housing and Communities, and restricted to those who are genuinely downsizing. The Minister for Housing and Communities has not yet released details of the right-sizing scheme that would need to be applied to activate right-sizing opportunities on the re-zoned housing sites. In planning terms, future occupancy of any right-sizing homes could be regulated by planning conditions and obligations, informed by the Minister for Housing and Communities' policy.

J236: Density level and mix	Dwellings per hectare/ habitable rooms per hectare	Total potential homes
Minimum density: 100% 3-bed houses (5hr)	35 dph	11
Higher density mix:	175 hrh	14
60% 3-bed houses (5hr)		(6)
20% 2-bed houses (3hr)		(3)
10% 2-bed flats (3hr)		(2)
10% 1-bed flats (2hr)		(3)

Any resultant density of development will be informed by a positive design-led approach having regard to have regard to:

- the quality of design, relative to its context;
- the quality, type and mix of homes being created; and
- placemaking

3. Planning and design considerations

Issue	Guidance
<p>a. Design issues</p>	<p>Context: Away from the historic core of St John’s Village, focused around the church, parish hall and small local shopping centre, St John’s Village is a mixture of more modern two-storey suburban estate development, interspersed with older eighteenth and nineteenth century residential and agricultural development.</p> <p>The domestic buildings are predominantly two-/two-half storey in scale, with some single storey cottages, some with accommodation in the roof. More traditional building forms present their gables to the road, are orientated south and/or are developed in ranges, with a strong contiguous building line.</p> <p>Local buildings present a mix of materials, featuring granite throughout or granite frontages or quoins; and others with painted render. Roofs are a mix of tiles and slate.</p> <p>Design: The key design issue for the development of this site is the need for the development to be responsive to the more rural character of the context, being a small outlier hamlet. The existing landscape and boundaries are key assets to be exploited to achieve a more subtle and discrete development.</p> <p>The local area has clear design cues including simple duo-pitch forms, long roof lines and small-scale buildings formed from former farm groups.</p> <p>Connections to the village will require early design decisions in the layout and orientation. Relationships of buildings and landscape with La Rue du Cimetiere and the adjacent homes should ensure privacy and form suitable back-to-back relationships. The extensive views across to the site from the east, and centre of St John’s will require care in landscape retention and the impact of any development to the west of the site to ensure that the new development sits appropriately within the landscape setting.</p> <p>Future footpath and footway connections should complement the rural context and landscape, and the development should seek to form a positive relationship with the lane.</p> <p>The use of wooden machined, close-boarded fencing should be avoided on any external boundary around the edge of the site.</p>
<p>b. Neighbouring uses</p>	<p>The design and layout of any new development should have regard to the need to avoid any prejudice to the residential amenity of property to the south and north of the site.</p> <p>The potential to mitigate this should be enhanced by the retention of a strong southern boundary of tree planting, where this sits within the boundary of the site.</p>
<p>c. Biodiversity</p>	<p>Whilst this site has not been used or managed for agriculture for over 25 years its boundary features are most likely to provide the most valuable ecological habitat, connectivity and a range of other ecosystem services. These boundaries are likely to be the key ecological features where it is important to ensure that as much of the existing /tree and</p>

	<p>hedgerow planting is retained and increased in scale, density and quality.</p> <p>A biodiversity impact statement should be prepared, as part of which, existing trees and hedging on the site should be identified and assessed relative to their nature and condition, and potential for retention. This should also include consideration of the protection of root zones as an integral part of the design and layout of buildings and hard landscaping, including roads and pavements; and during construction.</p> <p>The retention and future management of any trees and hedgerows or other boundary features will be required to be the subject of a planning obligation agreement.</p>
<p>d. Landscaping and open space</p>	<p>In landscape terms, the site is particularly prominent, in long and short views from the east along La Route de St Jean and La Rue de L'Etocquet, and it is important, therefore, that as much of the existing tree cover along the eastern boundary of the site is retained. This should be strengthened, with additional appropriate hedgerow planting.</p> <p>The use of wooden machined, close-boarded fencing should be avoided on this (and all other) external boundary of the site.</p> <p>Similarly, as much of the boundary tree planting as possible should be retained along the southern boundary of the site (where it sits within the site boundaries), to protect the residential amenity of neighbouring properties to the south; and along the western boundary, to maintain the rural character La Rue du Cimetiere.</p> <p>As much of the low granite rubble boundary wall along this boundary should also be retained as far as possible.</p> <p>A biodiversity impact statement should be prepared, as part of which, existing trees and hedging on the site should be identified and assessed to confirm their potential for retention. This should be complemented by a landscaping plan for the retention of existing and provision of new planting, particularly along site boundaries.</p> <p>In accordance with the Minister for the Environment's supplementary planning guidance for residential space standards, provision should be made for at least 10% of the site as shared open space, which should amount to approximately 0.03 hectares (300 sqm) of the site area. In view of the existing land cover of the site, this should seek to incorporate the retention of as many trees as possible.</p> <p>The requirement for separate provision to be made for children's play space will be dependent upon the extent to which provision is made for family homes. If a greater proportion of smaller homes is delivered on this site, any requirement for dedicated play space provision may be reduced or negated.</p>
<p>e. Heritage and archaeology</p>	<p>The boundary wall of St John's 'New' Cemetery is listed (JN0118), and the development of J236 will need to have regard to its impact on the setting of this feature and the 'streetscene' of La Rue du Cimetiere.</p> <p>The grade 3 listed building Cedar Farm (JN0117) lies within the setting of the site to the south, its northern boundary forms the southern boundary of the site. This circa 1800 farmhouse retains its proportions and character, it contributes principally to the roadside setting of La</p>

	<p>Route de St Jean, but the northern setting will need careful evaluation and a suitable design response.</p> <p>To the south-east North View (JN0179) Grade 4 will also be in the distant setting of the southern and eastern parts of the site. This is a late C19 single storey cottage which retains its overall historic scale and character, and again principally contributes to the streetscape value of to La Route de St Jean, but the northern setting will need careful evaluation and a suitable design response.</p> <p>At present the existing field boundary of mature trees and hedging offers a visual buffer between the site and listed buildings to the south. The retention of this boundary landscape will help ensure that the impact of development on the settings of listed buildings is minimal.</p> <p>The Parish Church of St John (JN0134) Listed Grade 1 lies to the east and has a strong landmark spire. This should be acknowledged in any layouts, landscape boundary to the east of the site and the scale of development managed to minimise wider setting impacts.</p> <p>A heritage impact statement should be commissioned early in the design process to objectively assess the setting issues and suggest mitigation to deal with any impacts.</p> <p>There are no archaeological designations in close proximity.</p>
<p>f. Highways, active travel and parking</p>	<p>The site is not connected to the public footpath network, and there are no pavements serving any of the roads in the vicinity (including La Rue du Cimetiere, La Grande Route de St Jean and La Rue de L'Étocquet) but La Rue du Cimetiere is a designated green lane, benefiting from a 15-mph speed restriction.</p> <p>The junction of La Rue du Cimetiere with La Grande Route de St Jean has very limited nearside visibility.</p> <p>The site frontage should be provided with a 1.5m footpath, most appropriately provided behind the trees to be retained at the site frontage, with appropriate root protection factored in to design and construction phases.</p> <p>Off-site pedestrian facilities, together with traffic-calming measures, should be provided in the form of a pedestrian crossing facility at the junction of La Route de St Jean with La Rue du Cimetiere and La Rue Gombrette to provide a safer route to school for children attending St John's Primary School. The form and specification of this should be agreed with I&E (Operations and Transport) but is estimated to be of a value of circa. £150,000.</p> <p>Similarly, further pedestrian crossing facilities are required to provide safer pedestrian access to St John's Village centre from La Rue de L'Étocquet across La Route du Nord. This may be delivered as part of the development of Field J229 (see above).</p> <p>The provision of any off-site pedestrian facilities should be secured through a planning obligation agreement.</p> <p>Along the eastern boundary of the site, provision should be made for future pedestrian access of up to 3 m width. This access point should remain accessible from within the site in the event that off-road pedestrian facilities are provided within or on the edge of Field J235 in the future.</p>

	<p>St John’s Village is currently served by the no.5 and the less direct no. 7 bus routes which each provide an hourly service except on Sunday when they revert to a two-hourly service. A bus stop for the no. 7 service is located on la Route de St Jean, close to the site. Under the auspices of Policy TT3: Bus service improvement a contribution should be made to secure an enhancement of this bus service relative to the form and likely level of occupation of the development (e.g. a 14 x 3-bed homes would necessitate a contribution of approximately £33,000). This should be secured through a planning obligation agreement.</p> <p>As La Rue du Cimetiere is a designated green lane, benefiting from a 15 mph speed restriction, vehicular access to the site should be secured by providing an unobstructed and safeguarded visibility splay of 2.4 x 25 m.</p> <p>Space for the parking of bikes and cars should be provided on the site in accordance with the Minister for the Environment’s revised parking standards. In this respect, this site is located within the ‘Other areas sustainable transport zone’.</p>
<p>g. Drainage</p>	<p>The site lies within the water pollution safeguard area where there is a need to have regard to the implications of development for both the quantity and quality of water, particularly when there is a higher risk of pollution arising from new development, such as through foul and surface water drainage.</p> <p>There are no issues with the capacity of the downstream foul sewer network to be able to accommodate the development of this site but the capacity of the local Rue des Buttes pumping station will need to be enhanced, to increase pump rates and provide additional storage.</p> <p>The specific drainage implications of the proposed scheme should be the subject of a drainage impact assessment and discussed with I&E (Drainage). Any local network enhancement will need to be secured through a planning obligation agreement.</p> <p>In accord with Policy WER6 – Surface water drainage, sustainable drainage systems (SuDS) should be incorporated into the overall design of the scheme. Recycling of rainwater within the site, to landscape areas or rain gardens will limit high flow run off risks and inundation to local water courses. Oil and diesel traps should be provided on any rainwater disposal to water courses.</p>
<p>h. Flood risk</p>	<p>The western edge of the site is identified as being subject to a low risk of inland flooding. In this respect, the design and layout of development should seek to appropriately mitigate and manage this risk. This should be considered and set out as part of a flood risk assessment for the development of the site in accord with Policy WER2 – Managing flood risk.</p>
<p>i. Land contamination and site waste management</p>	<p>There is no known land contamination at this site.</p> <p>Any waste arising from the development of the site should be managed in accordance with a site waste management plan (see Policy WER1 – Waste minimisation and Site waste management plans SPG).</p>

H5 (4): Field MN410, La Rue des Buttes, St Martin

1. Site context

Issue	Guidance
a. Site area	The overall site area is approximately 0.75 hectares (4.2 vergées).
b. Spatial context	The site is located at the south-western edge of St Martin’s Village built-up area, which is defined as a local centre in the bridging Island Plan settlement hierarchy (Policy SP2 – Spatial strategy).
c. Landscape and land use context	<p>The site is located within the southern plateau and ridge farmland area (E4) which is part of the island’s interior agricultural plateau (E), as defined in the Jersey Integrated Landscape and Seascape Character Assessment.</p> <p>Field MN410 was defined as being within the ‘inner fields’ local landscape unit in the Jersey Landscape Sensitivity Assessment which are principally characterised by their proximity to village development with one or more boundaries formed by housing, giving a semi-developed context.</p> <p>The field is part of series of smaller field enclosures of mixed farmland, edged by hedgerows, trees and narrow banked roads, which are located to the south of the village.</p> <p>The site is visually discrete being well screened by an established hedgerow to the west, onto La Rue des Buttes, which has a limited number of residential properties along its western edge. An informal car park, serving the church, lies to the north; a cemetery to the east; and open farmland to the south.</p>



2. Density, type, yield and tenure of homes

Based on a developable site area of approximately 0.75 hectares, as a guide, Field MN410 has the potential to yield in the region of 26-33 homes, dependent upon the design and mix of homes proposed, as per the indicative model set out below:

It is considered that this site is best developed to provide predominantly 3- and 4-bed family homes, together with a limited number of smaller homes, providing a mix of social-rented dwellings (45%), and affordable homes for purchase (55%).

