

# Shoreline Management Plan

## Havre des Pas – Coastal Flood Alleviation Stakeholder Engagement Workshops (2024) Report



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Issue 01

October 2024

An island ready for,  
and resilient to,  
coastal flooding and  
climate change –  
today, tomorrow and  
the next 100 years...

Dear Stakeholders,

**Havre des Pas Coastal Flood Alleviation Scheme**

I would like to extend my heartfelt thanks to all the members of the public, businesses, charity organisations, and special interest groups who participated in the stakeholder engagement workshops for the Havre des Pas Coastal Flood Alleviation Scheme in June and July 2024.

I understand that all of the sessions were very interactive. Your valuable insights, feedback, and contributions will be instrumental in shaping this important project. The diversity of perspectives shared during these sessions will help us ensure that the scheme reflects the needs and priorities of our community while enhancing the resilience of our coastal infrastructure.

We are committed to continuing this collaborative process as we move forward with the development of the scheme. Your ongoing engagement will be essential to its success, and we look forward to further discussions in the months and years ahead.

Once again, thank you for your time, dedication, and support. Together, we are building a stronger, resilient future for Havre des Pas.

Yours sincerely,



**Connétable Andy Jehan**  
**Minister for Infrastructure**

19-21 Broad Street | St Helier | Jersey | JE2 3RR

## Executive Summary

Between June 2018 and January 2020, the work on a Shoreline Management Plan (SMP) for Jersey was completed, agreed and published, along with an associated non-technical summary and flood hazard maps (Ref. 1).

The SMP was developed to ensure that our coastal defences continue to protect the island over the next 100 years, against a 1 in 200-year return period (RP) event, including future sea levels driven by climate change. The SMP aims to provide the basis for sustainable coastal defence objectives and management policies for the future management of the shoreline.

This document focusses on the first stage of the SMP Delivery, Coastal Management Unit (CMU) 1.8: Havre des Pas, which was deemed the highest priority site for implementation. This document has been prepared following the Havre des Pas Coastal Flood Alleviation Scheme (the “Scheme”) Stakeholder Engagement Workshops in June and July 2024. These workshops formed the initial stakeholder engagement activities for the Scheme. The purpose of this document is to present the findings and interpretation of the workshops.

The principal objectives of the Scheme are to:

- Reduce the risk of coastal flooding providing protection against a 1 in 200-year RP event, considering sea levels due to climate change and sea level rise (SLR) for the year 2120.
- Provide a Scheme that is potentially adaptable into the future, considering that sea levels will continue to rise beyond 2120.

The Scheme spans from La Collette to La Grande Charriere Slipway (also known as Rice Bowl Slipway). The Policy Options from the SMP, which will be applied to the Scheme within Epoch 1 (2020 to 2040) consist of either ‘Adaptive Management (AM) or Advance the Line (ATL)’. and the proposed Policy Option within Epoch 2 (2040 to 2070) is ‘Maintain The Defence Line (MTDL)’.

Havre des Pas and Greve d’Azette are well-established, built-up area of the Island, with a wide range of receptors which would be affected by coastal flooding, to varying degrees. Anticipated receptors include people (a high concentration of the population reside in this area and a number of local businesses operate in this area), property (residential and business), historic buildings and structures (76 No. of Listed Buildings), transport routes and critical infrastructure assets.

There were six workshops held in June and July 2024, at Société Jersiaise, with morning, afternoon and evening sessions. The workshops were aimed at residents local to the Scheme, local businesses, specialist interested groups and charities. The workshops were advertised frequently through a number of means of advertising, which included, attendance of the Infrastructure & Environment (I&E) Coastal Engineering Team at the Havre des Pas Improvement Group, a letter drop to local businesses and residents, local media publications, features in three Parish Magazines, features on three Parish websites and several social media posts (Facebook, LinkedIn and X).

