

**WRITTEN QUESTION TO THE MINISTER FOR PLANNING AND ENVIRONMENT  
BY DEPUTY G.P. SOUTHERN OF ST. HELIER  
ANSWER TO BE TABLED ON TUESDAY 25th MAY 2010**

**Question**

“Will the Minister explain to members whether he considers the provision of underground parking beneath the Town Park for up to 200 cars at a cost of around £9/10m to be good value for money?”

Notwithstanding the above response will he state why he considers that the provision of underground parking on this site is essential to the North of Town Masterplan?

Will the Minister inform members where the exact site of this underground parking is; what depth of the contaminated soil is on this location; what depth of the impermeable clay layer below this is, and what depth of excavation is required for the underground car park?

Can he assure members that the costs of remediation of the site are not significantly increased by the additional excavation needed for the underground car park?

Will the Minister further assure members that the excavation of an underground car park will not require a new Environmental or Health Impact Assessment, or otherwise cause any delay in the completion of the Park?

Will the Minister further assure members that the cost of provision of the underground car park will not be taken from the £10m already allocated to the creation of the Park?”

**Answer**

1. While the costs are provisional and will be refined, I consider that, although it would be cheaper to provide car parks above ground, the benefits of placing them underground are the significant urban design improvements that result, and it allows the space above to be used for another purpose. Whether it represents good value for money will no doubt be taken into account by the States when they debate the Masterplan
2. It is imperative that most of the displaced existing shopper and commuter parking needs to be replaced, and if it is provided on another site at grade or above ground, it negates any return the States might achieve through alternative development of that site. The States has already rejected the development of an above-ground multi-storey car park at Ann Court. As long as the cost of underground provision is recovered by the receipts from development of States land then providing underground parking is worthwhile.
3. Now that I have assured Members that there will not be housing on the eastern end of the Town Park, the manner in which the car parking will be configured has to be reconsidered. Until this is done, the question cannot be answered.
4. There is contamination in only two areas of the Gas Place site. The impermeable clay layer is variable between 1 and 8 metres below the surface. The depth of excavation is likely to be no more than 5 metres.
5. It is proposed that remediation of the whole Gas Place and Talman sites will be undertaken as the first step in delivering the Town Park. That work has been tendered and will commence later this year, and will be followed by construction of most the Town Park in 2011.
6. I cannot give an assurance at this stage that the provision of a partial or wholly underground level of car

parking will not necessitate further Environmental or Health Impact Assessment.

7. The £10m States contribution to the Town Park will not be taken from the cost of providing the Town Park.