



INTRODUCTION

The purpose of these FAQs is to provide clear, consistent, and transparent information about the proposed development of a new Parish Park and associated improvements to the local road network and active travel routes.

This document aims to address common questions from parishioners and stakeholders, explain the project's objectives and benefits, and clarify how the scheme will be implemented and managed.

If you require further details or have a query that is not addressed here, please contact the Parish Hall directly.

1. WHAT IS THE TOTAL ORIGINAL ESTIMATED COST OF THE PROJECT?

The original cost of the project for a single scheme is carried out in two stages to ensure clear implementation, minimise disruption, and align with available funding.

Stage 1

- Relocation of Parish Hall entrance gates
- Installation of pedestrian crossing on St Saviour's Hill
- construction of car park entrance and associated works to the boundary wall
- construction of virtual footpath along La Rue de Patier
- construction of new 32-space car park and access to St Saviour's House
- Installation of bicycle store
- construction of ramp access from the Parish Hall
- Improvement of access to St Saviour's House
- Landscaping of all areas within the first section of works
- Birches Avenue access to be improved

Stage 2

- Installation of children's play park and associated access paths
- Nature trail/pathway
- Completion of Birches Avenue road works
- Installation of Jersey Electricity substation (if required)
- Construction of café

The cost of the project includes Preliminaries (14%), Contingency (10%) – which allows for unforeseen expenses and may not be fully utilised – Public Art Allocation (1%), and Professional Fees (15%).

2. WHY IS A SCALED-DOWN VERSION OF THE ORIGINAL SCHEME BEING PROPOSED?

A scaled-down version of the original scheme is being proposed because the Maisons Connétable Ozouf (MCO) Fund cannot support the full cost of the initial design. The revised proposal seeks approval for up to £3.1 million, including professional fees and a 10% contingency.

Our cash-flow forecast shows that the Fund is expected to reach £2.5 million by the time construction begins in March 2027. Over the 18–24-month construction period, the Fund is projected to recover and maintain stability, subsequently allowing for both operating and capital expenditures. The Fund is estimated to have a closing balance of £37,681.96 as of March 2029.

Looking ahead, we forecast that the net cash position will continue to strengthen over the next five years, returning to healthy levels as income stabilises and significant project costs subside.

Ongoing annual operating costs for the new park are expected to be around £20,000 to £25,000, covering lighting, water, garden and play-area maintenance, tree management, insurance, and other minor works that may arise. Contractor will include in the Main tender who will be responsible for first 12 months maintenance (including watering) and replacing any plants / shrubs / trees that die, within scope of their works overseen by MF Ltd.

Such expenditure could be offset later through income from the café, which is expected to generate concession income of approximately £30,000 to £32,500 per year.

The streamlined scheme, therefore, focuses on delivering the most essential and high-impact components, namely:

1. A new parking facility, children's playground and toilet provision
2. Priority walkways and trail connections
3. Targeted road-safety improvements

For a more detailed design, please refer to the Revised Masterplan Drawing.

This phased approach enables the Parish to deliver immediate public benefits, such as safer access, improved connectivity, and enhanced green spaces, while postponing non-essential elements until further funding is obtained. Even in its simplified form, the project offers a valuable community asset that boosts wellbeing, promotes active travel, and strengthens connections between the Parish Hall, Church, school, and the wider community. The Parish remains dedicated to expanding the scheme when resources become available.

3. WHY ARE THE ADDED COSTS LIKE PRELIMINARIES, CONTINGENCIES AND FEES SO HIGH?

These allowances are standard industry requirements that ensure the project can be delivered safely, professionally, and within an appropriate level of financial risk management:

- **Preliminaries (14%)** – These cover essential contractor overheads, including health and safety requirements, site setup, welfare facilities, traffic management, and day-to-day site administration.
- **Contingency (10%)** – This acts as a prudent buffer for unforeseen circumstances such as material price fluctuations, technical constraints discovered during construction, or planning and regulatory requirements. It is only used if necessary.
- **Public Art (1%)** – This reflects best practice in public realm schemes and contributes positively to the cultural, educational, and visual value of the park.
- **Professional Fees (15%)** – These cover the work of qualified architects, engineers, surveyors, project managers, and other specialists required to meet statutory, technical, environmental, and building standards obligations.

