

STATES OF JERSEY



ISLAND PLAN 2022-25: APPROVAL (P.36/2021) – FIFTY-FIFTH AMENDMENT

ST. BRELADE'S PARKING

Lodged au Greffe on 12th July 2021
by the Connétable of St. Brelade

STATES GREFFE

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After the words “the draft Island Plan 2022-25” insert the words “except that –

- (a) within Strategic Proposal 1, after the final bullet point, insert the following additional bullet point –

- “the St. Brelade Bay Improvement Plan”;

- (b) within Policy SP1, after the final paragraph there should be inserted the following new paragraph –

“Any development in St. Brelade’s Bay that would involve loss of public car parking or of any customer or staff car parking area on a site in daytime and evening economy use shall not be approved:

- a. unless and until a study of car parking facilities in St. Brelade’s Bay is carried out as part of a study related to the proposed St. Brelade’s Improvement Plan; and
- b. it is in accordance with the recommendations arising from that study.”; and

- (c) within Policy SP2, the following additional paragraph should be inserted after the final paragraph –

“The optimisation of building density in St. Brelade’s Bay shall be subject to the recommendations and guidance published in the St. Brelade’s Bay Improvement Plan.”

CONNÉTABLE M.K. JACKSON OF ST. BRÉLADE

Note:

After this amendment, the proposition would read as follows –

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

to approve, in accordance with Article 3(1) of the Planning and Building (Jersey) Law 2002, as amended by the Covid-19 (Island Plan) (Jersey) Regulations 2021, the draft Island Plan 2022-25, **except that –**

- (a) within Strategic Proposal 1, after the final bullet point, insert the following additional bullet point –**

- **“the St. Brelade Bay Improvement Plan”;**

(b) within Policy SP1, after the final paragraph there should be inserted the following new paragraph –

“Any development in St. Brelade’s Bay that would involve loss of public car parking or of any customer or staff car parking area on a site in daytime and evening economy use shall not be approved:

c. unless and until a study of car parking facilities in St. Brelade’s Bay is carried out as part of a study related to the proposed St. Brelade’s Improvement Plan; and

d. it is in accordance with the recommendations arising from that study.”; and

(c) within Policy SP2, the following additional paragraph should be inserted after the final paragraph –

“The optimisation of building density in St. Brelade’s Bay shall be subject to the recommendations and guidance published in the St. Brelade’s Bay Improvement Plan.”

REPORT

St Brelade's Bay is a high profile and popular scenic seaside resort that has been identified as a Tourist Destination Area in the draft Island Plan 2022-25.

It also has proved popular for wealthy residents and speculative developers to construct and extend private residences. In the space of ten years, a demand for sites for residential development in St. Brelade's Bay has prejudiced the possible future acquisition of land in the shoreline zone for public amenity areas or premises for day and evening economy use of its local tourism industry. Land that acquires value for residential development usually becomes unviable to acquire for public amenity or day and evening economy use.

It remains uncertain if Proposal 17 of the draft Island Plan 2022-25 for a St. Brelade's Bay Improvement Plan will be progressed, or if it is progressed, if that progress will be at a rate or have content that would succeed in curtailing further residential spread at the expense of the Bay's green infrastructure and potential increase of areas supporting future public amenities and daytime and evening economy premises.

The report of the public engagement exercise carried out in connection with the St. Brelade's Bay character appraisal, that is part of the core evidence base for the draft Island Plan 2022-25, found:

1. an 'overwhelming' concern that the Bay 'should be for the local community and visitors, not an elite or exclusive residential domain for the ultra-rich as it is increasingly becoming', and
2. a concern expressed by most of the Bay's tourist businesses that 'the tourism offer needs to be supported or tourism businesses will continue to decline'.

The Minister for the Environment's 's stated desire to avoid a 'Costa de St. Brelade', the interests of the Island's community and its tourism industry are best served by discouraging the optimisation of the density of development of private residences so that tourist buildings and public amenity areas are favoured in terms of their expansion within the confines of other policies applying to the Bay until the proposed Improvement Plan is progressed.

The general positive intent of proposed Policy SP1 is acknowledged. However, the commercial reality of tourist outlets and seaside resorts outside town needing sufficient site or nearby parking (hopefully for more electric vehicles in time) for families and those with mobility assistance (as a minimum) seeking to enjoy the beach and its visitor offering needs to be recognised too.

If office and retail workers are to be encouraged to work in St. Helier, their desire to reach beaches like St. Brelade's Bay or St. Ouen's Bay relatively quickly on summer evenings, when the tide is at a certain level to maximise swimming or surfing enjoyment, makes car parking desirable despite the potential availability of relatively slower public transport. If these workers are driving electric cars, there could be some flexibility in accommodating them in the future.

No detailed studies of car parking facilities in the Bay as a Tourist Destination Area have been published in recent years. Nor an objective proper assessment of present or

anticipated future car parking needs. Proper studies need to be carried out before any more car parking land is lost in these areas, as occurred in the case of the recently approved development of a popular restaurant site on the shoreline of St. Brelade's Bay.

Financial and manpower implications

There are no identified financial or manpower implications in relation to the proposed amendments.

Child Rights Impact Assessment implications

These amendments have been assessed in relation to the [Bridging Island Plan CRIA](#). Improved well-being of children will arise from improved public access to, and improved enjoyment of, a public beach and recreation area.