

STATES OF JERSEY

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MILLENNIUM TOWN PARK: ESTABLISHMENT OF A TRUST

Lodged au Greffe on 30th August 2005
by Deputy R.C. Duhamel of St. Saviour

STATES GREFFE

PROPOSITION

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

- (a) to agree that a trust incorporated by statute should be established for the purpose of holding land, raising funds, developing and operating the Millennium Town Park project; and
- (b) to charge the Policy and Resources Committee to present to the States for approval proposals for the constitution and membership of the trust following consultation with the States committees involved and such other bodies as appropriate.

DEPUTY R.C. DUHAMEL OF ST. SAVIOUR

REPORT

Background

In 1998, the States adopted a proposition (P.190/97) to create a public town park for the benefit and enjoyment of local residents. The proposition was carried by 45 votes to 2 and specified that—

- (a) the Town Park was to be created on the Talman and Gasworks sites;
- (b) the Town Park would be known as the Millennium Town Park;
- (c) the park would be for the benefit of all Islanders and future generations;
- (d) the land should not be used for a multi storey car park or any other use in a way that would preclude the creation of a public park.

On 11th April 2000 the Planning and Environment Committee presented a report to the States which set out 3 options and made a recommendation for a full-size park and three-storey underground parking for 826 vehicles.

Since that time there has been little further action although site surveys are now being undertaken. Moreover, the economic climate has changed since 1998 and the resources available for capital projects have been drastically reduced in anticipation of the tax changes due in 2010. It is unlikely that public funding for the development of the town park site will be forthcoming in the foreseeable future, given the many other demands on the States capital programme.

There is still a strong public desire to develop the site to provide a valuable community facility for the residents of St. Helier and the Island as a whole.

Transferring the responsibility for the development and operation of the town park to a specially created trust will allow the States to retain the freehold of the site and, at the same time, utilise the creativity and entrepreneurship of the private sector to undertake this project in the near future.

A way forward

The chain of events might be as follows –

- The Policy and Resources Committee drafts the constitution of a trust body. The Haut de la Garenne Trust could provide a satisfactory legal template.
- The Policy and Resources Committee seeks nominations for trustees. The board of trustees should be a mix of individuals with relevant professional experience as well as individuals representing local residents and businesses.
- The States approve the constitution of the trust and trustees.
- The States grants a long-term lease of the site to the trust. The lease will run for at least 25 years or such period to allow a project to be enabled. The trust will receive the income from the existing surface car parking and the States will receive a nominal ground rent.
- The lease would include a number of non-performance clauses to allow the States to break the lease if the trust failed to meet an agreed timetable for design and implementation of the project.
- The trust will evaluate existing plans and may choose to invite/commission interested parties to prepare further outline plans for the town park. All schemes would need to show that the overall project is self-financing.

- The trust will draw up a shortlist of suitable plans and engage in open consultation with all interested parties.
- The trust will recommend a scheme for the town park to the Policy and Resources Committee which will prepare a report and proposition setting out the details of the chosen scheme for States approval.
- Land remediation will be organized by the trust, with the States reimbursing costs.
- The site will then be developed using private finance.
- Income from the car park will be used to repay the borrowing and to maintain the park and car park in an appropriate fashion.
- Surplus income from the project accumulated before the end of the lease will be returned to the States.
- At the end of the lease, the States would have a fully operational, profit making venture.

The States are not making best use of this valuable site. The private sector has shown that it is interested in participating with the Millennium Town Park Project and a complete, self-funding scheme has already been produced by Andrew Le Quesne. A plan of this scheme is appended.

In addition to the wide range of possible leisure uses that could be provided within the park, the underground car park offers a unique opportunity to exploit new building technologies, incorporate facilities for electric cars and promote car sharing schemes.

The States should take advantage of this type of imaginative thinking for the benefit of the Island and the public as a whole.

This proposition seeks to unlock the potential of an important public asset by harnessing the talents and enthusiasm of the private sector and without placing a heavy burden on the public purse. There is little to lose and much to gain.

Financial and manpower statement

Following incorporation, the income from the surface car park will accrue to the Trust. This short-term loss of revenue to the States will be more than offset by the public amenity value of the park and underground car park. In the longer term the States will receive the income from the completed project once the private finance has been repaid.

It is suggested that the States bear the costs of remediation but this is negotiable.

From the States perspective, there are no manpower implications.

Millennium Town Park - March 2005



8 Bus Shelter
This area will incorporate a provision for a bus and taxi passengers shelter. It is adjacent to the proposed taxi rank and 'Hopper' bus stop.

9 Coffee shop
Due to the need for a structure to house the toilets, lift and stairs the inclusion of a catering outlet is very logical, still subject to further fine adjustment.

10 Amphitheatre / stage / general seating area
A very accessible area for park users to enjoy open-air performances, live music, lunchtime relaxation etc.