The agenda of the workshops included a presentation (introduction and overview to the Scheme) and interactive group discussions. As part of these discussions, written feedback was gathered. The feedback has been reviewed and interpreted. In total, 20 key words have been derived from the feedback (of relevance to the Scheme). The top three areas that the participants wanted to see within the Scheme or the Scheme to focus on were:

- Environment – protecting and enhancing the environment and recognising the importance of the Ramsar Site.
- Cycle Path – there was majority support to consider the ATL case and for the provision of a continuous cycle path along the coast that feeds eastwards as part of the wider cycle network.

- Promenade – there was majority support to consider the ATL case and for the provision of a continuous promenade to improve accessibility to the coastal areas to support recreation and wellbeing initiatives for local and island-wide residents.

This report explains how the feedback (concerns/support) will be addressed as part of the Scheme. Several of the key words, are considered secondary benefits to the ATL option (e.g. ‘cycle path’ and ‘green space’). These items would require the ATL option to be selected, which will be considered as part of the final optioneering of the Scheme.

The project is part of an eight-stage framework (Stage 0 to Stage 7). The project is currently in Stage 1, Preparation & Briefing and will enter Stage 2, Concept Design early next year (2025). The remaining tasks for Stage 1 consist of the final optioneering and concept visualisations. Construction is due to start in Stage 5 which is planned between 2028 to 2032 (five-year programme).

There will be an ongoing engagement process throughout the entire project. It is anticipated that the next opportunity for face-to-face public engagement is planned for the start of 2025, in the form of ‘drop in events’ to view initial concept visualisation designs.

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**ACRONYMS**

AEP	Annual Exceedance Probability
AM	Adaptive Management
AOD	Above Ordnance Datum
ATL	Advance The Line
BNG	Biodiversity Net Gain
CEMP	Construction Environmental Management Plan
CMA	Coastal Management Area
CMU	Coastal Management Unit
EFW	Energy from Waste
EIA	Environmental Impact Assessment
FBC	Full Business Case
FEPA	Food and Environment Protection Act
GoJ	Government of Jersey
GSSIs	Geological Sites of Special Interest
I&E	Infrastructure & Environment
IPCC	Intergovernmental Panel on Climate Change
JEC	Jersey Electricity Company
JHA	Jersey Hospitality Association
JLA	Jersey Lifeboat Association
JPH	Jersey Property Holdings
JRAG	Jersey Ramsar Advisory Group
LRM	Land Resource Management
LVIA	Landscape Visual Impact Assessment
MTDL	Maintain The Defence Line
NOC	National Oceanography Centre
OBC	Outline Business Case
RCP	Representative Concentration Pathways
RP	Return Period
RNLI	Royal National Lifeboat Institution
SCRG	Shoreline Coastal Resilience Group
SLR	Sea Level Rise
SMP	Shoreline Management Plan
SOC	Strategic Outline (Business) Case
SWLs	Still Water Levels
SOP	Standard of Protection
TCPA	Town and Country Planning Association

UKCP18     UK Climate Predictions 2018  
WO         Wave Overtopping

## **1 INTRODUCTION, PURPOSE AND SCOPE**

### **1.1 Background to Scheme**

Between June 2018 and January 2020 work was completed on the 'Shoreline Management Plan' (SMP) for Jersey (Ref. 1) by the Government of Jersey (GoJ). This plan aimed to ensure that the island of Jersey can sustainably be protected from coastal erosion and flooding over the next 100 years (considering up to 2120).

The coastal frontage of Havre des Pas was identified at risk of coastal flooding and deemed to be the highest priority location for engineering interventions. This initiated the production of a Strategic Outline (Business) Case (SOC) for the Havre des Pas Flood Alleviation Scheme.

The principal objectives of the Havre des Pas Coastal Flood Alleviation Scheme are to:

- Reduce the risk of coastal flooding providing protection against a 1 in 200-year return period (RP) event, considering sea levels due to climate change and sea level rise (SLR) for the year 2120.
- Provide a Scheme that is potentially adaptable into the future, considering that sea levels will continue to rise beyond 2120.

