

STATES OF JERSEY

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ST. AUBIN: PROPOSED LAND RECLAMATION AND IMPROVEMENTS – IMPACT ASSESSMENT

**Lodged au Greffe on 21st September 2006
by Deputy S.C. Ferguson of St. Brelade**

STATES GREFFE

PROPOSITION

THE STATES are asked to decide whether they are of opinion –

to refer to the Strategic Plan 2006-2011 (sub-paragraphs 4.7.6 and 6.4.3) adopted on 28th June 2006, and to request the Minister for Transport and Technical Services in conjunction with the Minister for Economic Development and Minister for Planning and Environment to research fully the feasibility and cost of the following –

- (a) the infill of an area of foreshore at St. Aubin to provide for increased local amenities;
- (b) the creation of a gated wet basin in St. Aubin's harbour with associated access pontoons;
- (c) the part-pedestrianisation of the Bulwarks;
- (d) the completion of an economic, environmental and engineering assessment fully to determine the potential impact of the proposed development.

and report to the States thereon within a period of 18 months.

DEPUTY S.C. FERGUSON OF ST. BRELADE

REPORT

St. Aubin has been in need of improved parking for 40 years, it has been overwhelmed by the car. Car parking has overtaken use of all the public spaces establishing a priority use in these areas to the detriment of the community and the environment.

The second town of Jersey was considerably enlarged during the heyday of shipping during the 18th and early 19th centuries. The south arm of the harbour was started in 1754 and the North Quay was completed in 1819. The foreshore was infilled between La Haule and the harbour creating an area of land on which various properties, the Parish Hall and new restaurant now stand. St. Aubin has evolved according to the needs of the day and there is therefore, nothing new and unprecedented in the concept for which a feasibility study is being proposed.

The centre of St. Aubin is choked with cars at all times of the day and this gives an adverse impact and devalues the character of this jewel in Jersey's crown. A sympathetic land infill scheme to the north and east of the present North Quay would enable the relocation of these vehicles thereby providing parking for shoppers, business visitors, tourists, staff and, most importantly, residents.

It would, in addition, provide an opportunity to create a transport hub as part of the integral part of the Island's public transport service and dedicated areas for taxis.

There is a continuing demand for over-wintering vessels ashore and coupled with summer car-parking would give a balanced and efficient usage of any additional space created. St. Aubin has become a popular venue for markets once again and open-air Tourism-led activities, and these events are obliged to fight for space with parked vehicles.

It is essential that any alterations to the topography of this area be done sympathetically in order to preserve the current aspect of curvature, heights and granite sea walls.

The North Quay is at present considered structurally unsound in parts and requires urgent remedial works which could cost circa £1 million.

It would seem logical and cost-efficient to combine these works with a harbour improvement scheme as the work would form an integral part of such a project.

Appropriate engineering alterations to the quay could facilitate the creation of a wet dock, and with the addition of a gate or sill would perpetuate the attraction of St. Aubin's harbour as a tourist venue by enabling water to remain permanently.

The Bulwarks suffer from too much traffic and parking to the detriment and danger of pedestrians. Part-pedestrianisation would permit business and residents' access whilst giving opportunity for further development of cafés and restaurants, possibly with an alteration in road surface.

The cost of a feasibility study by an independent body would cost no more than £200,000 and the States Human Resource implication would be limited to accessing the plentiful existing information.