



Roads Committee date: 16 September 2026	Road reference & title of report: Field H1219, La Grande Route du Mont à l'Abbé & St John's Road
Address: Field H1219, La Grande Route du Mont à l'Abbé	Requested by: Applicant
Location map: 	Photograph/street view: 
Purpose of report This report provides the Roads Committee with an update following the withdrawal of planning application P/2026/10692 and the applicant's subsequent revision of the proposals for Field H1219. It summarises the principal concerns raised by residents and local stakeholders, together with the responses and requirements of the Roads Committee and statutory consultees in relation to the withdrawn application. Dandara has been invited to present its revised proposals and seek the Committee's initial views in advance of submitting a new planning application. Any views expressed at this stage will be preliminary. The Committee will have a further opportunity to consider the development and submit its formal consultation response once a new planning application has been registered and the supporting information is available. Current proposals At the time of circulating this report, the Parish had not received detailed information from Dandara setting out the changes made to the withdrawn scheme. Dandara will therefore explain the revised proposals during its presentation: Background to the withdrawn application • The original Planning application P/2026/10692 proposed 59 supported-housing dwellings, comprising 39 houses and 20 extra-care apartments, together with a community centre, parking, active-travel facilities and new vehicular and pedestrian access onto St John's Road. • On 11 March 2026, the Roads Committee supported the application while identifying requirements relating to the submitted transport information, the proposed Le Clos Vaze connection, improvements at La Chénée, refuse arrangements and referral to Infrastructure and Environment. • On 25 March 2026, the Government of Jersey Highway Authority raised no objection in highway and transport terms, subject to conditions relating to Road Safety Audits, visibility splays, construction traffic, parking management, cycle parking and detailed access design. • The application was withdrawn on 1 April 2026. The published Planning register does not state the reason for the withdrawal, and there is no live application under that reference.	



- St John's Road is a Government main road. Responsibility for its junctions, pedestrian crossings, traffic modelling, capacity and highway-safety assessment rests with Infrastructure and Environment. The Roads Committee's particular interest relates to the effect on Parish roads and infrastructure, including the proposed Le Clos Vaze connection and La Chénée.

Key concerns and statutory consultation matters relating to the withdrawn application

The table below summarises the principal concerns, the statutory consultee responses and the matters that may require further clarification as part of any revised application. The Roads Committee's full consultation response dated 11 March 2026 is included at Appendix 1.

Matter	Concerns raised	Statutory consultee response and requirements
Pedestrian and school safety	Residents and the Headteacher of Haute Vallée School raised concerns about pupil movements, the crossing, narrow footways and the safety of walking and cycling routes during school peak periods.	I&E acknowledged that the evidence did not cover the full afternoon school home-time period but considered that safety should be addressed through detailed design and later-stage Road Safety Audits. It supported the proposed 3-metre-wide shared-use route to Haute Vallée School and Clarke Avenue and recommended dropped kerbs and tactile paving near Jardin des Carreaux.
Junction safety, traffic surveys and assessment methodology	Residents questioned whether the proposed access, nearby junctions and surrounding road network could safely accommodate additional traffic. They also challenged the location and duration of the November 2025 survey and the absence of junction-specific modelling.	I&E confirmed that standalone junction modelling was outside the agreed assessment scope. It considered the qualitative approach, based on local traffic data, Census forecasting, accessibility auditing and New Hospital evidence, proportionate, although the sources and assumptions could have been presented more clearly.
Cumulative development and forecast traffic increases	Residents were concerned about the cumulative effect of this and other developments, including St Joseph's and the proposed Acute Hospital, on existing congestion.	I&E considered the wider impact adequately addressed by the hospital transport evidence. The Transport Assessment forecast peak increases of 1.0% to 1.4% on St John's Road and less than 0.5% on Queen's Road, which I&E considered limited.
Access design, visibility and highway safety	Concerns were raised about the position and safe operation of the proposed vehicular access onto St John's Road, including its relationship with pedestrian and school movements.	I&E required detailed access proposals covering alignment, gradients, visibility, vehicle tracking and pedestrian and cycle arrangements, including its relationship with any future access to the remainder of Field H1219. Visibility splays must remain unobstructed, and suitable drainage must prevent runoff or ponding at the highway boundary.



