

STATES OF JERSEY



NORTH OF TOWN MASTERPLAN (REVISED) (P.190/2010): SECOND AMENDMENT

**Lodged au Greffe on 10th January 2011
by Deputy A.K.F. Green of St. Helier**

STATES GREFFE

NORTH OF TOWN MASTERPLAN (REVISED) (P.190/2010):
SECOND AMENDMENT

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After the words “as an agreed development framework” insert the words –

“subject to the following condition –

that the Northern Area Masterplan, St. Helier (Appendix 2) be amended to delete Key Intervention Site 6 (Minden Place), so that the Minden Place Car Park be retained and not demolished”.

DEPUTY A.K.F. GREEN OF ST. HELIER

REPORT

The draft North of Town Masterplan designates Minden Place Car Park as Key Intervention Site 6 and if the proposals are accepted, the car park will be demolished and “a small public square” will replace it along with 3- or 4-storey buildings comprising residential units on the upper floors with retail and food outlets on the lower floor.

This will of course remove substantial parking from the centre of town, parking that is adjacent to the markets and convenient for the town centre. If the States wanted to devise a plan to bring about the demise of the markets and town, I really couldn't envisage a better plan than the North of Town Masterplan as it stands. Whilst acknowledging that new alternative parking is to be provided, including disabled parking, the new parking is not convenient in Ann Court. Many who are not disabled would not be able to carry shopping the distances proposed and will stop shopping in town! The loss of Minden Place Car Park will result in loss of trade and the ultimate demise of the market.

There are currently over 20 retail units vacant in St. Helier; thus I believe the case is not made that more retail units are required at the expense of parking. Minden Place Car Park still has considerable life in it (10 to 15 years according to the Plan). It is convenient for shoppers and should remain as a multi-storey car park for shoppers.

The financial implications shown below are provided by the Minister for Planning and Environment. This shows that retaining Minden Place and reducing Ann Court results in a neutral cost scheme. However if one were to think creatively, there could be an opportunity to provide 400 extra spaces at a maximum cost of £8 million to £10 million (£20K to £25K per space) as apposed to £50K per space under the town park.

Financial and manpower implications

Manpower

There are no manpower implications for the States.

Financial

If Minden Place Car Park is retained and 400 parking spaces underneath Ann Court still provided, the likely impact on the Masterplan is a negative £8 million to £10 million. If Minden Place Car Park is retained and a lower number of spaces are required under Ann Court, then the proposition is financially neutral.