

STATES OF JERSEY



ISLAND PLAN 2011: APPROVAL (P.48/2011): TWENTY-SECOND AMENDMENT

Lodged au Greffe on 26th April 2011
by the Deputy of St. Mary

STATES GREFFE

ISLAND PLAN 2011: APPROVAL (P.48/2011): TWENTY-SECOND
AMENDMENT

PAGE 2 –

After the words “the revised draft Island Plan 2011” insert the words –

“except that in Policy TT10 – Off-street public parking provision in St. Helier (page 322), in the paragraph beginning ‘All development proposals’ delete the words ‘and to reflect the need and desire for parking at the time of implementation, which will be reviewed on a bi-annual basis’ ”.

DEPUTY OF ST. MARY

REPORT

This is a completely new idea which should be debated as part of the Masterplan, as is suggested in the preceding paragraphs of this Policy.

However the Planning officers cannot be sure which way round we will be debating the Island Plan and the Masterplan; so I have to lodge this amendment as well as one to the Masterplan.

They both boil down to the same thing – we must evaluate all solutions to the parking and traffic problems of our capital town in a holistic way. This amendment blocks the way to such an objective evaluation.

This sentence is astonishing in its implications and has no place in a document purporting to be a Plan for the Island for the next 10 years, and whose mantra is “reduce, manage, invest”. Or at least, that is the mantra on page 38, maybe it got lost in the pages in between.

The responsibility of the planning function is to provide for a sustainable future. “Predict and provide” is no longer possible. The Plan is quite clear on this elsewhere, and everywhere, the emphasis is on the promotion of environmentally-friendly forms of transport, on creating a pedestrian-friendly town which is a pleasure to be in, “a place and destination of choice to visit” (paragraph 4.19).

Financial and manpower implications

There are no direct additional financial or manpower implications arising from this amendment. However the consequences of proper evaluation of alternatives to providing parking, and the potential benefits of extracting via planning obligations improvements to the public realm instead of parking, which otherwise are going to prove difficult to fund in the present climate, will be huge savings and huge benefits in kind.