

STATES OF JERSEY



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

**Lodged au Greffe on 10th May 2011
by the Deputy of St. Mary**

STATES GREFFE

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

1 PAGE 2, Amendment (2) –

After the word “parking” insert the words “(bearing in mind the potential for reducing the need for car ownership by the creation of car pooling schemes and other methods)”.

2 PAGES 2 AND 3, Amendment (6) –

For the words “where such fees” substitute the words “to the extent that such fees”.

DEPUTY OF ST. MARY

REPORT

Amendment (1)

All space is precious. The land bank is finite on Jersey, as we are all aware, and it is absolutely essential to use space in the best way possible. This requirement is even more acute in the more urban areas. If town-dwellers are to have adequate open space, whether private, within a housing development, or public, then we have to take the allocation of space seriously. We have to show by our decisions in the Plan that the talk about making town a nice place to live is not just hot air.

If this section of the amendment of the Connétable were to be carried unamended, then there would be a blanket requirement in the Island Plan to provide “adequate parking” without any consideration of what that might mean in practise, or of the space which is therefore lost to other uses.

I notice that other amendments talk of minimum room size standards, and adequate sound insulation. The Connétable’s amendment demands, and rightly so, adequate amenity space. All these are legitimate and important demands on space.

So this amendment qualifies the idea of providing adequate parking by suggesting that by the use of car-pool schemes, and perhaps by other methods also, precious land would be saved, and therefore could be applied to other uses.

In the Appendix, I copy some slides of a presentation on this issue by Michael Glotz-Richter, who works for the Ministry of Environment and Transport in the city of Bremen, as senior project manager for ‘sustainable mobility’, as a picture is worth a thousand words.

In summary, the Connétable’s amendment as it stands would impose an unfortunate restriction – this amendment is designed to bring some flexibility into the space equation.

Amendment (2)

The wording suggested by the Connétable is –

“Planning applications in respect of listed buildings or places will be exempt from planning fees where such fees would not have been payable were the building or place not listed.”.

The revised wording proposed here is as follows –

“Planning applications in respect of listed buildings or places will be exempt from planning fees to the extent that such fees would not have been payable were the building or place not listed.”.

It is a tidying-up amendment to avoid possible confusion, which I hope is self-explanatory.

Financial and manpower implications

There are no additional financial or manpower implications arising from this amendment to the thirty-eighth amendment.

Car-Sharing - and urban development

Michael Glotz-Richter, City of Bremen



BUSTRIP Workshop
31.05.2007 Bremen



Urban Development



Every Car-Sharing
vehicle **replaces**
4 - 8 private cars!

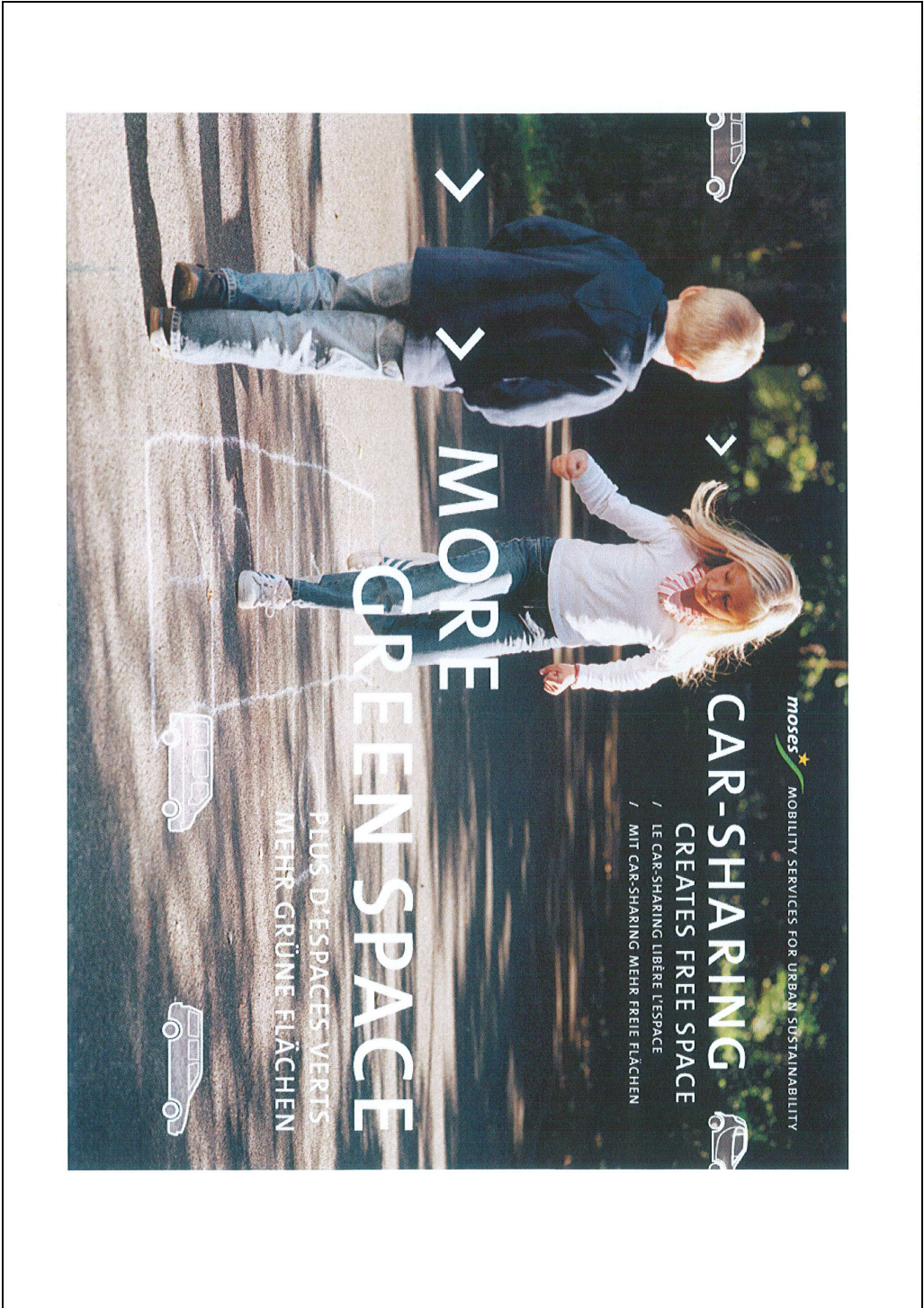
Bremen:
Car-Sharing replaced
900 private cars