This report pertains to the Havre des Pas Scheme and specifically the initial Community Engagement events that took place in June and July 2024, which took place across a series of six workshops to understand what aspects of this coastline the community value most and their suggestions for elements they feel should be prioritised when developing the initial flood alleviation scheme design.

The engagement is crucial to inform islanders on what the scheme is, project timeframe, design process, communicate and manage expectations about what is possible whilst seeking to meet the current and future needs of Islanders. The engagement process also has the role of informing islanders on what the Scheme is, as well as understanding how their feedback and findings will be incorporated into the Scheme design.

### **1.2 Purpose of this Report**

The purpose of this document is to present the engagement activities carried out to date to support the initiation and optioneering stages of the scheme and present the key feedback and findings from the Stakeholder Engagement Workshops that were held in June and July 2024.

### **1.3 Scope**

The scope of work covers the Havre des Pas Coastal Flood Alleviation Scheme (the 'Scheme') and the initial engagement workshops for the Scheme development, the process worked through, comments received and response to those comments by the GoJ Project Team. The findings from the stakeholder engagement workshops, will support project design development and implementation.

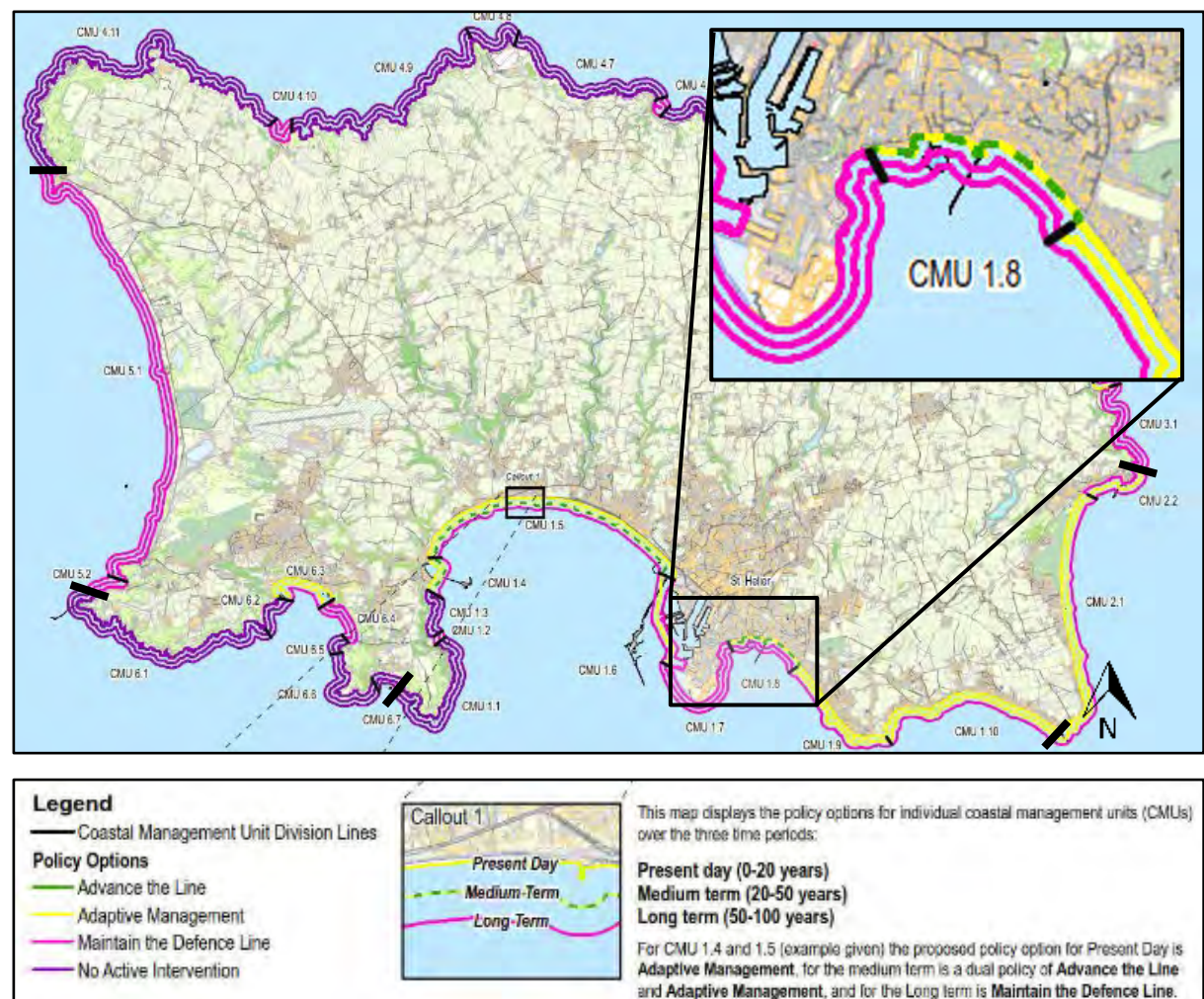
## 2 OVERVIEW OF THE SHORELINE MANAGEMENT PLAN