Emergency, refuse and delivery access	Residents were concerned that additional congestion could affect ambulances, fire appliances and other emergency vehicles. The safe operation of refuse and delivery vehicles was also identified as requiring further consideration.	I&E considered the forecast increase in traffic to be modest. However, it required the safe accommodation of emergency, refuse and delivery vehicles to be demonstrated through the final access design, vehicle-tracking drawings and the Road Safety Audit process.
Road Safety Audits and collision information	Residents considered the area hazardous and raised concerns about vulnerable road users and the risk of further incidents.	The Transport Assessment recorded nine casualties in the study area over four years, including two pedestrians with slight injuries. I&E identified no pronounced collision pattern but emphasised the need for careful access design. It considered the Stage 1 Road Safety Audit broadly acceptable and required Stage 2 and Stage 3 audits, with any identified mitigation to be implemented.
Construction traffic	Residents were concerned about construction traffic adding to congestion and creating risks during school peak periods.	I&E recommended a Construction Environmental Management Plan or Construction Traffic Management Plan addressing school-peak restrictions, construction-vehicle routes and coordination with key periods of the New Hospital project.
Parking, community-centre use and active travel	Concerns were raised about the adequacy of parking and the accessibility of cycle and mobility-scooter storage.	II&E required a Parking Management Plan covering accessible parking, the EVie hub and community-centre events. It also sought accessible, standards-compliant cycle and mobility-scooter storage, including improvements to the narrow access corridors.
Le Clos Vaze connection	The proposed connection raised questions concerning detailed design, accessibility, lighting, safety, ownership and future maintenance where it joined Parish-adopted roads and footways.	The Roads Committee required the final details of the connection to be agreed with the Parish. Any revised proposal should clarify the design standards, lighting, accessibility, future ownership, maintenance responsibilities and associated costs.
La Chénée improvements	Questions were raised about whether the proposed wall setback, footway and boundary works would adequately address pedestrian-safety concerns, and how those works would be approved and funded.	The Parish sought a contribution towards public-realm and highway-safety improvements. The scope, land implications, permissions, design, cost, funding and developer contribution would need to be agreed separately before the Parish made any commitment.
Refuse and recycling arrangements	The Parish required clarity on refuse storage, separation, recycling, collection access and the practical operation of the development's waste arrangements.	Detailed refuse and recycling arrangements would need to be agreed with the Parish Refuse Manager, including safe collection access and vehicle movements.



Consistency of submitted information	The Roads Committee identified inconsistencies between the Transport Plan, Transport Assessment and Design and Access Statement, particularly regarding parking and cycle or mobility provision.	Any revised submission should reconcile the relevant figures and clearly identify the number, type, location and intended use of all parking, cycle and mobility spaces.
Water supply and wider infrastructure	Concerns were raised about water-supply capacity and the ability of the wider infrastructure to support the development.	Jersey Water and the relevant statutory authorities would need to confirm that the proposed water supply and wider infrastructure arrangements are acceptable.
Consultation and engagement	Residents expressed concern about the timing of the Roads Committee's consideration, the opportunity for residents to address the Committee and the extent of Parish involvement before the application was submitted.	Dandara has been invited to present the revised proposals before the Committee considers any future formal consultation response. The Committee may also wish to consider whether an appropriate opportunity should be provided for a nominated resident or school representative to outline the principal local concerns once a new application has been registered.

Overall statutory position on the withdrawn application

The Highway Authority raised no objection to the withdrawn application and considered the Transport Assessment broadly proportionate to the methodology agreed at the pre-application stage. It considered that the outstanding highway matters could principally be addressed through planning conditions, planning obligations, later-stage Road Safety Audits and detailed design approvals.

The Roads Committee also supported the withdrawn application but identified inconsistencies in the submitted information and Parish-specific matters requiring further agreement, particularly the Le Clos Vaze connection, La Chénée improvements and refuse arrangements.

These positions related solely to the withdrawn application and should not be treated as support for any revised proposal. The Committee will need to consider the revised plans, supporting information and updated statutory consultation responses before reaching a formal position.