11 Themed area
Seating in a screened garden with a pergola. Attractive and decorative paved area with multiple planting etc.... Suggestions welcome.

12 Boating pond/paddling pool
Possibility of small sailing boats, water feature, wooded area for privacy/picnics/quiet shaded area for reading and relaxing.

13 Sun dial feature
A highly advanced mechanical sundial.

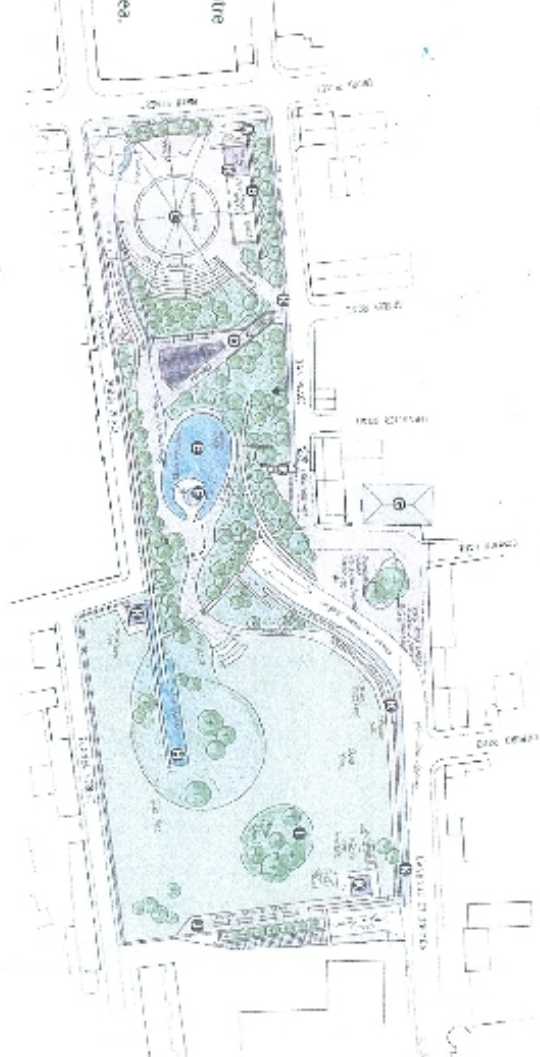
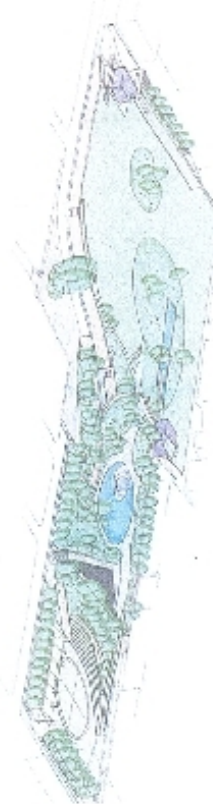
14 Le Sealleur building
It has been suggested that the Le Sealleur building is incorporated into the scheme. The building could be multi-use, i.e. drop in centre for the elderly, creche facility, restaurant, etc.... Suggestions welcome.

15 Ornamental Pond
Surrounded by contoured landscaped picnic area.

16 Adventure playground area
A small copse incorporating climbing frames created out of natural products, which is set onto a large mount raised feature.

17 Observation area/seating
Raised seating platform allowing extensive views of the park.

18 Access points to park and lifts/stairs to car park
All areas in light green represent close mowed grass, darker areas represent longer grass.



The Millennium Town Park A new approach

After several years of work, a new initiative for the Millennium Town Park (MTP) was unveiled to the public in 2004. The proposed scheme is self-funding and will put no additional drain on the public purse.

This scheme involves the creation of 3 floors of underground parking with the MTP constructed on top. The accompanying drawing outlines the latest design proposals and incorporates many modifications put forward during public and private consultations.

The scope of the scheme has been expanded at the suggestion of the Connétable of St. Helier to include the option for developing the Le Seilleur building as part of the amenity.

This proposal includes the full remediation of the contaminated land, fulfils the requirements of the Island Plan and satisfies the States decision of 10th October 2000 to create a new public park. The proposal is also an extension of the plan put to the States in March 2000 by the Planning and Environment Committee.

At all stages in the design process the team have been driven by the need to provide a top quality result using best practice methods and the most environmental solutions. All the main structural components will be made off the Island in optimum factory conditions and have a minimum design life of 100 years. The design will allow for replacement of sacrificial surfaces and will use the best-proven systems for control and security. The car-park is designed for minimum 'cost in use' and ease of maintenance.

The lead architects for the project are a French firm with experience in this field supported by French, British and Jersey consultants. The expertise represented by this team is far beyond the resources of the Island and represents the best choices available for a project of this nature.

The creation of the MTP will be a major step in the regeneration of this part of St. Helier and will provide a major benefit for the whole Island. The range of amenities are intended to appeal to all ages and to provide a 'green lung' in the middle of the urban landscape.