MN410: Density level and mix	Dwellings per hectare/ habitable rooms per hectare	Total potential homes
Minimum density: 100% 3-bed houses (5hr)	35 dph	26
Higher density mix: 60% 3-bed houses (5hr) 20% 2-bed houses (3hr) 10% 2-bed flats (3hr) 10% 1-bed flats (2hr)	175 hrh	33 (16) (7) (4) (6)

Any resultant density of development will be informed by a positive design-led approach having regard to have regard to:

- the quality of design, relative to its context;
- the quality, type and mix of homes being created; and
- placemaking

3. Planning and design considerations

Issue	Guidance
a. Design issues	<p>Context: St Martin’s Village lies at the junction of radiating roads which converge close to the parish church which lies at its core. The settlement pattern is one where more recent housing has infilled spaces between older farms and houses aligning the four principal routes into the core of the settlement, creating a complex form, with many open spaces and fields lying between largely linear areas of development. It has a mix of building styles and types, with a notably rich architectural heritage of eighteenth and nineteenth century buildings.</p> <p>More recent housing development is present and is integrated within the settlement, such as that at Le Clos le Trocquer – comprising semi-detached two-storey, pitched roof homes; and Rue de la Haye – comprising a richer mix of building types including two- and one and a half-storey buildings, developed as building ranges. Both of these developments feature a mixed palette of materials including painted render, granite, timber, red brick pantile and slate.</p> <p>Design: The development of this site needs to pay particular regard to the rural character of its western boundary and La Rue des Buttes. The site also has a sensitive eastern boundary with the adjacent cemetery. Care in orientation, location of play and public open space will limit impacts on this sensitive use.</p>

	<p>The site will be accessed from La Grande Route de St Martin through junction improvements. Whilst these will need to comply with I&E standards there will also need to be a sensitivity in design and layout to minimise impacts on the church and local homes. Pedestrian access to La Rue des Buttes, a characterful rural lane will need to be provided. The challenge will be both to deliver access to the village to the north, making this a permeable site, whilst managing the visual impact of the new entrance to the development that is respectful of its position on the rural edge of the village.</p> <p>The church to the north of the site will require landscape buffering and care will need to be exercised in the layout to minimise setting impacts and impacts on its use. The potential requirement to buffer a bat roost in the building may allow for a new landscape shelter belt to be established providing screening and biodiversity benefits.</p> <p>The use of wooden machined, close-boarded fencing should be avoided on any external boundary around the edge of the site.</p>
<p>b. Neighbouring uses</p>	<p>Whilst there are existing residential properties to the west of the site, these are separated from the site by La Rue des Buttes and the existing hedgerow and trees which line it, which should mitigate any potential impacts on residential amenity.</p>
<p>c. Biodiversity</p>	<p>Significantly, there are a number of known Grey long-eared bat roosts in the area including at least one confirmed maternity roost. The buildings immediately to the north of the field may contain a population, although it's yet to be confirmed what the roost type is or what the numbers of bats present are. Given the proximity to the known maternity roost these could potentially be satellite roosts but still integral to the survival of the main breeding site. Further survey work is required to better understand the significance of these roosts and it is important that sufficient survey data is provided to inform the mitigation of the impact of the development of this site upon bats and their roosts.</p> <p>Grey long-eared bats are considered rare and, along with all bat species in Jersey, are fully protected under the Wildlife (Jersey) Law 2021. This includes their breeding and resting sites whether in use or not.</p> <p>A biodiversity impact statement should be prepared. To mitigate the potential impact of development at field MN0410 as far as possible there is a need to ensure that provision is made for the establishment of buffers and the enhancement of wildlife corridors to provide connectivity to and from the roost for the bats. This is likely to include enhancement to the existing boundary hedgerows, to increase their depth, along the eastern, western and southern parts of the site.</p> <p>Lighting can have a significant impact on the ecology of bats and there is a need to ensure that the impact of any lighting upon the sensitivity of roosts and their environs, as a result of development at this site, is mitigated.</p> <p>The provision of habitat enhancement measures, such as planting and corridors, require protection and management into the future, and their retention and maintenance will be required to be the subject of a planning obligation agreement.</p>

<p>d. Landscaping and open space</p>	<p>Field MN0410 was defined as an 'Inner Field' in the work that was done to assess the landscape sensitivity of the edge of some of the island's built-up areas. The Inner Fields are principally characterised by their proximity to village development with one or more boundaries formed by housing, giving a semi-developed context.</p> <p>Whilst MN0410 has development on three sides, its western and southern boundaries are rural in nature. The site is most visible from short views from the west and also the north.</p> <p>The established hedgerows and mature trees on the western and southern boundaries of Field MN410 should be retained and development should be set well back into the core of the site to ensure the longevity, health and screening properties of these trees. As stated, at 3e, they should also be strengthened to secure and enhance their biodiversity value, as should the eastern boundary, which is less significant in landscape terms.</p> <p>There is an opportunity to recreate the northern boundary of the site – which is currently defined by a manicured low hedge – and for the introduction of new landscaping to mitigate the impact of new development, including access arrangements, upon the setting of the listed church to the north. This will also be the most visible aspect of the site from the adjacent road, and the creation of a new entrance should be well-designed and landscaped.</p> <p>A biodiversity impact statement should be prepared, as part of which, existing trees and hedging on the site should be identified and assessed relative to their nature and condition, and potential for retention. This should be complemented by a landscaping plan for the retention of existing and provision of new planting, particularly along site boundaries.</p> <p>The use of wooden machined, close-boarded fencing should be avoided on all external boundaries of the site.</p> <p>In accordance with the Minister for the Environment's supplementary planning guidance for residential space standards, provision should be made for at least 10% of the site as shared open space, which should amount to approximately 0.075 hectares (750 sqm) of the site area.</p> <p>Separate provision should also be made for children's play space.</p>
<p>e. Heritage and archaeology</p>	<p>The site is in the direct setting of the Church of Our Lady of the Annunciation and the Martyrs of Japan (MN0217) a grade 3 listed building. The land between the site and church is open and not landscaped, except for a manicured hedge between the field and land adjacent to the Church. Part of this land is laid to hard surfacing that is used for parking. As stated below (see 3f) there will be a requirement for this land to be reconfigured to enable the delivery of safe access to the site. As such any development should seek to mitigate any impacts on the church's setting through the siting of new buildings, space for car parking and landscaping.</p> <p>To manage the likely impacts of the new development and access a heritage impact assessment should be prepared early in the design process to assess such impacts and proposed mitigation to overcome</p>

	<p>those identified. There are no archaeological designations in close proximity.</p>
<p>f. Highways, active travel and parking</p>	<p>The site does not currently enjoy direct connection to the primary road network and is only accessible from La Rue des Buttes, which is a narrow lane.</p> <p>In order to provide adequate access and connection to the primary route network for both pedestrian and vehicular traffic, a number of improvements are required to be delivered in association with the development of this site.</p> <p>Provision should be made for enhanced pedestrian crossing facilities and traffic-calming treatment for La Grande Route de St Martin between the site and the facilities provided in the village, the form and specification of which should be agreed with I&E (Operations and Transport). Their delivery will be the subject of a planning obligation agreement and will be in the region of £150,000.</p> <p>Provision should be made for pedestrian access to/from the site onto La Rue des Buttes at the southern end of the site.</p> <p>Work is also required to be undertaken to ensure that the site can secure direct vehicular access to La Grande Route de St Martin. This will require some realignment of the Rue des Buttes/ La Grande Route de St Martin junction and, most likely, a rationalisation/ improvement of the access currently serving the church car park. This will require the control of land/agreement of the landowner of the land to the north (currently comprising the church car park) being brought within the development site, to enable the delivery of these access improvements; together with the agreement of the Parish of St Martin in relation to works affecting La Rue des Buttes. This will need to be the subject of a planning obligation agreement to effect delivery.</p> <p>The existing roadside footpath should continue across any new entrance to the site and should incorporate a reinforced dropped kerb the specification of which should be agreed with I&E (Operations and Transport).</p> <p>St Martin's Village is currently served by the no.3 bus route which provides an hourly service; and the no.23 which also provides an hourly service daily except on Sunday when it reverts to a two-hourly service. Bus stops (Rue des Buttes N and S) are located on La Grande Route de St Martin, close to the site. Under the auspices of Policy TT3: Bus service improvement a contribution should be made to secure an enhancement of this bus service relative to the form and likely level of occupation of the development (e.g. a 35 x 3-bed homes would necessitate a contribution of approximately £83,000). This should be secured through a planning obligation agreement. Similarly, provision should be made for the development of a bus shelter (for the southbound service), the cost of which is in the region of £14,000, and should be secured by a planning obligation agreement.</p> <p>If vehicular access is secured onto La Grande Route de St Martin this should be served by an unobstructed and safeguarded visibility splay of 2.4 x 43 m.</p> <p>Space for the parking of bikes and cars should be provided on the site in accordance with the Minister for the Environment's revised parking</p>

	standards. In this respect, this site is located within the ' Other areas sustainable transport zone '.
<p>g. Drainage</p>	<p>The site lies within the water pollution safeguard area where there is a need to have regard to the implications of development for both the quantity and quality of water, particularly when there is a higher risk of pollution arising from new development, such as through foul and surface water drainage.</p> <p>There are issues with the capacity of the foul sewer network to be able to accommodate the development of this site without flooding of the foul sewer network. The existing sewer network needs to be upsized and storage capacity added. Investment and enhancement of the public foul sewer network, subject to funding approval, is programmed to address this. The Maufant storage tank/pumping station project is programmed to commence in Q1 2024, with completion in Q3 2025.</p> <p>The drainage implications of the proposed scheme should be the subject of a drainage impact assessment and discussed with I&E (Drainage). Any local network enhancement will need to be secured through a planning obligation agreement.</p> <p>In accord with Policy WER6 – Surface water drainage, sustainable drainage systems (SuDS) should be incorporated into the overall design of the scheme. Recycling of rainwater within the site, to landscape areas or rain gardens will limit high flow run off risks and inundation to local water courses. Oil and diesel traps should be provided on any rainwater disposal to water courses.</p>
<p>h. Flood risk</p>	<p>The site is not subject to any known flood risk.</p>
<p>i. Land contamination and site waste management</p>	<p>There is no known land contamination at this site.</p> <p>Any waste arising from the development of the site should be minimised and managed in accordance with a site waste management plan (see Policy WER1 – Waste minimisation and Site waste management plans SPG).</p>

H5 (5): Field MY563, La Rue de la Rosière, St. Mary

1. Site context

Issue	Guidance
a. Site area	The overall site area is approximately 0.65 hectares (3.6 vergées).
b. Spatial context	The site is located in the southern part of St Mary's Village, which is defined as a local centre in the bridging Island Plan settlement hierarchy (Policy SP2 – Spatial strategy).
c. Landscape and land use context	<p>The settlement character of St Mary's Village is one of a small historic core with satellite housing blocks separated by fields. Field MY563 is a narrow agricultural field that currently contributes, together with two fields to the north, to the separation of a block of housing, to the south, from the village core. Its eastern and western boundaries are abutted by roads.</p> <p>Field MY563 was defined as an 'inner field' in the Jersey Landscape Sensitivity Assessment for St Mary's Village. These fields are commonly used for pasture, and Field MY563 has been used for dairy farming.</p>



2. Density, type, yield and tenure of homes

Based on a developable site area of approximately 0.65 hectares, as a guide, Field MY563 has the potential to yield in the region of 23-30 homes, dependent upon the design and mix of homes proposed, as per the indicative model set out below.

It is considered that this site is best developed to provide predominantly 3- and 4-bed family homes, together with a limited number of smaller homes, providing a mix of social-rented dwellings (45%), and affordable homes for purchase (55%).