Matters for clarification from Dandara

Dandara has been invited to present the revised scheme and explain how it differs from the withdrawn application. The Committee may wish to seek clarification on:

- the principal differences between the withdrawn and revised proposals, including any changes to the number, type and tenure of dwellings;
- the resident and stakeholder consultation undertaken and the changes resulting from that engagement;
- how the revised proposals respond to concerns raised by residents and Haute Vallée School;
- the design, ownership and future maintenance of the Le Clos Vaze connection;
- any proposed works or developer contribution relating to La Chénée;
- revised parking, community-centre, EVie hub, cycle and mobility-scooter arrangements;
- refuse, recycling and collection arrangements; and
- the anticipated timetable for submitting a new planning application.



Appendix 1: Roads Committee previous comments



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

P/2026/10692

Construction of 59 no. supported housing dwellings, comprising 17 no. two-bed houses, 22 no. three-bed houses, 10 no. one-bed and 10 no. two-bed Extra-Care apartments, including a community centre with associated parking, bicycle and refuse storage, electrical substation and private amenity space. Creation of a new vehicular and pedestrian access onto St John's Road. Various landscape works including communal open spaces - 3D MODEL AVAILABLE

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

Important Notice:

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

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

Proposal:

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

The proposal comprises:

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

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

- Community centre
 - Located at ground-floor level
 - Approximately **227 m²** Gross Internal Area
 - Intended for use by residents and the wider local community



Overall Summary (Key Numbers)

Item	Provision
Total dwellings	59
Houses	39
Extra-care apartments	20
Community centre	227 m ² (GIA)
Car parking	63
Disabled car parking	Up to 20 spaces (flexible provision)
Visitor/carer parking	Included within overall provision (approx. 9 spaces)
Cycle & mobility parking (total)	165 spaces
Assisted / non-standard cycle parking	Yes
Mobility scooter spaces	Provided within cycle/mobility total
EV charging (active)	6 bays
EV charging (passive)	All bays
EVie car-club vehicles	6
Sustainable Transport Zone	Zone 2
New walking/cycling route	3 m wide

Transport and Access Overview

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

Walking & Active Travel Improvements

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

Public Transport Accessibility

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

Cycle Parking Provision

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



Visitor Cycle Parking

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

Visitor Mobility Scooter Parking

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

E-bike / mobility scooter charging:

- External charging point at every dwelling
- Charging available in cycle and scooter stores

Car Parking Provision

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

Disabled Car Parking

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

Electric Vehicle Charging

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

EVie Car Club Provision

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

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

Intended to reduce private car ownership and support accessible shared mobility

Visitor Parking

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

Servicing, Refuse and Unloading

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

Roads Committee comments:

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

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

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

2. Le Clos Vaze link

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

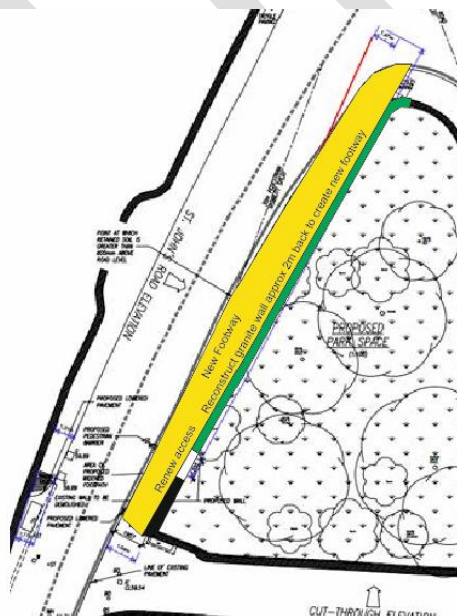
3. Public Realm improvements (POA)

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

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

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

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



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



4. Refuse & Recycling

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

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

5. Referral to the Government of Jersey Infrastructure and Environment

Notwithstanding the above, this application should be referred to **Infrastructure and Environment**, as the road in front of the property is a Government Main Road.

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2026/10692>

Head of Infrastructure | Parish of St Helier