Including these allowances at the outset reduces the risk of cost overruns and unplanned expenditures, ensuring the project is delivered responsibly and within the available funds.

4. WHAT IS THE ANTICIPATED CONSTRUCTION TIMELINE?

Subject to Parish Assembly approval, and following the necessary steps (including planning consent, the tender process, and confirmation of contractor availability), it is reasonable to anticipate that construction of the scaled-back scheme would take approximately 14–21 months from commencement, which is currently estimated to begin in March 2027 and conclude, we hope, in **December 2028**.

The programme is comparatively straightforward, as it does not involve the construction of any buildings other than the toilets, which significantly reduces both complexity and duration.

5. WILL THE PUBLIC PARK DEVELOPMENT IMPACT PARISH RATES AND RATE PAYERS FINANCIALLY?

No. Funding for the project is raised from the net cash held within the ringfenced MCO fund.

Both capital and operational expenditure will be fully covered by the Fund, depending on cash availability. Additionally, we plan to seek corporate sponsorship, with several organisations already expressing interest and contributing initial small amounts to help establish the park and its facilities. We also intend to approach a charitable trust recognised for its support of community-focused initiatives.

6. HOW WILL THE PROJECT IMPROVE LOCAL CONNECTIVITY?

The scheme aims to formalise and improve pedestrian and cycling connections between high-density housing areas, schools, the Parish Hall, and the Church. Specifically, it will establish safe and direct routes linking key community spots, including St Saviour's School, the Parish Hall, and the Church. In doing so, the project will: -

- Align with the Sustainable Transport Policy's goal to prioritise walking and cycling as alternatives to short car journeys.
- Support the Bridging Island Plan's aim to foster development that addresses social, environmental, and economic needs, creating stronger, more connected communities.
- Promote more sustainable travel habits, helping to reduce congestion, lower carbon emissions, and improve local air quality.
- Enhance accessibility for all users—including children going to school, older residents, and those with limited mobility—by providing safer, more reliable active-travel infrastructure.
- Strengthen links between everyday destinations, making local journeys easier, safer, and more attractive on foot or by bicycle rather than by car.

In summary, the project will greatly enhance local connectivity by connecting key community sites through safe, inclusive, and convenient active travel routes, fostering a more accessible and community-oriented Parish.

7. WHY HAVE CYCLING FACILITIES, INCLUDING PUMP TRACK SPACE, NOT BEEN INCLUDED?

Our community survey and drop-in sessions indicated limited support for a pump track or dedicated cycling facility at this site. The location is adjacent to a busy road, raising safety and nuisance concerns

for children and nearby residents. Introducing a pump track here could also impact the café and other passive recreational uses that received strong support.

Instead, the scheme features a circular, all-ability walking route to promote inclusive, active use for people of all ages.

To maintain progress on cycling provision, the Connétable has proposed an Assembly item to investigate other Parish-managed sites that may be more suitable for cycling facilities, such as a pump track, should parishioners wish to pursue this.

We believe the strategic oversight for cycling facilities and provision rests with the “Inspiring an Active Jersey 2020-2030” framework, led by the Government of Jersey. An example of this is the redevelopment of Fort Regent, which includes plans for a new skate park and cycling facilities.

If the Parish were to provide such facilities at this site, it would duplicate existing or planned facilities managed by the Government. Additionally, when we sought Government funding for new play features, we were informed that no budget is currently available, meaning any such facility would need to be fully funded and managed by the Parish.

8. WHY HAVE THE NEEDS OF OLDER AGE CHILDREN NOT BEEN CONSIDERED AS PART OF THE PLANS?

Sub-questions

- What engagement do we have with older children and young adults?
- How does the Parish support youth services currently?
- What walking, cycling or connectivity provisions exist that benefit older children?
- Why are older-adult specific facilities not part of the new park plan?