MY563: Density level and mix	Dwellings per hectare/ habitable rooms per hectare	Total potential homes
Minimum density: 100% 3-bed houses (5hr)	35 dph	23
Higher density mix: 60% 3-bed houses (5hr) 20% 2-bed houses (3hr) 10% 2-bed flats (3hr) 10% 1-bed flats (2hr)	175 hrh	30 (14) (6) (4) (6)

Any resultant density of development will be informed by a positive design-led approach having regard to have regard to:

- the quality of design, relative to its context;
- the quality, type and mix of homes being created; and
- placemaking

3. Planning and design considerations

Issue	Guidance
a. Design issues	<p>Context: St Mary's Village has a loose settlement form, comprising a small historic core. Satellite blocks of housing lie to the north-west, north, east and south-east of this core area, separated by open fields of pasture. These satellite settlement areas have some older farm buildings set within densely spaced modern housing.</p> <p>Buildings are predominantly finished in render, with the limited use of granite features. Roofs are generally steeply-sloping, predominantly slate.</p> <p>Design: The key design objective for this scheme should be to form a new northern edge to Jardin de Haut, respecting southern neighbours in design and layout. This will also need to respect the rural context of the north, east and western edges of the site.</p> <p>There are adjacent listed buildings, as noted in 3e below. The settings will need to be managed in the scale and layout of development. The northern presentation of buildings will also need to be respectful to context and wider heritage settings.</p> <p>As a long/thin site it is likely the new development will be served by a single access road: minimising the visual impact of hard landscaping will require care in building clustering alongside suitable fragmentation to manage scale.</p>

<p>b. Neighbouring uses</p>	<p>There are existing residential properties to the south of the site and care should be taken to manage the relationship of new homes developed along this boundary to avoid issues or overbearing, overlooking or loss of privacy. Given the southerly aspect of this part of the site, it would best serve as the private amenity space of new homes where the long-term conservation of the landscape edges will be required in a landscape management plan tied to a planning obligation agreement.</p>
<p>c. Biodiversity</p>	<p>Whilst this site has been used for agriculture its boundary features are most likely to provide the most valuable ecological habitat, connectivity and a range of other ecosystem services. The sites sits at the northern end of St Peter's Valley woodland environmentally sensitive area and provides some connectivity to it. These boundaries are key ecological features where it is important to ensure that as much of the existing tree and hedgerow planting is retained and increased in scale, density and quality.</p> <p>A biodiversity impact statement should be prepared, as part of which, existing trees and hedging on the site should be identified and assessed relative to their nature and condition, and potential for retention. This should also include consideration of the protection of root zones as an integral part of the design and layout of buildings and hard landscaping, including roads and pavements; and during construction. The retention and future management of any trees and hedgerows or other boundary features will be required to be the subject of a planning obligation agreement.</p>
<p>d. Landscaping and open space</p>	<p>Field MY563 is relatively flat field with that is most visible in the landscape from short- and long-views from Rue de la Rosière on account of the weak and open northern boundary of the site, that has limited tree planting. This requires considerable strengthening, to help mitigate the impact of new development on the setting of the village core, and some of its key listed buildings, such as the church and the chapel.</p> <p>Supplementary planting of native trees should be undertaken along both road and field sides to strengthen and partially screen the new developed edge of Field MY563. The boundary to Jardin de Haut should also be strengthened.</p> <p>A biodiversity impact statement should be prepared, as part of which, existing trees and hedging on the site should be identified and assessed relative to their nature and condition, and potential for retention. This should be complemented by a landscaping plan for the retention of existing and provision of new planting, particularly along site boundaries.</p> <p>The use of wooden machined, close-boarded fencing should be avoided on all external boundaries of the site.</p> <p>In accordance with the Minister for the Environment's supplementary planning guidance for residential space standards, provision should be made for at least 10% of the site as shared open space, which should amount to approximately 0.065 hectares (650 sqm) of the site area. Separate provision should also be made for children's play space.</p>

<p>e. Heritage and archaeology</p>	<p>The site has a number of listed buildings to the north.</p> <p>The site shares a boundary with grade 3 Dairy Farm (MY0059) which is of significance as a historic farm group to the north-west. The five bay, mid-C18 Jersey house retains its proportions and character and, with the extensive associated outbuildings, forms a cohesive farm group.</p> <p>Across open fields to the north-east is Bethlehem Methodist Church (MY0062) which is a good example of an early C19 Methodist chapel, with later Sunday School. It is a prominent landmark building at the junctions of La Route de Ste Marie and La Rue de La Rosière.</p> <p>More distant along Rue de la Vallée, to the north west, are La Plaisance (MY0128) and St Mary's Parish Church (MY0125). The church is a strong landmark building which will need to be incorporated into design strategies ensuring impacts are assessed and mitigated.</p> <p>Given the heritage importance of the proximate and more distant listed buildings any design should be informed by a setting assessment within a heritage impact statement to ensure the layouts and landscaping take account of these and mitigate any impacts.</p> <p>There are no archaeological designations in close proximity.</p>
<p>f. Highways, active travel and parking</p>	<p>Provision should be made for 1.5 m footways to be provided along both the eastern and western frontages of the site, where it abuts the road network.</p> <p>The section adjacent Rue de La Vallée should be provided behind the existing roadside granite wall, which should be retained, with a pedestrian access point at the northern and southern ends of the footway to/from the site.</p> <p>The section adjacent Rue de la Rosière should be provided behind the existing hedgerow, which should be retained, with appropriate root protection, and strengthened, with a pedestrian access point at the northern and southern ends of the footway to/from the site.</p> <p>Provision should also be made for enhanced pedestrian facilities to provide safer pedestrian access to the services in the core of the village. This should be in the form of a hoggin-surface footpath over the eastern end of Field MY564 (should this be within the control of the applicant and/or with the agreement of the landowner); or through a contribution to traffic calming along Rue de la Rosière, to the value of £50,000, to be secured through a planning obligation agreement.</p> <p>The design and layout of development on the site should ensure that pedestrian access can be secured across the site (east/west) between Rue de La Vallée and Rue de la Rosière.</p> <p>A further contribution of £60,000 should also be made to wider traffic-calming measures, to be secured through a planning obligation agreement.</p> <p>St Mary's Village is currently served by the no.7 bus route which provides an hourly service except on Sunday when it reverts to a two-hourly service. Bus stops are available on Rue des Buttes near the parish chapel and Bethlehem Chapel. Under the auspices of Policy TT3: Bus service improvement a contribution should be made to secure an enhancement of this bus service relative to the form and likely level of</p>

	<p>occupation of the development (approximately £71,500 based on a development of 30 homes). This should be secured through a planning obligation agreement.</p> <p>It is preferable for vehicular access to the site to be secured through the existing vehicular access that serves Jardin de Haut to the south. There are two points where vehicular access can be secured along the southern boundary of the site. No exit via La Rue de la Vallée would be supported and were a new access onto La Rue de la Rosière proposed, it would require visibility splays of 2.4 m x 43 m, and the road to be 5 metres with 1.5 m footways both sides.</p> <p>Space for the parking of bikes and cars should be provided on the site in accordance with the Minister for the Environment’s revised parking standards. In this respect, this site is located within the ‘Other areas sustainable transport zone’</p>
<p>g. Drainage</p>	<p>The site lies within the water pollution safeguard area where there is a need to have regard to the implications of development for both the quantity and quality of water, particularly when there is a higher risk of pollution arising from new development, such as through foul and surface water drainage.</p> <p>There are no identified issues of capacity for the foul or surface water drainage network serving this site. Whilst the foul network will have sufficient capacity St Mary’s pumping station is likely to require additional storage to accommodate the development.</p> <p>The drainage implications of the proposed scheme should be the subject of a drainage impact assessment and discussed with I&E (Drainage). Any local network enhancement will need to be secured through a planning obligation agreement.</p> <p>In accord with Policy WER6 – Surface water drainage, sustainable drainage systems (SuDS) should be incorporated into the overall design of the scheme. Recycling of rainwater within the site, to landscape areas or rain gardens will limit high flow run off risks and inundation to local water courses. Oil and diesel traps should be provided on any rainwater disposal to water courses.</p>
<p>h. Flood risk</p>	<p>The site is not subject to any known flood risk.</p>
<p>i. Land contamination and site waste management</p>	<p>There is no known land contamination at this site.</p> <p>Any waste arising from the development of the site should be minimised and managed in accordance with a site waste management plan (see Policy WER1 – Waste minimisation and Site waste management plans SPG).</p>

2. Density, type, yield and tenure of homes

Based on a developable site area of approximately 1.0 hectares, as a guide, Fields O594 and O595 have the potential to yield in the region of 35-45 homes, dependent upon the design and mix of homes proposed, as per the indicative model set out below:

Whilst not specifically allocated for age-restricted rental homes, the site might still provide affordable homes to those people who need ongoing support to live independently when assessed through the Jersey Housing Gateway and fitting into the supported housing band.

On this basis, the development of a mix of family homes and some smaller homes might be most appropriate for this site, providing a mix of social-rented dwellings (45%), and affordable homes for purchase (55%).

Fields O594 and O595: Density level and mix	Dwellings per hectare/ habitable rooms per hectare	Total potential homes
Minimum density: 100% 3-bed houses (5hr)	35 dph	35
Higher density mix: 60% 3-bed houses (5hr) 20% 2-bed houses (3hr) 10% 2-bed flats (3hr) 10% 1-bed flats (2hr)	175 hrh	45 (21) (9) (6) (9)

Any resultant density of development will be informed by a positive design-led approach having regard to have regard to:

- the quality of design, relative to its context;
- the quality, type and mix of homes being created; and
- placemaking

3. Planning and design considerations

Issue	Guidance
a. Design issues	<p>Context: St Ouen's Village is a relatively modern settlement, mostly dating from the twentieth century and predominantly featuring relatively dense suburban-style housing development. Buildings in St Ouen's Village are generally lower than in other villages, and although the housing estates are relatively dense, they are not tall, and the houses are small in scale. Historic buildings within the village are limited in number, in some instances, feature remodelled ornate later buildings, with elements of older vernacular farm buildings.</p> <p>Design: This site, on the northern edge of the village, represents the transition into the countryside. The development should retain, as far as possible, the characteristics of this rural edge. Work is also required to stitch the new development into the existing fabric of the village through the creation of new, safe connections and routes that provide access to the amenities of the village.</p> <p>The northern boundary has a granite roadside wall that is characteristic of the area, and linked to the development of La Croix Farm. These features should be retained as fully as possible,</p>

	<p>The field division on the site is an important part of the rural field patterning, and also has mature trees worthy of retention within the wider landscape context.</p> <p>The site is higher than the existing homes to the southwestern edge. Care will be needed in design, scale and layout to minimise the overbearing nature of any new development on southern neighbours.</p> <p>The site has a particularly sensitive heritage context to the northwest and west: care in proximity, scale and design will be needed to mitigate impacts.</p> <p>Pedestrian links to the east and west of the site will require specific schemes to overcome topographical and highway layout challenges. These elements will need to be subject to further discussions with the Parish. Works to connect to the local road and path network will need to meet I&E requirements, but the impacts will need to be considered early in the design process and visual impacts mitigated through care in design, layout and materials.</p>
<p>b. Neighbouring uses</p>	<p>There are existing residential properties to the south of the site and care should be taken to manage the relationship of new homes developed along this boundary to avoid issues or overbearing, overlooking or loss of privacy. Given the southerly aspect of this part of the site, it would best serve as the private or shared amenity space of new homes.</p> <p>The parish depot is located adjacent to the south-west corner of the site and regard should be had to the relationship of this building, and the operations carried on within it, to the development of new homes on fields O594 and O595 in terms of the potential for noise and disturbance.</p>
<p>c. Biodiversity</p>	<p>Whilst this site has been used for agriculture its boundary features are most likely to provide the most valuable ecological habitat, connectivity and a range of other ecosystem services. The site sits between wet meadows to the east at Les Marais and the North Coast ESA (Grève de Lecq woods) and provides some more substantial trees in an otherwise sparsely connected area. These boundary trees and hedgerows, including those between fields O594 and O595, are key ecological features where it is important to ensure that as much of the existing tree and hedgerow planting is retained and increased in scale, density and quality.</p> <p>A biodiversity impact statement should be prepared, as part of which, existing trees and hedging on the site should be identified and assessed relative to their nature and condition, and potential for retention. This should also include consideration of the protection of root zones as an integral part of the design and layout of buildings and hard landscaping, including roads and pavements; and during construction.</p> <p>The retention and future management of any trees and hedgerows or other boundary features will be required to be the subject of a planning obligation agreement.</p>
<p>d. Landscaping and open space</p>	<p>Fields O594 and O595 are flat fields that are most publicly visible in the landscape from short views along Rue de la Croix. The site tapers to the east, and is bounded to the west by St Jacut, a landscaped boundary</p>

	<p>and a change in levels. The southern boundary is defined by the existing built edge of the village.</p> <p>The northern field boundary of Field O595 benefits from more mature trees, but smaller hedgerow trees feature along the northern edge of Field O594. As many of these trees, together with the low granite boundary wall and field entrance features, should be retained as possible, to ensure that the site retains as much of its softer rural character as possible, and mitigates the impact of new housing development forming a new edge to the village. Appropriate root protection should be considered in order that this is effected at both design and construction phases.</p> <p>A biodiversity impact statement should be prepared, as part of which, existing trees and hedging on the site should be identified and assessed relative to their nature and condition, and potential for retention. This should be complemented by a landscaping plan for the retention of existing and provision of new planting, particularly along site boundaries.</p> <p>The use of wooden machined, close-boarded fencing should be avoided on all external boundaries of the site.</p> <p>In accordance with the Minister for the Environment’s supplementary planning guidance for residential space standards, provision should be made for at least 10% of the site as shared open space, which should amount to approximately 0.1 hectares of the site area.</p> <p>Separate provision should also be made for children’s play space. The extent of this will be dependent upon the housing mix and the number of family homes.</p>
<p>e. Heritage and archaeology</p>	<p>There are two listed Victorian buildings with a direct relationship with the site, where new housing development has the potential to affect their settings.</p> <p>La Croix (OU0031) which is very ornate and fine late Victorian house with older vernacular farm outbuildings, listed at grade 2 directly opposite the site, to the north of and fronting La Rue de la Croix. The setting of this building group will be directly impacted by the proposed development of Fields O594 and O595.</p> <p>St Jacut (OU0205), which is listed at grade 4, lies to the west, with its principal elevation on to la Route de Vinchelez. The rear of the building faces fields O594 and O595 from which it is separated by an enclosing granite boundary wall and a single-storey lean-to granite building with a pantile roof. Setting impacts will need to be assessed but may be less direct.</p> <p>There are more distant listed buildings further to the north along La Rue du Creux Bailot - Fleur de la Vallee, MY0045 Grade 4 and Le Creux Bailot, OU0277 Grade 3 – where setting impacts are mitigated by the intervening landscape.</p> <p>There are no archaeological designations in close proximity.</p> <p>Given the heritage importance of the proximate and more distant listed buildings any design should be informed by a setting assessment within a heritage impact statement to ensure the layouts and landscaping take account of these and mitigate any impacts.</p>