### 2.1 Background

The SMP provided an Island-wide assessment of the risks associated with flooding and erosion from coastal sources (Ref. 1). It was used to inform the management of these risks to the community, environment and economy of Jersey in a sustainable manner over the next 100 years (up to 2120), with this timeframe split into three 'epochs', being:

- Epoch 1: Short Term (2020-2040),
- Epoch 2: Medium Term (2040-2070), and
- Epoch 3: Long Term (2070-2120).

The coastline of Jersey was subdivided into six Coastal Management Areas (CMAs) to assist with future management and planning activities. The CMAs were then split into a further 36 smaller, manageable Coastal Management Units (CMUs) (Figure 1), with the Policy Options then presented for these smaller CMUs for each of the three epochs.



**Figure 1 – SMP Policy Summary Map**

## 2.2 Havre des Pas Policy Options

Havre des Pas falls within the coastal management unit, CMU 1.8, with this specific unit spanning between Green Street Slipway, eastwards to the La Grande Charriere Slipway (also known as Rice Bowl Slipway).

Given the intersections with the Havre des Pas coastal frontage the Scheme will include a short section of CMU 1.7, being the promenade section from La Collette to Green Street Slipway. This total frontage is the 'Scheme Extent' (Figure 2).



**Figure 2 – Scheme Extent**

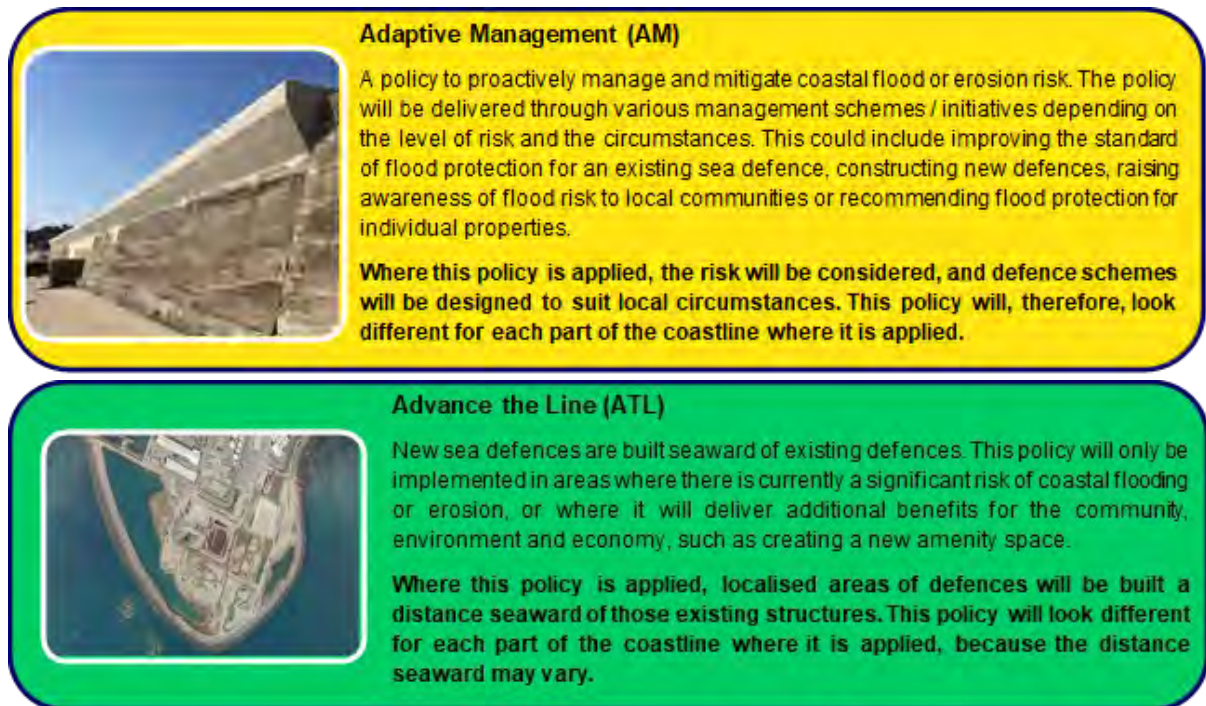
The Policy Options from the SMP will be applied for the whole Scheme extent (See Table 1 – CMU 1.8 Policies).

The impact of each policy option on the risk of flooding and coastal erosion, the community, the environment, and the economy were considered, with the following policies selected for CMU 1.8 – Havre des Pas.

**Table 1 – CMU 1.8 Policies**

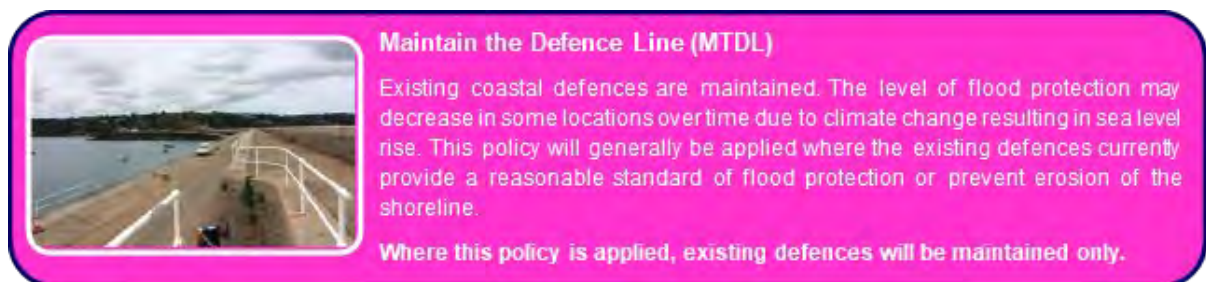
CMU	Epoch 1 2020 - 2040		Epoch 2 2040 - 2070	Epoch 3 2070 - 2120	Protection Needs
1.8 - Havre des Pas	AM	ATL	MTDL	MTDL	<ul style="list-style-type: none"> <li>Wave Overtopping (WO) risk predominantly from Green Street to Le Dicq Slip.</li> <li>WO risk east of Le Dicq Slip, predominantly from slipways and private wall openings at beach access points.</li> <li>Epoch 1 Target SoP 1:200 - 2120 sea levels.</li> <li>Protection from WO and eventually Still Water Levels (SWLs) risk to the promenade. This is an essential emergency access route for La Collette.</li> </ul>

The Policy Options for the Scheme within Epoch 1 is 'Adaptive Management (AM) / Advance the Line (ATL)' (Figure 3).



