

STATES OF JERSEY



ISLAND PLAN 2011: APPROVAL (P.48/2011): THIRTY-EIGHTH AMENDMENT (P.48/2011 Amd.(38)) – SECOND AMENDMENT

**Lodged au Greffe on 17th June 2011
by the Minister for Planning and Environment**

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In paragraph 21, after the words “except where” add a semi-colon and a bullet point on a new line before the remaining words; after the words “core areas” insert a semi-colon, and insert two further bullet points as follows –

- “• such car parks replace an existing private non-residential car park within the Ring Road; and
- there is no net increase in the provision of private non-residential car parking spaces.”.

MINISTER FOR PLANNING AND ENVIRONMENT

NOTE:

This amendment has been lodged by the Minister for Planning and Environment for less than 6 weeks before the start of the debate in accordance with the provisions of Article 4A of the Planning and Building (Jersey) Law 2002. Paragraphs 4A(2), (3) and (4) are in the following terms –

4A Procedure for and following lodging of draft Island Plan

- “(2) An amendment to a draft Island Plan cannot be debated by the States unless it has been lodged for a minimum period of 8 weeks.
- (3) An amendment to an amendment to a draft Island Plan cannot be debated by the States unless it has been lodged for a minimum period of 6 weeks.
- (4) Paragraph (2) or (3) does not apply to an amendment lodged by the Minister if the States agree that the amendment may be debated forthwith or on a day or at a time approved by the States.”

In accordance with the provisions of paragraph (4) the Minister for Planning and Environment will seek the agreement of the States to debate this amendment during the debate on the ‘Island Plan 2011: approval’ (P.48/2011).

REPORT

The Minister is sympathetic to the intent of the proposed amendment, which seeks to ensure that car parking provision for commuters is made around the edge of St. Helier, to discourage traffic from entering the centre of the town. This has many potential benefits, including reduced congestion, pollution and the reduced risk of injury for pedestrians and cyclists in the heart of the town, together with an opportunity for the general enhancement of the quality of the public realm from a reduction in the physical presence of vehicles.

The amendment as drafted, however, is unqualified, and essentially provides an exception for the unrestricted provision of car parks for commuters around the edge of the town. It is believed that this is an unintended consequence of the proposed change and is one which is entirely contrary to the stated objective of the Sustainable Transport Policy of the States to reduce the level of car parking for commuters in an effort to secure a 15% reduction in the level of peak hour vehicular traffic flow into St. Helier.

The independent planning inspectors support the Minister's view and only recommend acceptance of the amendment on the basis of its further amendment, as proposed by the Minister.

Financial and manpower implications

There are no additional financial or manpower implications arising from this further amendment.