<p>f. Highways, active travel and parking</p>	<p>This site is not connected to the public footpath network and provision should be made for a 3 m footway/ cycle route from the entrance to the site (on to La Rue de la Croix) to the junction with La Rue des Marettes, in order to facilitate access to the village. This should be provided behind the existing low granite boundary wall, as far as possible. Delivery of this route will require the implementation of some form of traffic-calming on La Rue de la Croix, the design and specification of which should be agreed with I&E (Operations and Transport). This off-site element has an estimated value of £100,000 which should be secured through a planning obligation agreement.</p> <p>Pedestrian access should also be facilitated from the south-west corner of the site to provide a pedestrian route to La Route de Vinchelez, together with safe access across land currently forming part of the Parish depot, and some traffic-calming to enable safer crossing of La Route de Vinchelez to reach the footpath network. Access to/across the parish depot will require the agreement of the landowner. Work is required to be undertaken ensure that a scheme of access can be designed here that delivers safe pedestrian connectivity, whilst enabling the continued safe operation of the Parish depot.</p> <p>There is a significant difference in levels between the site and the adjacent land at the parish depot, and a footway of appropriate gradient for easy of pedestrian use, including people with disabilities, should be provided. As much of the existing granite boundary wall should be retained in the creation of this new pedestrian route. Traffic-calming/ crossing of La Route de Vinchelez should be secured through a planning obligation agreement to the value of approximately £57,500.</p> <p>The design and layout of development on the site should ensure that pedestrian access can be secured across the site (east/west).</p> <p>St Ouen’s Village is currently served by the no.9 bus route which provides an hourly service, together with the no. 8 bus route which is two-hourly. Bus stops (3432: La Croix S: and 3526: La Croix N) are available on La Route de Vinchelez, to the north and south of the junction with La Rue de la Croix. Bus stop 3432: La Croix S should be relocated on land at the Parish Depot and a bus shelter provided, through a planning obligation agreement, to the value of £14,000, subject to the agreement of the landowner.</p> <p>Under the auspices of Policy TT3: Bus service improvement a contribution should be made to secure an enhancement of this bus service relative to the form and likely level of occupation of the development (approximately £83,200 based on a development of 35 homes). This should be secured through a planning obligation agreement.</p> <p>Vehicular access to the site should be secured onto La Rue de la Croix providing a safeguarded visibility splay of 2.4 x 43 m and the access road should be 5 metres wide with 1.5 metre wide footways both sides.</p> <p>Space for the parking of bikes and cars should be provided on the site in accordance with the Minister for the Environment’s revised parking standards. In this respect, this site is located within the ‘Other areas sustainable transport zone’</p>
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<p>g. Drainage</p>	<p>The eastern part of the site lies within the water pollution safeguard area where there is a need to have regard to the implications of development for both the quantity and quality of water, particularly when there is a higher risk of pollution arising from new development, such as through foul and surface water drainage.</p> <p>There are issues with the capacity of the foul sewer network to be able to accommodate the development of this site and other developments served by it. Investment and enhancement of the public foul sewer network, subject to funding approval, is programmed to address this. The St Peter/ Airport storage tank project is programmed to commence in Q3 2023, with completion in Q2 2026.</p> <p>Some local network improvements may allow development of this site to be realised before the implementation of other strategic infrastructure. This would require connection to be made to immediately upstream of the St Ouen Pumping Station (green circle identified on the plan below), which is located to the south of Route du Marais, and require agreement of landowners/highways to install the requisite sewerage.</p>  <p>The surface water drainage network also has limited capacity and surface water flows would require on-site attenuation and the discharge rate restricted to that of greenfield run-off rates. However, some localised upsizing of the network is likely to be required.</p> <p>In accord with Policy WER6 – Surface water drainage, sustainable drainage systems (SuDS) should be incorporated into the overall design of the scheme. Recycling of rainwater within the site, to landscape areas or rain gardens will limit high flow run off risks and inundation to local water courses. Oil and diesel traps should be provided on any rainwater disposal to water courses.</p> <p>The drainage implications of the proposed scheme should be the subject of a drainage impact assessment and discussed with I&E (Drainage). Any local network enhancement will need to be secured through a planning obligation agreement.</p>
<p>h. Flood risk</p>	<p>The site is not subject to any known flood risk.</p>

<p>i. Land contamination and site waste management</p>	<p>There is no known land contamination at this site.</p> <p>Any waste arising from the development of the site should be minimised and managed in accordance with a site waste management plan (see Policy WER1 – Waste minimisation and Site waste management plans SPG).</p>
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H5 (7): Field O785, La Rue des Cosnets, St. Ouen

1. Site context

Issue	Guidance
a. Site area	The overall site area is approximately 0.6 hectares (3.5 vergées).
b. Spatial context	The site is located in the southern part of the built-up area of St George’s Church, which is defined as a smaller settlement in the bridging Island Plan settlement hierarchy (Policy SP2 – Spatial strategy).
c. Landscape and land use context	<p>The site is a former glasshouse site and is generally enclosed by development.</p> <p>The suburban housing estate of La Ville Vautier lies to the north; a line of larger roadside residential properties lie to the south; with polytunnels and residential development along the eastern boundary of the site. The site is bounded, to the west, by La Rue des Cosnets, adjacent to which is the operational yard for a landscape contractor.</p> <p>The St George’s Church settlement is small and sits within the landscape context of the western coasts and headlands farmland (E1) of the island’s interior agricultural plateau character type (E), as defined in the Jersey Integrated Landscape and Seascape Character Assessment.</p>



2. Density, type, yield and tenure of homes

Based on a developable site area of approximately 0.60 hectares, as a guide, Field O785 has the potential to yield in the region of 21-27 homes, dependent upon the design and mix of homes proposed, as per the indicative model set out below.

It is considered that this site is best developed to provide predominantly 3- and 4-bed family homes, together with a limited number of smaller homes, providing a mix of social-rented dwellings (45%), and affordable homes for purchase (55%).

O785: Density level and mix	Dwellings per hectare/ habitable rooms per hectare	Total potential homes
Minimum density: 100% 3-bed houses (5hr)	35 dph	21
Higher density mix: 60% 3-bed houses (5hr) 20% 2-bed houses (3hr) 10% 2-bed flats (3hr) 10% 1-bed flats (2hr)	175 hrh	27 (13) (5) (4) (5)

Any resultant density of development will be informed by a positive design-led approach having regard to have regard to:

- the quality of design, relative to its context;
- the quality, type and mix of homes being created; and
- placemaking

3. Planning and design considerations

Issue	Guidance
a. Design issues	<p>Context: The settlement at St George’s Church is relatively modern ribbon development to the west of la Rue des Cosnets predominantly semi-detached and terraced two-storey housing dating from the twentieth century: linked to a smaller hamlet to the north with church and school to the east. La Ville Vautier is a late twentieth century development off a circular road with linked terraces of homes, fragmented in stepped facades.</p> <p>Design: The development of this site could take its cue from the later phase of development at La Ville Vautier presenting a positive relationship with the street, avoiding the linear suburban form and layout of St George’s Estate.</p> <p>Terrace forms are prevalent in the area: in traditional local buildings these have continuous roof lines, in modern forms the terrace is sawtooth in plan with smaller linking garages to fragment the ridge lines. There may be scope for both forms.</p> <p>The development will need to form good back-to-back relationships to the existing neighbours to the north and south. The hedging to the north and trees to the east should be retained to help integrate the site with existing landscape and retain a green buffer to the private open space of the homes to the north at La Ville Vautier.</p>

<p>b. Neighbouring uses</p>	<p>There are existing residential properties to both the north and south of the site and care should be taken to manage the relationship of new homes developed along these boundaries to avoid issues or overbearing, overlooking or loss of privacy.</p> <p>Specifically, the existing hedging along the northern boundary should be retained.</p>
<p>c. Biodiversity</p>	<p>Redundant glasshouse sites often have an increased ecological value, supporting a range of protected species because they are generally inaccessible, undisturbed and in some situations have an historic irrigation pond supporting a range of herpetological species.</p> <p>Because of this, it imperative that the on-site ecology is considered at an early stage to provide sufficient time for surveying, site clean-up and potential habitat construction that will need to be considered and factored into the design of any development scheme for the site. The site clearance will need to make provision for and mitigate the impact of development upon existing site biodiversity. For example, amphibians can often be associated with these sites and there is therefore the need to consider aquatic habitat provision within the design brief.</p> <p>A biodiversity impact statement should be prepared to ensure that the biodiversity value of the site is established, and clear plans developed to mitigate the impact of new development upon it in accord with the requirement of the bridging Island Plan and the Wildlife (Jersey) Law 2021.</p>
<p>d. Landscaping and open space</p>	<p>Field O785 is not particularly prominent in the landscape given that it is largely enveloped by other forms of built development.</p> <p>Its western boundary is most publicly visible and any development should seek to ensure that this makes a positive contribution to the character of La Rue des Cosnets and the open landscape beyond.</p> <p>There is a limited number of mature trees along the eastern boundary of the site which should be assessed to determine their condition and potential for retention.</p> <p>The existence of hedging along the northern boundary should be similarly assessed, retained and strengthened. Future management will need to be included in a landscape management plan to ensure it is not eroded in the future.</p> <p>The use of wooden machined, close-boarded fencing should be avoided on all external boundaries of the site.</p> <p>In accordance with the Minister for the Environment’s supplementary planning guidance for residential space standards, provision should be made for at least 10% of the site as shared open space, which should amount to approximately 0.06 hectares of the site area.</p> <p>Separate provision should also be made for children’s play space. The extent of this will be dependent upon the housing mix and the number of family homes.</p>
<p>e. Heritage and archaeology</p>	<p>The site has two listed buildings to the south in the direct setting of the southern and eastern boundaries of the site. La Fontaine Farm (OU0272) is a grade 4 listed building that will be directly intervisible</p>

	<p>with the eastern boundary. This is a late C19 house with outbuildings retaining historic character and features and contributing to the rural streetscape. Bounding the site to the south is the grade 3 listed La Fontaine (OU0273), a house of C17 / C18 origins retaining historic character and a number of original features.</p> <p>The Elms (OU0040), which is grade 4 and of townscape interest, lies further to the north. This will be evident in views to and from the western boundary of the site.</p> <p>Given the heritage importance of the proximate and more distant listed buildings any design should be informed by a setting assessment within a heritage impact statement to ensure the layouts and landscaping take account of these and mitigate any impacts.</p> <p>There are no archaeological designations in close proximity to the site.</p>
<p>f. Highways, active travel and parking</p>	<p>This site is not connected to the public footpath network and provision should be made for a 1.5m footway along the site frontage to connect to the footpath to the north adjacent to La Ville Vautier. Contributions to the development of a safer route to school should be secured beyond this point, the design and specification of which should be agreed with I&E (Operations and Transport) and delivered through a planning obligation agreement. It is envisaged this has a value of approximately £192,000.</p> <p>Further traffic calming should be delivered at the southern end of La Rue des Cosnets in the form of a raised junction table the design and specification of which should be agreed with I&E (Operations and Transport) and delivered through a planning obligation agreement to the value of approximately £85,000</p> <p>St George’s is currently served by the no.8 bus route which provides a two-hourly service. Bus stop 3439: Millais provides the outbound and return service, located on La Route de Millais, to the southeast of the site. Bus stop 3439: Millais should be provided with a bus shelter and ideally relocated further west along La Route de Millais. This would require the agreement of the landowner, ideally of Field O1039 to cede land for this purpose, and to enable the provision of the shelter (the value of the shelter being c. £14,000). This should be provided through a planning obligation agreement.</p> <p>Under the auspices of Policy TT3: Bus service improvement a contribution should be made to secure an enhancement of this bus service relative to the form and likely level of occupation of the development (approximately £64,200 based on a development of 27 homes). This should be secured through a planning obligation agreement.</p> <p>Vehicular access to the site should be secured onto La Rue des Cosnets, which benefits from a 20 mph speed limit, providing a safeguarded visibility splay of 2.4 x 25 m, and a 5 metre wide access road with 1.5 metre footways both sides.</p> <p>Space for the parking of bikes and cars should be provided on the site in accordance with the Minister for the Environment’s revised parking standards. In this respect, this site is located within the ‘Other areas sustainable transport zone’.</p>