**Figure 3 – AM/ATL Policy Descriptions**

Following completion of the Scheme the Epoch 2 and 3 Policy Option then becomes, ‘Maintain The Defence Line (MTDL)’ (Figure 4).



**Figure 4 – MTDL Policy Description**

### **3 OVERVIEW AND PURPOSE OF ENGAGEMENT**

#### **3.1 Role of Engagement**

Stakeholder engagement is an integral process for projects of the scale that the Scheme is envisaged as being, as it allows the Project Team to listen to, collaborate with, or inform (or a combination of all three) internal/external stakeholders.

Ahead of the Havre des Pas Community Engagement Workshops a process of identifying stakeholders was undertaken, as part of wider project activities, to ensure that a broad cross-section of interested parties were involved in the process.

In terms of the Scheme, stakeholder engagement is crucial to refine the design process and ensure the proposed project meets the current and future needs of Islanders. It will support the project to proactively consider the needs and desires of anyone who has a stake in the Scheme, can foster connections, trust, confidence, and buy-in for the project and direct the project. Through the process of engagement, it will allow early identification of concerns and can allow us to help raise awareness, manage expectations on timeframes and mitigate tradeoffs.

Additionally, all stakeholders will have a wealth of relevant knowledge and experience that the project can take into consideration to help the Scheme be more impactful, sustainable and applicable to local area and island needs.

#### **3.2 Aims of the Workshops**

The aim of the Stakeholder Engagement Workshops ("Workshops"), at this stage of the project, is to obtain the views of the local community, businesses and partner organisations at the early stages of the design development. To get such input and direct input it was decided that facilitated workshops would be the most appropriate mechanism as these allow facilitated discussions that encourages idea sharing in the groups.

These stakeholder workshops are considered crucial for project success, with them being the first key element of what will be ongoing consultation activities that will continue in various forms through the project lifecycle.

The objectives of the stakeholder engagement workshops are:

- To inform about coastal and inland flooding risks to the scheme area,
- To allow GoJ to explain how the Scheme contributes to the SMP and to wider plans proposed by them,
- To work with stakeholders during the scheme development process, to identify potential concerns and to identify what the stakeholders value about the area of the Scheme at present,
- To gain their specific personal/organisational views and ensuring their local knowledge of issues is reflected within the development of the Scheme designs as far as reasonably possible,
- To identify the opportunity for multiple benefits and what benefits stakeholders wish to be prioritised,
- To be clear on what can and cannot be influenced by stakeholders,

- To increase transparency of decisions.

### **3.3 Potential Benefits for stakeholders who attended the workshops**

There are several ways in which stakeholders can benefit from the workshops, including:

- To learn about the present flood risk and what the GoJ are doing to manage, or change how we are managing flood and coastal erosion risk across the Island,
- To ensure their personal, community or organisational visions are taken into account during the development of project designs,
- To get answers to their specific concerns and understand how they might be affected,
- To identify opportunities for joint working,
- To be reassured that money is being spent wisely,
- To ensure the outputs of the SMP satisfy needs and comply with legislation and policies,

### **3.4 Previous Engagement Activities**

The GoJ has hosted previous engagement activities on flooding and coastal defences which have contributed to the construction of the foundations of the SMP in general, and in Havre des Pas:

- Town and Country Planning Association (TCPA) event in 2015 – Future Proofing Jersey – an event aimed at building climate resilience in Jersey.
- Shoreline Coastal Resilience Group (SCRG) meetings.
- Havre des Pas Public Realm Community Consultations.
- SMP community roadshows in July 2019.
- Informal presentation of the Scheme to Havre des Pas Improvement Group in April 2024.
- Meetings with various internal and external stakeholders.

