

STATES OF JERSEY



NORTH ST. HELIER MASTERPLAN (P.73/2011): AMENDMENTS (P.73/2011 Amds.) – COMMENTS

**Presented to the States on 28th June 2011
by the Minister for Planning and Environment**

STATES GREFFE

COMMENTS

First Amendment (Deputy J.A.N. Le Fondré of St. Lawrence) – Comments

1 Page 2 –

The proposal to include commercial development on Ann Court and the Jersey Gas sites was given careful consideration by the Masterplanners.

Ann Court:

Ann Court has always been a residential site and, following the petition to the States brought by Deputy J.A. Martin of St. Helier, a strong commitment has been given to ensure that it remains so.

Accordingly, for the avoidance of doubt, any redevelopment of the Ann Court site will provide at least 100 units of social rented accommodation and public car parking underneath Ann Court will only be provided if adequate levels of shopper car parking cannot be found elsewhere within the North of Town area.

Accordingly, the amendment in respect of Ann Court is **not supported**.

Jersey Gas:

The Jersey Gas site has an existing commercial use and the Masterplan acknowledges this by suggesting that in addition to the residential use, the scheme could also include community or commercial use, such as live-work units, shop, doctor's surgery, dentist, pharmacy, crèche, etc. In addition to acknowledging the existing commercial use, the inclusion of such will bring vitality and 'people policing' to this part of the town. Accordingly, the amendment to include some of commercial development on the Jersey Gas site is **supported**.

2 Page 2 –

The amendment to ensure that the references in the draft Masterplan to the provision of affordable housing being fixed initially at a proportion of 12½% is amended to ensure that the proportion shall be fixed in accordance with any agreed Policy arising out of the Island Plan is **accepted**.

Second Amendment (Connétable of St. Helier) – Comments

1 Page 2 –

The Masterplan sets out a long-term vision for this part of the town and it is accepted that some sites will take a while to come forward. Accordingly, the proposal to ensure that the redevelopment of Ann Court and the Jersey Gas sites have sufficient amenity space and parking for shoppers and residents is **accepted, with the proviso that, public car parking underneath Ann Court will only be provided if adequate levels of shopper car parking cannot be found elsewhere within the North of Town area and any redevelopment of the Ann Court site shall provide at least 100 units of social rented accommodation.**

2 Page 2 –

The decision to keep Bath Street and David Place two-way was reluctantly made following the decision to retain parking at Minden Place. Minden Place Car Park has approximately 10 years of life before it needs to be replaced, which rules out any opportunity to significantly change the traffic system before hand.

If during that time it is considered that the Minden Place site is not the most suitable site for shoppers' parking, then at least 240 shopper car parking spaces shall be provided within 100 metres of the Fish Market.

Accordingly, **it is agreed** that further investigation and consultation concerning this element of the plan is undertaken.

Third Amendment (Deputy of St. Mary) – Comments

1 Page 2 –

- (a) The Masterplan proposes the introduction of a tariff system as part of the mechanism of achieving the public realm and transport improvements. The tariff will introduce a consistent approach which will inform developers of the contributions they will be expected to provide and enable them to plan accordingly and this amendment **is accepted**.
- (b) The Minister will bring the tariff mechanism and schedule to the States for approval. However, this will require time for it to be developed, accordingly, during this interim period the Minister will continue to use planning obligation agreements to ensure appropriate public benefits are achieved on developments that come forward in the intervening period. The Minister **accepts** the amendment.

2 Page 2 –

The Deputy's proposal that large development be consulted on and feasibility studies undertaken, is established good planning practice and the amendment **is accepted**.

3 Page 2 –

The former Jersey College for Girls site is identified in Policy H1 of the new Island Plan for affordable housing. This site has planning approval for a high quality residential scheme which will help contribute to the delivery of a significant proportion of affordable housing. Accordingly, this site is essential to the success of Policy H1 to deliver of affordable housing and the amendment **is not accepted**.

In addition to the Jersey College for Girls site, discussion with both the Ministers for Treasury and Resources and Housing has identified that Caesarea Court and Convent Court in Val Plaisant should also be included as key intervention sites.

4 Page 2 –

The report accompanying the proposition states: ‘There are several sites owned by the Public and privately owned, the development of which can be co-ordinated to achieve the aims of the Masterplan. A balance between the costs of public realm improvements and capital released from States development and contributions from private developments has been sought, with the intention that the developments will finance the public realm and parking improvements’. In my opinion it is quite clear from this statement that the funding for public realm and infrastructure improvements will be obtained from development and there is no need to further embellish that stated intention by accepting this amendment. Accordingly the amendment **is not accepted**.

5 Page 3 –

Such an approach is entirely consistent with the urban regeneration work carried out in the town over the last 10 years. The St. Helier Urban Regeneration Project Group was established some years ago and is co-ordinated by Parish, and includes officers from the Parish, Transport and Technical Services, Planning and Environment and Economic Development Departments, who consult widely on urban renewal projects. Either this group or a newly constituted group would be appropriate to progress the public realm improvements that stem from the Masterplan and the amendment **is accepted**.

6 Page 2 –

Recent engagement with States Members produced many thoughtful and encouraging comments which helped to inform the final version of the revised Masterplan. An overwhelming message from members was not to damage the available car parking for shoppers, residents and commuters, and this final version of the Plan has been amended to take on board Members views. Accordingly, this amendment **is not accepted**.

Statement under Standing Order 37A [Presentation of comment relating to a proposition]

The comments have been provided at this late stage due to the pressure placed on the Planning and Environment Department from the Island Plan debate.

Various discussions have also been ongoing between departments as to the position in relation to these amendments.