<p>g. Drainage</p>	<p>There are no known issues with the capacity of the foul water sewer network to be able to accommodate the development of this site.</p> <p>The drainage implications of the proposed scheme should be the subject of a drainage impact assessment and discussed with I&E (Drainage). Any local network enhancement will need to be secured through a planning obligation agreement.</p> <p>In accord with Policy WER6 – Surface water drainage, sustainable drainage systems (SuDS) should be incorporated into the overall design of the scheme. Recycling of rainwater within the site, to landscape areas or rain gardens will limit high flow run off risks and inundation to local water courses. Oil and diesel traps should be provided on any rainwater disposal to water courses.</p>
<p>h. Flood risk</p>	<p>The site is not subject to any known flood risk.</p>
<p>i. Land contamination and site waste management</p>	<p>As a former glasshouse site the land is liable to subject to contamination. As a consequence, the development of this site will need to be the subject of appropriate treatment, remedy or removal of the contamination to ensure that it is appropriate for residential use. A risk assessment and an appropriate mitigation strategy should be prepared in accordance with SPG-Advice Note Development of Contaminated Land Aug 2017.pdf (gov.je).</p> <p>Any waste arising from the development of the site, including that which is contaminated, should be managed in accordance with a site waste management plan (see Policy WER1 – Waste minimisation and Site waste management plans SPG).</p>

H5 (8, 9 and 10): Fields P558, P559 and P632, La Route du Manoir, St Peter

1. Site context

Issue	Guidance
Site area	<p>The overall site area is approximately 4.1 hectares (22.7 vergées). Having regard to the specific requirement to provide publicly available open space on this site (see 3b. Landscaping and open space), the developable space on this site is considered to be reduced to approximately 3.0 hectares.</p>
Spatial context	<p>The site, comprising three large fields, is located along the eastern edge of St Peter’s Village, which is defined as a local centre in the bridging Island Plan settlement hierarchy (Policy SP2 – Spatial strategy).</p>
Landscape and land use context	<p>These fields are classified as being part of the island’s interior agricultural land within the southern plateau and ridges farmland character area (E4), as defined in the Jersey Integrated Landscape and Seascape Character Assessment (ILSCA).</p> <p>They are bounded to the east by open agricultural fields with built-development on the remaining three sides of the site.</p> <p>There is currently no physical boundary to separate the eastern side of field P558 from that adjacent to it (P557) as the previous hedgerow was removed. The western boundary hedgerow of field P558 was also lost to development. Field P559 is bounded by a hedgerow along its eastern edge; and a hedgerow also separates fields P632 and P559.</p> <p>To the south of fields P559 and P632 lies La Route de Manoir and the adjacent Manor Farm, which comprises an operational farm unit with a number of large agricultural barns, farm shop and veterinary practice. Work is underway to provide 11 new homes here (P/2019/1544 and RP/2021/1315).</p> <p>On the northern boundary of P558 lies La Rue de Sapins which is lined with a limited amount of residential development.</p> <p>The western boundary of field P632 is formed by La Grande Route de St Pierre; and the western boundary of Field P558 abuts the Queen’s Jubilee Homes of Le Clos Le Ruez.</p> <p>La Verte Rue, a small parish by-road, separates field P558 from fields P632 and P559.</p>



2. Density, type, yield and tenure of homes

Based on a developable site area of approximately 3.0 hectares, as a guide, Fields P558, P559 and P632 have the potential to yield in the region of 105-133 homes, dependent upon the design and mix of homes proposed, as per the indicative model set out below:

It is considered that this site is best developed to provide predominantly 3- and 4-bed family homes, together with a limited number of smaller homes, providing a mix of social-rented dwellings (45%), and affordable homes for purchase (55%).

Whilst not specifically allocated for age-restricted rental homes, the site might still provide affordable homes to those people who need ongoing support to live independently when assessed through the Jersey Housing Gateway and fitting into the supported housing band.

P558, P559 and P632: Density level and mix	Dwellings per hectare/ habitable rooms per hectare	Total potential homes
Minimum density: 100% 3-bed houses (5hr)	35 dph	105
Higher density mix: 60% 3-bed houses (5hr) 20% 2-bed houses (3hr) 10% 2-bed flats (3hr) 10% 1-bed flats (2hr)	175 hrh	133 (63) (26) (18) (26)

Any resultant density of development will be informed by a positive design-led approach having regard to have regard to:

- the quality of design, relative to its context;
- the quality, type and mix of homes being created; and
- placemaking

3. Planning and design considerations

Issue	Guidance
a. Design issues	<p>Context: St Peter’s Village has a dense settlement form, concentrated within a broadly triangular road system. The busy La Route de Beaumont/ La Grande Route de St Pierre dominates the eastern part of the settlement and some commercial and retail facilities are aligned along this route.</p> <p>Design: The development of these fields will create a new eastern edge of the village and provides an opportunity to redefine the central core creating a better sense of place centred on La Grande Route de St Pierre. This should be calmed, and safe access provided across it to ensure that the new development is well-connected physically to village.</p> <p>It is important to retain as much of the existing boundary wall and hedgerows which are important for the rural feel and character of these fields to the east. However, the creation of a new shared public space at the southern edge of the site provides an opportunity to create a physical and visual connection through the creation of a new place of benefit to the residents of the new housing development and the wider</p>

	<p>community. There are challenges as for this new space to be visible it will involve the loss of some of the hedge and wall, as well as lowering of the ground level, which will need care in design. A landscape architect should be involved at the early stages to maximise passive and active use of the space, green infrastructure and to ensure that permeability is assured. In this, desire lines and pedestrian crossing locations will need care in specification. The works outside of the site, including traffic calming and pedestrian crossings, should be combined with a wider enhancement scheme to create a new place at the heart of St Peter’s Village using the development as a catalyst for this work.</p> <p>There is scope to develop a different typology of homes in field 558, as this will need to both address neighbours to the north and south west, and to offer a well landscaped northern edge in long views across the open fields.</p> <p>There is a good opportunity to link green infrastructure to biodiversity gains, active transport options and to ensure permeability of the site.</p>
<p>b. Neighbouring uses</p>	<p>The most sensitive parts of the site, in terms of relationships with existing development, are the south-western and north-western boundaries of field P558, where there are existing homes which directly abut the site.</p> <p>Care should be taken to avoid adverse impacts on the residential amenity, including overlooking and loss of privacy, of the residential property which directly abuts these boundaries. The rear elevations and private amenity spaces of numbers 5-10 Queen’s Jubilee Homes, Le Clos Le Ruez and Coeur Joyeux are exposed to field P558, where the boundary treatment is weak. The properties known as Greenfields and La Grande Hague, both in La Rue de Sapins, present their gable elevations to the field, but care is still required to ensure no adverse impacts on the residential amenity of their private spaces.</p>
<p>c. Biodiversity</p>	<p>Terrestrial mammal activity has been recorded in proximity to this site, most notably bats, given the site’s proximity to St Peter’s Valley, where a wide variety of bats have been recorded.</p> <p>To mitigate the potential impact of development at these fields, and to enhance local connectivity of benefit to wildlife, there is a need to ensure that provision is made for the establishment or strengthening of boundary hedgerow planting.</p> <p>The provision of habitat enhancement measures, such as hedgerow planting, require protection and management into the future, and their retention and maintenance will be required to be the subject of a planning obligation agreement.</p>
<p>d. Landscaping and open space</p>	<p>In landscape terms, the development of this site will form a new eastern edge for St Peter’s Village and, as such, it is important that the development of new homes here softens and mitigates the visual impact of the development as far as possible, and to protect the rural character of La Rue de la Hague. As a consequence, it will be important to significantly bolster the hedgerow along the eastern edge of field P559; and also to re-establish a new hedgerow defining the former field boundary between P558 and P557.</p>

	<p>The existing hedgerow boundary, comprising a low granite wall, mature hedging and mature trees, along the western edge of P632 is an important feature of character along La Grande Route de St Pierre, and as much of it as possible should be retained, notwithstanding the need to secure appropriate access to the site, and also to provide public open space that is of value and utility to the wider village.</p> <p>Likewise, the rural character of the low granite wall and managed hedgerow along La Route de Manoir is an important feature that contributes to the transition between the built-up area and the open countryside to the east, and the character of the farm group to the west, and should be retained in its entirety, except where pedestrian/cycle access is required.</p> <p>Whilst accepting that the design and development of the combined site provided by the fields should not be unduly constrained by internal features, the existing field boundary between fields P632 and P559 is mature feature and efforts should be made to retain elements of it, where possible as an integral element of design and character.</p> <p>A biodiversity impact statement should be prepared, as part of which, existing trees and hedging on the site should be identified and assessed relative to their nature and condition, and potential for retention. This should be complemented by a landscaping plan for the retention of existing and provision of new planting.</p> <p>There is an explicit recognition that the development of these fields represents a significant opportunity to redefine the east of St Peter's Village. Currently this is dominated by the nature and character of La Grande Route de St Pierre, and its junction with La Rue de L'Eglise and La Route de Manoir. The rezoning of these fields was predicated on the basis that a significant contribution would be made in terms of the provision of shared open space that would be of value and utility to the village.</p> <p>In this respect, there is a requirement that new public open space is provided in the south-west part of the site as an integral element of a calmed and wider public space that confers a new character and sense of place for this part of St Peter's Village. This should be informed by a clear and comprehensive landscaping plan for the creation of new spaces throughout the development.</p> <p>It is envisaged that up to 25% (approx. 1 hectare) of the site should be allocated for shared open space across the scheme, which can include provision for children's play.</p> <p>The extent of open space provision may be reduced where improvement to the utility and value of existing open space provision within the village is made (such as at La Grande Piece), to be secured through planning obligation agreement.</p>
<p>e. Heritage and archaeology</p>	<p>There a number of listed buildings in close proximity to this site, as well as those that are most distant where the impact of development requires consideration.</p> <p>To the southern boundary of field P632 lies Manor Farm (P0035) which is a grade 3 listed farm group. Directly to the south is the Old Post Office (PE0125), a grade 4 mid-nineteenth former village shop which contributes to the roadside village setting. To the west of P632, lining La</p>

	<p>Grande Route de St Pierre, are St Peter’s Country Inn (PE0022); Sans Ennuï (PE0213); and Manor View (PE0020) all of which have external interest and character.</p> <p>To the north-west of field P558 lies The Yews (PE0161), which features an C18 house with surrounding C19 outbuildings. This is a prominent group of historic buildings which contributes to the roadside setting of the village, facing down the curving main road.</p> <p>More distant heritage assets include the grade 1 listed St Peter’s Parish Church (PE0186), to the west of the site; and the La Hague Manor and its grounds (PE0079: St George’s School); and Woodlands (PE0174), across open fields to the east.</p> <p>Given the sensitive location and near and distant proximity of listed buildings and, in the case of La Hague Manor its landscaped grounds, around the three fields forming this site, a setting assessment should be made in a heritage impact statement, to ensure impacts on the settings of listed buildings are objectively assessed and impacts mitigated.</p> <p>There are no archaeological designations in close proximity.</p>
<p>f. Highways, active travel and parking</p>	<p>Access to all of these fields is currently secured to/from roads of limited width and capacity. Field P558 appears to be accessed, via P557, from La Verte Rue (a parish by road); with access to P632 and P559 being secured to/from La Route du Manoir (C112: GoJ road). Neither of these routes, in their current condition and width, or indeed La Rue des Sapins (B69: GoJ road) (to the north of P558), are capable of providing safe and adequate access to new residential development of over 100 homes. On this basis, a new access to the site should be provided.</p> <p>This should be of 5.5m in width, with 1.5 footpath provision on either side, and should connect with La Grande Route de St Pierre (A12: GoJ road). This might be secured by widening the existing access provided by La Verte Rue; its realignment within the site; or the creation of a new primary access to the combine development of the three fields. The creation of a new access is the preferred option closing La Verte Rue to motorised traffic at the junction with La Grande Route de St Pierre (A12: GoJ road).</p> <p>The principal site frontages, onto La Route de Manoir, La Verte Rue and La Grande Route de St Pierre, should be served by combined use pedestrian and cycle paths of at least 3m width. Mature hedgerows define most of the existing field boundaries and footpath provision should be made behind these features in order that as much of them might be retained as possible. Appropriate root protection zones should be established at design and construction phases to ensure their retention.</p> <p>Within the site, consideration should be given to pedestrian and cycling connectivity across it and to destinations outside of the site boundaries. This should involve the provision of combined use paths of at least 3 m width, and give consideration of connection:</p> <ul style="list-style-type: none"> • to the green lane network: <ul style="list-style-type: none"> ○ to the east, provided by La Rue de la Hague; Le Mont des Louannes and the St. Peter’s Valley cycle path;