Parking garages for
900 cars = value
7 - 18 mio €



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moses MOBILITY SERVICES FOR URBAN SUSTAINABILITY

CAR-SHARING

CREATES FREE SPACE

/ LE CAR-SHARING LIBÈRE L'ESPACE
/ MIT CAR-SHARING MEHR FREIE FLÄCHEN

MORE GREEN SPACE

PLUS D'ESPACES VERTS
MEHR GRÜNE FLÄCHEN

Urban Development



Space allocation:
parking space or
space for better
purposes
(social, green
business use)



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Urban Development



Space allocation:
parking space or
space for better
purposes
(social, green
business use)

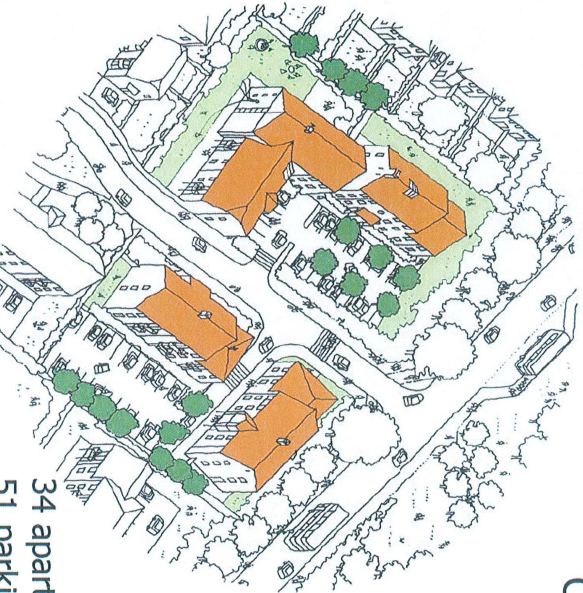


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Urban Development

Bus route



Conventional development

1.5 parking / unit

parking limits density
if you want to avoid
expensive
underground parking

Brewic
mqses@London



34 apartments
51 parking spaces
31.05.2007 Brewic



Urban Development

Bus route



Scenario
increased density - lower cost

20% Car-Sharing
2 Car-Sharing cars

allows more
housing space (+21%)

BL01U
moses@London

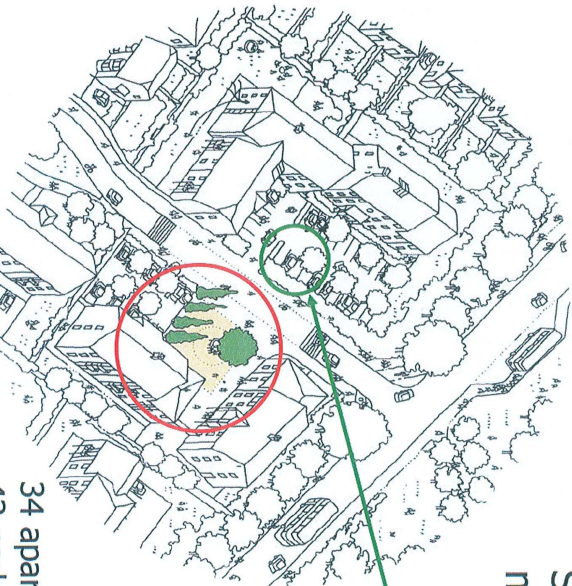


41 apartments (= +21%)
51 parking spaces
31.05.2007 Bremen



Urban Development

Bus route



Scenario
more green space

20% Car-Sharing
2 Car-Sharing cars
more green space



34 apartments
43 parking spaces
31.05.2007 Bremen