Answer

We did consider older age groups, however;

- The Parish already works closely with Grands Vaux Youth & Community Centre to support young people aged 9 – 21 at a cost of approx. £25,000 per annum.
- We also provide the Parish Hall as a venue for dance rehearsals, youth theatre and performance groups, and shows involving older children and young adults. In addition, the Hall’s acoustics make it a preferred space for choirs and music groups. The Hall is regularly used by organisations of all ages, including Les Amis and Battle of Flowers groups, and remains available for community use.
- The park plan places a strong emphasis on connectivity. It includes a circular, all-ability walking route and improved safer routes to school. While these routes are new, we recognise that existing paths are already well used and valued. Le Val Aumé, which the Parish has recently rejuvenated, is used by all ages, including older children on mountain bikes.

9. WHY HAS THE COMMUNITY FACILITY AND PÉTANQUE NO LONGER BEEN INCLUDED IN THE PLANS?

Several factors influenced this decision:

- **Nuisance concerns** – Residents raised concerns about potential noise and disruption from larger community or recreational structures within a predominantly residential setting.
- **Traffic and safety** – The site is located alongside St Saviour’s Hill, a busy roadway. A larger facility could have required road widening or traffic management measures, which would have increased both costs and safety risks.
- **Financial and restrictive covenant constraints** – The original land purchase in the 1960s is subject to a restrictive covenant on the land as a whole, which could require the Parish to compensate the original vendor for the uplift in land value if substantial new buildings were constructed.

- **Environmental and cost constraints** – Road alterations, higher maintenance, and environmental impacts would make such facilities financially and ecologically unsustainable.

Regarding pétanque, the Parish already has access to suitable facilities at Grainville School's playing fields, including indoor provisions. Providing this facility would not represent good value or an efficient use of Parish funds.

10. WHY HAVE ALLOTMENTS NOT BEEN INCLUDED IN THE PLANS?

The allotments were not included in the current park proposal for the following reasons:

- Limited space – The site does not provide sufficient capacity to accommodate allotment plots alongside other key uses.
- Low expressed demand – Community engagement did not show strong interest in allotments at this location.
- More suitable locations elsewhere – Provision may be better accommodated on another Parish-administered site, where space and access are more appropriate, rather than within this park.
- Resourcing and management constraints – Establishing and maintaining allotments requires ongoing management and apparent, sustained demand, which the current plan is not designed to support.

Next steps: We are willing to consider alternative Parish-managed sites for future allotments, depending on community interest and feasibility.

11. WHAT IS THE PURPOSE OF THE 1% ALLOCATION FOR PUBLIC ART?

The "1% allocation" dedicates about 1% of the capital cost of qualifying developments to public art, per Jersey's Percentage for Art Policy. Public art enhances public spaces, fosters community pride, adds visual appeal, and aligns with Island-Plan goals. In our project, this will be integrated during the design phase to ensure the artwork complements the park and benefits users, rather than being added later. We will explore potential exemptions or reductions if it can be demonstrated that the requirement threatens project viability or key infrastructure delivery.

12. WHY DOES THE PARK PROVIDE ONLY 32 PARKING BAYS INSTEAD OF THE ORIGINALLY PROPOSED 40 OR MORE?

Fields S514 and S515 are Protected Open Space under the Bridging Island Plan. Reducing the car park to 32 spaces, with more bicycle parking, a Nature Trail, and better green landscaping, supports this designation. The final parking count depends on the conditions set by the Planning Authority. Initially, 40 spaces covered about 1,069 sqm; the new 32-space layout uses 790 sqm. Increasing spaces beyond 40 would cut into landscaped parkland, conflicting with protected space zoning and likely hindering approval.

13. HAS THE PARISH CONSIDERED THAT THE DEVELOPMENT SHOULD BE INCLUSIVE TO ALL USERS, INCLUDING THOSE WITH DISABILITIES (MOBILITY, SIGHT IMPAIRMENT, ETC.)?":

Yes – inclusivity is a fundamental principle. We have conducted initial meetings with the Government of Jersey's Disability and Inclusion Team, who have supported our proposals.

The project will meet recognised accessibility standards and will incorporate "inclusive by design" features to ensure the park can be used confidently by people with mobility challenges, visual impairments, and other disabilities. As part of the planning submission, we will consult the relevant statutory bodies and disability-interest organisations to ensure the proposals fully comply with Jersey's accessibility requirements.

**For more information or other specific enquiries, please direct questions to the Parish Hall
to parishhall@stsaviour.je**