	<ul style="list-style-type: none"> ○ to the west provided by Ville de Bocage, Rue de la Presse; and le Mont de la Mare in St Ouen’s Bay • to St Peter’s church, youth and community centre and primary school • to the shops and services in St Peter’s Village. <p>To assist with pedestrian connectivity, and integration of the development into the village, provision will need to be made for two pedestrian crossing facilities on La Grande Route de St Pierre, to the value of £250,000. One of these should be provided at the southern end of the site, close to the La Route de Manoir junction. Opportunities to realign into the site and / or improve this junction with the main road might be considered as part of this work. The second pedestrian crossing should seek to connect the site with La Ville de Bocage.</p> <p>In addition to this, a general contribution to walking /cycling infrastructure in and around St Peter’s Village is required to be made on the basis of approx. £1,600 per home; together with a contribution of £60K for traffic-calming.</p> <p>St Peter’s Village is currently served by the no.9 bus service which enjoys an hourly service. Under the auspices of Policy TT3: Bus service improvement a contribution should be made to secure an enhancement of this bus service relative to the form and likely level of occupation of the development (e.g. 105 x 3-bed homes would necessitate a contribution of approximately £250,000). This should be secured through a planning obligation agreement.</p> <p>Provision of a bus shelter should be made to serve the northbound service stop (3829 – St Peter’s Inn N) (c£14,000). This should also be secured through a planning obligation agreement.</p> <p>This section of La Route de Beaumont enjoys a 20-mph speed limit and vehicular access to the site should be secured by providing an unobstructed and safeguarded visibility splay of 2.4 x 25 m.</p> <p>Space for the parking of bikes and cars should be provided on the site in accordance with the Minister for the Environment’s revised parking standards. In this respect, this site is located within the ‘Other areas sustainable transport zone’. A reduction in the minimum level of car parking provision might be made on the site where other sustainable transport measures are included, such as the provision of parking for and access to a car club for local residents.</p>
<p>g. Drainage</p>	<p>All three fields lie within the water pollution safeguard area where there is a need to have regard to the implications of development for both the quantity and quality of water, particularly when there is a higher risk of pollution arising from new development, such as through foul and surface water drainage.</p> <p>There are issues with the capacity of the foul sewer network to be able to accommodate the development of this site. Investment and enhancement of the public foul sewer network, subject to funding approval, is programmed to address this. The St Peter/ Airport storage tank project is programmed to commence in Q3 2023, with completion in Q2 2026. Other mitigation works, such as a larger connecting sewer of local pumping station, may also be required.</p>

	<p>The drainage implications of the proposed scheme should be the subject of a drainage impact assessment and discussed with I&E (Drainage). Any local network enhancement will need to be secured through a planning obligation agreement.</p> <p>In accord with Policy WER6 – Surface water drainage, sustainable drainage systems (SuDS) should be incorporated into the overall design of the scheme. Recycling of rainwater within the site, to landscape areas or rain gardens will limit high flow run off risks and inundation to local water courses. Oil and diesel traps should be provided on any rainwater disposal to water courses.</p>
<p>h. Flood risk</p>	<p>The southern part of Field 559, together with the southern and western fringes of Field P632, are identified as being subject to a low risk of inland flooding. In this respect, the design and layout of development should seek to appropriately mitigate and manage this risk. This should be considered and set out as part of a flood risk assessment for the development of the site in accord with Policy WER2 – Managing flood risk.</p>
<p>i. Land contamination and site waste management</p>	<p>There is no known land contamination at this site.</p> <p>Any waste arising from the development of the site should be managed in accordance with a site waste management plan (see Policy WER1 – Waste minimisation and Site waste management plans SPG).</p>

H5 (11 and 12): Fields P655 and P656, La Route de Beaumont, St. Peter

1. Site context

Issue	Guidance
a. Site area	The overall site is area approximately 0.95 hectares (5.2 vergées).
b. Spatial context	The site is located along the south-eastern edge of St Peter’s Village, which is defined as a local centre in the bridging Island Plan settlement hierarchy (Policy SP2 – Spatial strategy).
c. Landscape and land use context	<p>The site, comprising fields P655 and P656, is classified as being part of the island’s interior agricultural land within the southern plateau and ridges farmland character area (E4), as defined in the Jersey Integrated Landscape and Seascape Character Assessment (ILSCA).</p> <p>It is bounded to the east by open agricultural fields with built-development on the remaining three sides of the site. To the south lies a cluster of residential development forming part of the built-up area of St Peter’s Village, based around the farm groups of Wilbardia Court and Daisy Farm. To the north lies Manor Farm, which is an operational farm unit with a number of large agricultural barns, farm shop and veterinary practice. Work is underway to provide 11 new homes here (P/2019/1544 and RP/2021/1315). Field 631A also lies to the north-east. The site is bounded to the west by The Oaks.</p>



2. Density, type, yield and tenure of homes

Based on a developable site area of approximately 0.95 hectares, as a guide, Fields P655 and P656 has the potential to yield in the region of 33-42 homes, dependent upon the design and mix of homes proposed, as per the indicative model set out below:

It is considered that this site is best developed to provide predominantly 3- and 4-bed family homes, together with a limited number of smaller homes, providing a mix of social-rented dwellings (45%), and affordable homes for purchase (55%).

P655 and P656: Density level and mix	Dwellings per hectare/ habitable rooms per hectare	Total potential homes
Minimum density: 100% 3-bed houses (5hr)	35 dph	33
Higher density mix: 60% 3-bed houses (5hr) 20% 2-bed houses (3hr) 10% 2-bed flats (3hr) 10% 1-bed flats (2hr)	175 hrh	42 (20) (8) (6) (8)

Any resultant density of development will be informed by a positive design-led approach having regard to have regard to:

- the quality of design, relative to its context;
- the quality, type and mix of homes being created; and
- placemaking

3. Planning and design considerations

Issue	Guidance
a. Design issues	<p>Context: St Peter's Village has a dense settlement form, concentrated within a broadly triangular road system. The busy La Route de Beaumont/ La Grande Route de St Pierre dominates the eastern part of the settlement and some commercial and retail facilities are aligned along this route.</p> <p>Design: The development of these fields contributes to the reshaping of the village and the creation of a new eastern edge to the settlement. The key issue for this site is to ensure the creation of a successful connection with the village and the delivery of safe access routes to the school and other village amenities.</p> <p>There is also a need to mitigate the impact of this development in longer views from the east and to ensure that this development does not present a hard edge to the village. Early consideration of landscaping to the eastern edge of the site should be made. The site has some mature trees and hedges which should form part of a landscaping plan.</p> <p>The use of wooden machined, close-boarded fencing should be avoided on any external boundary around the edge of the site.</p>
b. Neighbouring uses	Care should be taken to avoid adverse impacts on the residential amenity, including overlooking and loss of privacy, of the residential

	<p>property which directly abuts the southern boundary of the site, including Dairy Farm Cottage and Lebresa.</p> <p>The relationship of the new residential development, to the north, at Manor Farm, and this site will also require consideration to avoid any prejudicial impact upon the residential amenity of new homes and their amenity space.</p> <p>Access to The Oaks Manor is taken off the access to the site, but with its relationship to the junction with La Route de Beaumont/ La Grande Route de St Pierre presenting key issues for safety for new occupiers, opportunities to relocate the access should be explored with the owner.</p>
<p>c. Biodiversity</p>	<p>Terrestrial mammal activity has been recorded in proximity to this site, most notably bats, given the site's proximity to St Peter's Valley, where a wide variety of bats have been recorded.</p> <p>To mitigate the potential impact of development at fields P655 and P656, and to enhance local connectivity of benefit to wildlife, there is a need to ensure that provision is made for the establishment or strengthening of boundary hedgerow planting.</p> <p>The provision of habitat enhancement measures, such as hedgerow planting, require protection and management into the future, and their retention and maintenance will be required to be the subject of a planning obligation agreement.</p>
<p>d. Landscaping and open space</p>	<p>In landscape terms, the development of this site will form a new eastern edge for St Peter's Village and, as such, it is important that the development of new homes here softens and mitigates the visual impact of the development as far as possible. As a consequence, it will be important to significantly bolster the hedgerow along the eastern edge of both fields.</p> <p>A biodiversity impact statement should be prepared, as part of which, existing trees and hedging on the site should be identified and assessed relative to their nature and condition, and potential for retention. As many of the existing trees along the site boundaries should be retained. This should be complemented by a landscaping plan for the retention of existing and provision of new planting.</p> <p>In accordance with the Minister for the Environment's supplementary planning guidance for residential space standards, provision should be made for at least 10% of the site as shared open space.</p> <p>Separate provision also needs to be made for children's play space.</p>
<p>e. Heritage and archaeology</p>	<p>The western boundary is formed by the grade 3 listed The Oaks (PE0002) which is a fine C18 five-bay house retaining its proportions and historic fabric. The outbuildings are of grand stature and fine stonework, creating a cohesive group.</p> <p>To the south lies Daisy Farm Cottage (PE0122) notable as a C18 house built in the Georgian style retaining the proportions of its granite elevations. Its roadside Jersey arch is a significant feature of local vernacular architecture. The house contributes to its setting and its significance is enhanced by its relationship with the adjacent C19 farm group of Wilbardia Court (PE0256).</p>

	<p>The grade 1 Listed St Peter’s Parish Church (PE0186) lies to the west, and whilst more distant, the impact of the development on the setting and experience of this landmark requires consideration.</p> <p>Given the proximity of listed buildings around the two fields forming this site a setting assessment should be made in a heritage impact statement, to ensure the impacts on the settings are objectively considered and impacts mitigated.</p> <p>There are no archaeological designations in close proximity.</p>
<p>f. Highways, active travel and parking</p>	<p>The site is connected to the public highway network at La Route de Beaumont via a former field access. Any development of over 13 dwellings should be served by an access road with a minimum width of five metres. A footpath with a minimum width of 1.5m should also be provided to link the site to the existing footpath network adjacent La Route de Beaumont. The existing roadside footpath should continue across the entrance and should incorporate a reinforced dropped kerb the specification of which should be agreed with I&E (Transport and Operations).</p> <p>St Peter’s Village is currently served by the no.9 bus service which enjoys an hourly service. Under the auspices of Policy TT3: Bus service improvement a contribution should be made to secure an enhancement of this bus service relative to the form and likely level of occupation of the development (e.g. a 29 x 3-bed homes would necessitate a contribution of approximately £68,900). This should be secured through a planning obligation agreement.</p> <p>Provision of a bus shelter to enhance facilities in the vicinity of the site (c£14,000). This should also be secured through a planning obligation agreement.</p> <p>A contribution should be made to the delivery of walking/cycling infrastructure in and around St Peter’s Village at £1,626.34 / unit to be secured through a planning obligation agreement. A specific additional contribution of £130,00 should be made to enable a pedestrian crossing facility to be provided along La Route de Beaumont; together with a £25,000 contribution for traffic-calming.</p> <p>This section of La Route de Beaumont enjoys a 20-mph speed limit and vehicular access to the site should be secured by providing an unobstructed and safeguarded visibility splay of 2.4 x 25 m.</p> <p>Space for the parking of bikes and cars should be provided on the site in accordance with the Minister for the Environment’s revised parking standards. In this respect, this site is located within the ‘Other areas sustainable transport zone’.</p>
<p>g. Drainage</p>	<p>The site lies within the water pollution safeguard area where there is a need to have regard to the implications of development for both the quantity and quality of water, particularly when there is a higher risk of pollution arising from new development, such as through foul and surface water drainage.</p> <p>There are issues with the capacity of the foul sewer network to be able to accommodate the development of this site. Investment and enhancement of the public foul sewer network, subject to funding approval, is programmed to address this. The St Peter/ Airport storage</p>

	<p>tank project is programmed to commence in Q3 2023, with completion in Q2 2026. Other mitigation works, such as a larger connecting sewer of local pumping station, may also be required.</p> <p>The drainage implications of the proposed scheme should be the subject of a drainage impact assessment and discussed with I&E (Drainage). Any local network enhancement will need to be secured through a planning obligation agreement.</p> <p>In accord with Policy WER6 – Surface water drainage, sustainable drainage systems (SuDS) should be incorporated into the overall design of the scheme. Recycling of rainwater within the site, to landscape areas or rain gardens will limit high flow run off risks and inundation to local water courses. Oil and diesel traps should be provided on any rainwater disposal to water courses.</p>
<p>h. Flood risk</p>	<p>The site is not subject to any known flood risk.</p>
<p>i. Land contamination and site waste management</p>	<p>There is no known land contamination at this site.</p> <p>Any waste arising from the development of the site should be minimised and managed in accordance with a site waste management plan (see Policy WER1 – Waste minimisation and Site waste management plans SPG).</p>

H5 (13 and 14): Fields S415A and S470, Le Grande Route de St Martin, St Saviour

1. Site context

Issue	Guidance
a. Site area	The overall site is area approximately 1.1 hectares (6.1 vergées).
b. Spatial context	The site is located along the north-eastern edge of Five Oaks, which is defined as a local centre in the bridging Island Plan settlement hierarchy (Policy SP2 – Spatial strategy).
c. Landscape and land use context	<p>The site, comprising fields S470 and S415A, is located on one of the north-south ridges within the southern plateau and ridges farmland character area (E4), and is part of the island’s interior agricultural land, as defined in the Jersey Integrated Landscape and Seascape Character Assessment (ILSCA)</p> <p>It is bounded to the south, by the built-up area of Five Oaks, represented mostly by Les Cinq Chenes housing estate. The western boundary of S470 is formed by La Grande Route de St Martin which is lined, to the west, by new commercial development in the form of the new Co-op Five Oaks store.</p> <p>Agricultural land lies to the north, in the form of fields S413 and S415, with the Maple House complex, and also playing fields and facilities serving St Michael’s School. The eastern edge of the site is bounded by La Rue des Friquettes, which is a small rural lane on the other side of which is field S469, which forms the head of Swiss Valley, one of the enclosed valleys (D) identified in the ILSCA.</p>



2. Density, type, yield and tenure of homes

Based on a developable site area of approximately 1.1 hectares, as a guide, Fields S145a and S470 has the potential to yield in the region of 38-47 homes, dependent upon the design and mix of homes proposed, as per the indicative model set out below.

The site is also a somewhat irregular shape and is subject to a number of constraints which could suppress its potential yield. It is understood that a field entrance, with unknown ownership, on to La Rue des Friquettes may frustrate the development of the two fields together, and thus require their development as two discrete land parcels. This brief reflects this potential constraint whilst still requiring that their development is brought forward at the same time.

It is considered that this site is best developed to provide predominantly 3- and 4-bed family homes, together with a limited number of smaller homes, providing a mix of social-rented dwellings (45%), and affordable homes for purchase (55%).

S415A and S470: Density level and mix	Dwellings per hectare/ habitable rooms per hectare	Total potential homes
Minimum density: 100% 3-bed houses (5hr)	35 dph	38
Higher density mix: 60% 3-bed houses (5hr) 20% 2-bed houses (3hr) 10% 2-bed flats (3hr) 10% 1-bed flats (2hr)	175 hrh	47 (23) (9) (6) (9)

Any resultant density of development will be informed by a positive design-led approach having regard to have regard to:

- the quality of design, relative to its context;
- the quality, type and mix of homes being created; and
- placemaking

3. Planning and design considerations

Issue	Guidance
a. Design issues	<p>Context: Five Oaks is generally comprised of a mix of linear ribbon and suburban housing estate forms of single- and two-storey dwellings, together with some large light industrial and other commercial forms of development. More recent residential development, on the former Jersey Dairy site, has introduced larger scale three-storey townhouse forms: these are, however, well-screened and well-related to local landscape features and topography.</p> <p>Design: The development of fields S415A and S470 should respond appropriately to the rural edge location of this site. Whilst there is a requirement to bring the development of these fields forward together, the development of field S415A might relate to the context and character of the rural La Rue des Friquettes in terms of design, siting, orientation and materials of new development. Likewise field S470 will</p>

	<p>need to respond to the adjacent Les Cinq Chenes housing estate and form good back-to-back relationships. In this the scale, height and fragmentation of the new homes, linked to a new landscape scheme to provide northeastern boundary screening/ rural edging, will be a key design consideration.</p> <p>The limited depth and stretched rectangular shape of field S470, is further constrained by a sewer-run along the southern edge of this field. This restricts the potential to vary the siting and layout of new homes on this site. However, every effort should be made to soften the impact of the development of this field on the new rural edge of Five Oaks.</p> <p>The use of wooden machined, close-boarded fencing should be avoided on any external boundary around the edge of the site.</p>
<p>b. Neighbouring uses</p>	<p>Care should be taken to avoid adverse impacts on the residential amenity, including overlooking and loss of privacy, of the residential property which directly abuts the southern boundary of the site. This includes the property known as 4 Mayfield on La Grande Route de St Martin, but also all those properties of Les Cinq Chenes with a boundary that abuts the boundary with S470.</p> <p>It is understood that Les Cinq Chenes is to be the subject of proposals for its redevelopment and pre-application engagement with Andium Homes should be undertaken both to explore the potential to mitigate impact upon their existing properties and tenants, but also to consider sharing access to the strategic highway network and the potential for greater efficiency in the development of this and the adjacent site.</p>
<p>c. Biodiversity</p>	<p>Some amphibian and terrestrial mammal activity has been recorded in proximity to this site, most notably in connection with the proximity of Grey long-eared bats.</p> <p>To mitigate the potential impact of development at fields S415A and S470, and to enhance local connectivity of benefit to wildlife, there is a need to ensure that provision is made for the establishment or strengthening of boundary hedgerow planting. The existing trees and hedgerows on the boundaries of the site help to make connections between Swiss Valley (Southeast grasslands ESA) and Les Grands Vaux ESA: their retention and enhancement can contribute positively in this respect.</p> <p>The provision of habitat enhancement measures, such as hedgerow planting, require protection and management into the future, and their retention and maintenance will be required to be the subject of a planning obligation agreement.</p>
<p>d. Landscaping and open space</p>	<p>In landscape terms, the development of this site will form a new northern edge for Five Oaks and, as such, it is important that the development of new homes here softens and mitigates the visual impact of the development as far as possible. As a consequence, it will be important to significantly bolster the hedgerow along the northern edge of S470 and the western edge of S415A, and also to retain and enhance the existing treed boundary along La Rue des Friquettes.</p> <p>This should also include the retention of the existing low granite wall which forms the base of the existing boundary along its length, and</p>

	<p>which contributes to the rural character of the lane, together with the existing field entrance feature.</p> <p>In accordance with the Minister for the Environment’s supplementary planning guidance for residential space standards, provision should be made for at least 10% of the site as shared open space, which should amount to approximately 0.1 hectares of the site area.</p> <p>Separate provision also needs to be made for children’s play space.</p>
<p>e. Heritage and archaeology</p>	<p>The site is not directly bounded by listed buildings but there are protected buildings and places in the locality where the impact of the development of the site needs to be considered and potential impact upon their setting assessed.</p> <p>This includes Maison de Derriere (SA0172) and St Michael’s School, (SA052) significant as an imposing mid-19th century house, retaining historical character, with associated outbuildings of group value.</p> <p>A setting assessment should be undertaken within a heritage impact statement to ensure the layouts and landscaping take account of the listed buildings and mitigate any impacts.</p> <p>To the north is Tete du Fief de la Houquette (SA0317), a grade 3 listed place which is a circular mound interpreted as a round barrow or tumulus of prehistoric date, with possible use as a windmill emplacement. It is surrounded by Fields S392 & S383 'Clos de la Houquette' (SA0321), which is designated as an area of archaeological potential, because the site has the potential for evidence of prehistoric and historic human activity and the survival of archaeological finds.</p> <p>Whilst not directly adjacent to the site the early human history suggests that any proposals for development of the site should be informed by an archaeological desk-based assessment to mitigate future risk and any potential impacts on archaeological remains.</p>
<p>f. Highways, active travel and parking</p>	<p>The design and layout of development on the site should ensure that pedestrian and cycle access can be secured conveniently across the site (east/west), from La Rue des Friquettes to La Grande Route de St Martin, with appropriate connectivity to the highway network at either end. The provision of pedestrian and cycle connectivity into and through Les Cinq Chenes as well as vehicle access should also be explored with Andium Homes and provision made for it in the development of this, and future schemes. Given that this site is located within the eastern cycle route network corridor, a contribution for the development of cycling facilities and infrastructure will be sought, through a planning obligation agreement, to the value of approximately £1,600 per home.</p> <p>Five Oaks is currently served by a number of bus services running along La Grande Route de St Martin and Prince’s Tower Road, including routes 3, 13, 21 and 23, with most offering an hourly service during the week, reducing to two-hourly on a Sunday.</p> <p>Under the auspices of Policy TT3: Bus service improvement a contribution should be made to secure an enhancement of this bus service relative to the form and likely level of occupation of the development (e.g. a 49 x 3-bed homes would necessitate a contribution</p>

	<p>of approximately £116,500). This should be secured through a planning obligation agreement.</p> <p>A contribution should also be made to enable the provision of a bus shelter on Princes Tower Road to the value of c £14,000.</p> <p>Vehicular access to the development of this site would ideally be secured through the existing access network provide within Les Cinq Chenes: this would promote the optimal development of both fields. In the event that this is not feasible, vehicular access should be secured directly onto La Grande Route de St Martin. This road is subject to a 30-mph speed limit adjacent to the site and vehicular access should be secured here by providing an unobstructed and safeguarded visibility splay of 2.4 x 43 m. A 5-metre wide access road would be required with 3-metre combined use paths both sides.</p> <p>The existing roadside footpath adjacent to La Grande Route de St Martin should be widened to 3 metres and continue across the entrance and should incorporate a reinforced dropped kerb the specification of which should be agreed with I&E (Transport and Operations).</p> <p>In the event that vehicular access to Field S415A cannot be secured via Les Cinq Chenes or La Grande Route de St Martin, further discussion with I&E (Transport and Operations) will be required to explore options. Securing direct vehicular access to La Rue des Friquettes is not generally supported owing to its restricted width and capacity, and issues associated with school traffic accessing St Michael’s School.</p> <p>Space for the parking of bikes and cars should be provided on the site in accordance with the Minister for the Environment’s revised parking standards. In this respect, this site is located within the ‘Other areas sustainable transport zone’.</p>
<p>g. Drainage</p>	<p>There are no identified issues with the capacity of the foul sewer network to be able to accommodate the development of this site.</p> <p>The surface water drainage network has limited capacity and surface water flows will require on-site attenuation and the discharge rate restricted to that of greenfield run-off rates. However, some localised upsizing of the network is likely to be required.</p> <p>There is also a sewer that cross the site along the southern boundary of the site. In order to enable access a safeguarded area of 5 m should be provided to ensure access: any variation would need to be the subject of discussion with I&E (Drainage).</p> <p>The drainage implications of the proposed scheme should be the subject of a drainage impact assessment and discussed with I&E (Drainage). Any local network enhancement will need to be secured through a planning obligation agreement.</p> <p>In accord with Policy WER6 – Surface water drainage, sustainable drainage systems (SuDS) should be incorporated into the overall design of the scheme. Recycling of rainwater within the site, to landscape areas or rain gardens will limit high flow run off risks and inundation to local water courses. Oil and diesel traps should be provided on any rainwater disposal to water courses.</p>
<p>h. Flood risk</p>	<p>The site is not subject to any known flood risk.</p>

<p>i. Land contamination and site waste management</p>	<p>There is no known land contamination at this site.</p> <p>Any waste arising from the development of the site should be minimised and managed in accordance with a site waste management plan (see Policy WER1 – Waste minimisation and Site waste management plans SPG).</p>
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H5 (15): Fields T1404, La Grande Route de St Jean, Trinity

1. Site context

Issue	Guidance
a. Site area	The overall site is area approximately 0.50 hectares (2.7 vergées).
b. Spatial context	The site is located along the eastern edge of Sion Village, which is defined as a local centre in the bridging Island Plan settlement hierarchy (Policy SP2 – Spatial strategy).
c. Landscape and land use context	<p>The site is located on one of the north-south ridges within the southern plateau and ridges farmland character area (E4), and is part of the island’s interior agricultural land, as defined in the Jersey Integrated Landscape and Seascape Character Assessment.</p> <p>It is bounded to the west, by the built-up area of Sion, represented mostly by the Co-op food store and its car park. Residential development abuts the site along parts of its southern boundary and north-west boundaries; and there are also three flats in the Co-op building to the west.</p> <p>Agricultural land lies to the north, where it is covered by polytunnels (Bonny’s Garden Centre) and is in the form of open fields to the east.</p>



2. Density, type, yield and tenure of homes

Based on a developable site area of approximately 0.50 hectares, as a guide, Field T1404 has the potential to yield in the region of 18-22 homes, dependent upon the design and mix of homes proposed, as per the indicative model set out below:

It is considered that this site is best developed to provide predominantly 3- and 4-bed family homes, together with a limited number of smaller homes, providing a mix of social-rented dwellings (45%), and affordable homes for purchase (55%).

T1404: Density level and mix	Dwellings per hectare/ habitable rooms per hectare	Total potential homes
Minimum density: 100% 3-bed houses (5hr)	35 dph	18
Higher density mix: 60% 3-bed houses (5hr) 20% 2-bed houses (3hr) 10% 2-bed flats (3hr) 10% 1-bed flats (2hr)	175 hrh	22 (11) (4) (3) (4)

Any resultant density of development will be informed by a positive design-led approach having regard to have regard to:

- the quality of design, relative to its context;
- the quality, type and mix of homes being created; and
- placemaking

3. Planning and design considerations

Issue	Guidance
a. Design issues	<p>Context: Sion Village is predominantly comprised of relatively low density, small-scale two-storey residential buildings. The historic buildings in the settlement are of a larger scale, ranging from the three- and five-bay C19 residential buildings (Casa Marianna, Sion Lodge and Noirmont View), with the exceptional larger scale institutional building, such as the massive former Sion Methodist Church. There are also larger commercial buildings and associated structures such as the newly completed Co-op <i>En Route</i> food store and petrol station, which is directly to the west of this site, although this is still relatively small and domestic in its scale.</p> <p>Design:</p> <p>The key design issue for this site is for it to develop a relationship with and form part of Sion Village. In order to do this, it is important that appropriate access is secured for vehicles and pedestrians. The design of the scheme should create a sense of place and arrival to foster character and identity. Given the strong access route, the end of this vista in western views should provide a suitable townscape accent or view termination.</p> <p>The northern boundary abuts glasshouses, however, some buffering and landscaping will allow screening and privacy. The eastern and</p>

	<p>western edges require further landscape treatments to buffer the views into the site along a new urban edge and the adjacent retail use.</p> <p>Creating suitable well designed back-to-back relationships to the south to respect existing neighbours will require care in orientation and landscape edges to facilitate this.</p>
<p>b. Neighbouring uses</p>	<p>Care should be taken to avoid adverse impacts on the residential amenity, including overlooking and privacy, of the property which directly abuts the southern boundary of the site (Notre Bijou), where the rear elevation of the property and the private garden which serves it is hard on the boundary.</p> <p>The property which abuts the north-west edge of the site (Fairways) presents a gable to the site, with the private garden to the north. Care should be taken to avoid overlooking and loss of amenity to this private garden space.</p> <p>There are also residential units of accommodation in the Co-op building, at first floor level. Regard will need to be had of the potential for overlooking from the private amenity areas of these properties over any new homes, and their gardens, to the east.</p>
<p>c. Biodiversity</p>	<p>Some terrestrial mammal activity has been recorded in proximity to this site, most notably in connection with the proximity of Grey long-eared and Pipistrelle bat roosts (see H5(1) Field J1109).</p> <p>To mitigate the potential impact of development at field T1404, and to enhance local connectivity of benefit to wildlife, there is a need to ensure that provision is made for the establishment or strengthening of boundary hedgerow planting.</p> <p>The provision of habitat enhancement measures, such as hedgerow planting, require protection and management into the future, and their retention and maintenance will be required to be the subject of a planning obligation agreement.</p>
<p>d. Landscaping and open space</p>	<p>In landscape terms, the site is not particularly exposed or visible, and its development is unlikely to be particularly impactful from a landscape point of view.</p> <p>All of the existing boundaries of the site are weak, with limited hedging or tree cover. The eastern boundary of the site would benefit from the establishment of a more robust hedgerow, with the introduction of tree planting, to provide connection to existing tree lines and groups to the north and south of the site; and to soften the impact of development, over time, from any longer views. If this is ceded to householders a suitable landscape management plan will be needed to ensure this is not eroded over time.</p> <p>In accordance with the Minister for the Environment’s supplementary planning guidance for residential space standards, provision should be made for at least 10% of the site as shared open space, which should amount to approximately 0.05 hectares (500 sqm) of the site area.</p> <p>Separate provision also needs to be made for children’s play space.</p>
<p>e. Heritage and archaeology</p>	<p>The site has listed buildings to the east and west.</p> <p>To the east Midland House (TR0080) lies across another field the setting of which could be impacted by the development. This is</p>

	<p>significant as a mid-late C19 Jersey farmstead with house and rear farm range, set prominently with long drive, and walled garden in front, and many original features surviving.</p> <p>Those to the west have no direct setting impacts given the intervening buildings, but views across the car park to the west of the site may require the settings to be considered in designing layouts. This is most likely to impact Noirmont View (JN0036) and to a lesser extent, Sion Lodge (JN0074).</p> <p>Given the proximity of Midland House and the potential impacts on Noirmont View and Sion Lodge's setting an assessment of the likely impact should be made in a heritage impact statement. This should be undertaken prior to the preparation of design and layouts to ensure potential impacts on the settings of heritage assets are considered and mitigated.</p> <p>The site is within 100m of a flint chipping area (JN0184) (to the west) which is a site of special archaeological interest.</p> <p>The flint scatter area (JN0184) lies within field J1204 to the west. This is a site of importance to the archaeological heritage of Jersey which evidences a Prehistoric flint chipping area. Whilst 100m away from the site, flint scatters can embrace a wider area.</p> <p>To the north of the site, and either side of La Rue des Houguettes is an area of archaeological potential (AAP) encompassing fields J1077, J1076, J1080 and J1080A. This site has the potential for evidence of prehistoric human activity and the survival of archaeological finds.</p> <p>Given the existing and potential archaeological interest of the wider area, any development of T1404 should be subject to a desk-based archaeological assessment which will manage the risk of archaeological remains and suggest mitigation for such.</p>
<p>f. Highways, active travel and parking</p>	<p>The site is connected to the public highway network at La Grande Route de St Jean via a former field access. The new development should be served by a 5metre wide access road and at least one 1.5 metre footpath to link the site to the existing footpath network adjacent La Grande Route de St Jean. The existing roadside footpath should continue across the entrance and should incorporate a reinforced dropped kerb the specification of which should be agreed with I&E (Transport and Operations).</p> <p>Sion is currently served by the no.5 bus service which enjoys an hourly service except on Sunday when it reverts to a two-hourly service. Under Policy TT3: Bus service improvement a contribution should be made to secure an enhancement of this bus service relative to the form and likely level of occupation of the development (e.g. a 23 x 3-bed homes would necessitate a contribution of approximately £54,600). This should be secured through a planning obligation agreement.</p> <p>Provision should be made for traffic-calming works which should be discussed with I&E (Operations and Transport). The value of these off-site works is estimated to be in the region of £60,000. A contribution to pedestrian infrastructure should also be made, which may include some form of crossing point for those returning from Town and using the bus stop opposite: this may be in the region of £1,626.34 / unit.</p>

	<p>This section of La Grande Route de St Jean enjoys a 20-mph speed limit and vehicular access to the site should be secured by providing an unobstructed and safeguarded visibility splay of 2.4 x 25 m.</p> <p>Space for the parking of bikes and cars should be provided on the site in accordance with the Minister for the Environment’s revised parking standards. In this respect, this site is located within the ‘Other areas sustainable transport zone’.</p>
<p>g. Drainage</p>	<p>The site lies within the water pollution safeguard area where there is a need to have regard to the implications of development for both the quantity and quality of water, particularly when there is a higher risk of pollution arising from new development, such as through foul and surface water drainage.</p> <p>There are issues with the capacity of the foul sewer network to be able to accommodate the development of this site and other developments served by it. The existing sewer needs to be upsized and storage capacity added. Investment and enhancement of the public foul sewer network, subject to funding approval, is programmed to address this. The West Hill storage tank project is programmed to commence in Q4 2023, with completion in Q3 2026.</p> <p>Some local network improvements may allow development of this site to be realised before the implementation of other strategic infrastructure. The drainage implications of the proposed scheme should be the subject of a drainage impact assessment and discussed with I&E (Drainage). Any local network enhancement will need to be secured through a planning obligation agreement.</p> <p>In accord with Policy WER6 – Surface water drainage, sustainable drainage systems (SuDS) should be incorporated into the overall design of the scheme. Recycling of rainwater within the site, to landscape areas or rain gardens will limit high flow run off risks and inundation to local water courses. Oil and diesel traps should be provided on any rainwater disposal to water courses.</p>
<p>h. Flood risk</p>	<p>The site is not subject to any known flood risk.</p>
<p>i. Land contamination and site waste management</p>	<p>There is no known land contamination at this site.</p> <p>Any waste arising from the development of the site should be minimised and managed in accordance with a site waste management plan (see Policy WER1 – Waste minimisation and Site waste management plans SPG).</p>

Part 3: appendices

Appendix 1: Policy H5 – Provision of affordable homes

Policy H5 – Provision of affordable homes

The following sites are specifically zoned for the provision of affordable homes and their development for any other use will not be supported:

1. Field J1109 St. John (1.21 hectares/6.71 vergées)
2. Field J229 St. John (0.3 hectares/1.7 vergées)
3. Field J236 St. John (0.3 hectares/1.5 vergées)
4. Field MN410 St. Martin (0.75 hectares/4.2 vergées)
5. Field MY563 St. Mary (0.65 hectares/3.6 vergées)
6. Field O594 and O595 St. Ouen (1.00 hectares/5.5 vergées)
7. Field O785 St. Ouen (0.6 hectares/3.5 vergées)
8. Field P558 St. Peter (0.90 hectares/5.0 vergées)
9. Field P559 St. Peter (1.90 hectares/10.5 vergées)
10. Field P632 St. Peter (1.30 hectares/7.2 vergées)
11. Field P655 St. Peter (0.45 hectares/2.5 vergées)
12. Field P656 St. Peter (0.50 hectares/2.7 vergées)
13. Field S415A St. Saviour (0.30 hectares/1.7 vergées)
14. Field S470 St. Saviour (0.80 hectares/4.4 vergées)
15. Field T1404 Trinity (0.50 hectares/2.7 vergées)

The development of the following sites, where they are co-located, will only be supported where they are developed together, as part of a comprehensive scheme of residential development:

- Field O594 and O595, St. Ouen
- Field P558, P559 and P632, St. Peter
- Field P655 and P656, St. Peter
- Field S415A and Field S470, St. Saviour

All of these sites (listed at 1.-15. above) should be developed in accordance with guidance to be issued by the Minister for the Environment and, unless otherwise specified, in the proportions of 45% for social rent and 55% for purchase, except where an alternative tenure split:

- (i) can be justified, having regard to latest evidence of need
- (ii) enables the 'right-sizing' of homes within the existing housing stock; or
- (iii) can be justified relative to any other overriding justification.

The following site has an existing planning permission for affordable housing and is zoned on the proposals map for this purpose:

16. Field J525 St. John. (0.6 hectares/3.3 vergées)

Policy H5 – Provision of affordable homes (contd)

Where States of Jersey or States-owned companies' land is brought forward for the development of new homes, these shall be for affordable homes unless it has been otherwise approved that the development needs to specifically provide open market homes, particularly where this is required to ensure the viability of public realm and community infrastructure delivery, in line with an approved Government Plan. In such cases, a minimum of 15% should be made available to eligible persons in accordance with "Policy H6 – Making more homes affordable", for assisted purchase housing.

The development of social rent affordable housing and affordable housing for purchase will be regulated through the grant of planning permission and planning obligation agreements to ensure that they remain available as affordable homes in perpetuity.

The provision of homes to facilitate 'right-sizing' of existing housing stock will be subject to occupancy conditions restricting occupancy to those who are genuinely 'right-sizing' from an existing home that is either over or under-occupied.

Access to all affordable homes will be controlled and managed through the Government of Jersey Affordable Housing Gateway, where no more than 50% of the allocation of affordable homes for purchase on any given site should be to people who are prioritised due to being able to demonstrate links to the Parish in which the homes are located, with no such restriction applying to people aged 55 or over, and all social rent affordable homes are to be managed by a Government of Jersey approved affordable housing provider.

Where the development of affordable homes on sites allocated for this purpose has not commenced within three years of the approval of this plan, they may be subject to compulsory purchase by the States of Jersey and developed in accordance with this policy.

Appendix 2: Indicative survey timetable

	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
Bats - hibernation roosts	Optimal	Optimal	Possible								Possible	Optimal
Bats - summer roosts				Possible	Optimal	Optimal	Optimal	Optimal	Optimal	Optimal		
Birds - breeding			Optimal	Optimal	Optimal	Optimal	Optimal	Optimal				
Small mammals	Optimal				Optimal	Optimal	Optimal	Optimal	Optimal		Optimal	Optimal
Amphibians			T	T	T	T	T	T	T	T		
A = aquatic T = terrestrial		A	A	A	A							
Invertebrates				Optimal	Optimal	Optimal	Optimal	Optimal	Optimal			
Reptiles				Optimal	Optimal	Optimal	Possible	Possible	Optimal			

Optimal survey time 

Possible survey time 