In addition, the I&E Decarbonisation Team provide continuous communications on climate change, Jersey's Climate Emergency and similar environmental campaigns on-Island via media such as Facebook and Twitter.

The Coastal Engineering Team have reviewed the documents for the Havre des Pas Village Improvement Scheme prepared by WSP, dated January 2020 (Ref. 2 and Ref. 3) and research on the Havre des Pas Public Realm, which was facilitated by 4insight in December 2022 (Ref. 4).

The specific feedback topics made by attendees as part of the research undertaken by WSP and 4insight, which are of relevance to this Scheme include stating the architectural character of the area is valued, that there is a need for improvements to cycle and pedestrian routes (enhanced active travel), a need for the promotion of La Collette Gardens (and access improvements), improvements to public amenities (e.g. addition of a children's playground and the creation of additional green space) as well as an acknowledgement that the existing seawalls inadequate for their purpose and need to be adapted.

## 4 SCHEME ENGAGEMENT

### 4.1 Stakeholder Engagement Workshops

There were seven workshops planned (Workshop 1 to Workshop 7) but due to low registration for Workshop 5, this was cancelled, and six workshops were held. The workshops ran on several days and at different times of the day (morning/afternoon/evening) to maximise potential participation and allow a good range of demographics to attend.

All workshops were held in 'The Members' Room' at Société Jersiaise, 7 Pier Road, St Helier.

This location was selected for the convenience of attendees, given the close distance to the Scheme area and the very close proximity to the town centre and Havre des Pas, with the venue being well served by Pier Road car park and accessible from Liberation Bus Station.

The building itself is fully accessible with lift access to the Members Room from the Jersey Museum entrance.

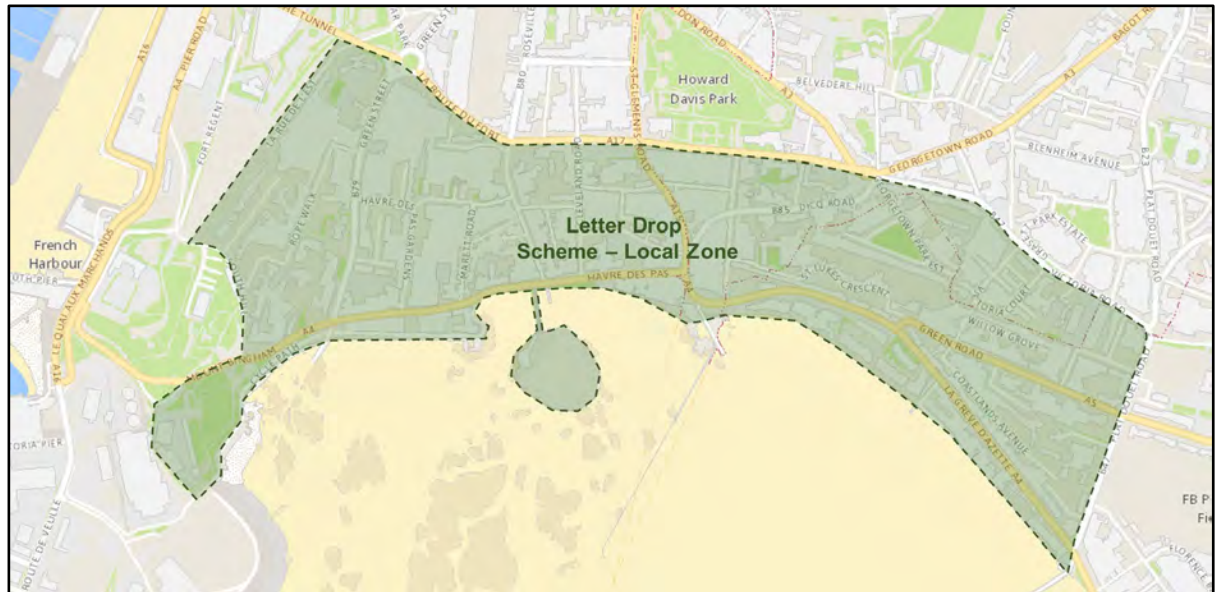
### 4.2 Publicising the Workshops

There was a range of mechanisms used to advertise the workshops, with frequent advertisement made from April through to July 2024. The following resources/activities were used/undertaken to advertise the workshops to the following stakeholders:


**Table 2 – Advertising Methods**

Method	Details
<b>Letter Drop (Residents and Businesses)</b>	<ul style="list-style-type: none"> <li>Letter drop, inviting the occupants of 2,358 residential properties and local businesses (local residents to the Scheme) to attend the workshops, delivered via Jersey Post, See Figure 5 for zone used to identify an appropriate extent of direct invites and Figure 6 for a copy of the letter sent out, May 2024.</li> </ul>
<b>Eventbrite Website</b>	<ul style="list-style-type: none"> <li>The Eventbrite portal was used to advertise and facilitate the registration for workshop attendance.</li> <li>Approximately 700 Island residents are registered to get notified of new Government events published on Eventbrite (which included the workshops), May 2024.</li> </ul>
<b>Direct email Invitations</b>	<ul style="list-style-type: none"> <li>Direct email invitations were sent out to invite attendees from: <ul style="list-style-type: none"> <li>relevant Governmental Departments were sent via email, May 2024.</li> <li>Businesses beyond the letter drop boundaries.</li> <li>Charities and 3<sup>rd</sup> Sector Organisations.</li> <li>Special Interest Groups.</li> <li>Industry Bodies.</li> </ul> </li> </ul>
<b>In Person Business Visits</b>	<ul style="list-style-type: none"> <li>In person visits and/or follow up telephone calls were made to the relevant residential care homes by the I&amp;E Coastal Engineering Team, encouraging representatives of these residential care homes to attend the workshops, June 2024.</li> </ul>
<b>Havre des Pas Improvement Group</b>	<ul style="list-style-type: none"> <li>The Lead Engineer from the I&amp;E Coastal Engineering Team attended two meetings to initially informally present the Scheme to attendees and to encourage attendees of this group to register</li> </ul>

Method	Details
	for the workshops, with paper advertising material provided (leaflets, letters and QR codes), April 2024 and June 2024.
<b>Media</b>	<ul style="list-style-type: none"> <li>• Bailiwick Express articles, referencing the workshops, May 2024 and July 2024.</li> <li>• Jersey Evening Post article, referencing the workshops, May 2024.</li> </ul>
<b>Parishes (St Helier, St Saviour and St Clement)</b>	<ul style="list-style-type: none"> <li>• There are three Parishes that the Scheme is situated within, i.e. St Clement, St Helier and St Saviour. The Project Team worked with the administration teams of these three parishes to extensively advertise the workshops to interested parishioners. <ul style="list-style-type: none"> <li>▪ <b>Parish Magazines:</b> full-page article on the general SMP with reference to the workshops in the parish magazines of the three parishes, i.e. St Clement ('L'Armarrage'), St Helier ('Town Crier') and St Saviour ('La Cloche'), June 2024.</li> <li>▪ <b>Parish Websites:</b> details of the workshops were published on the 'News &amp; Events'/'What's On' section of the three parish websites, i.e. St Clement ('<a href="https://stclement.je/news-events/">https://stclement.je/news-events/</a>'), St Helier ('<a href="https://sthelier.je/whats-on-in-st-helier/">https://sthelier.je/whats-on-in-st-helier/</a>') and St Saviour ('<a href="https://stsaviour.je/news-events/">https://stsaviour.je/news-events/</a>'), June 2024 to July 2024.</li> <li>▪ <b>Letters:</b> Hard copies of letters from the letter drop made to local businesses and residents, were made available at the Parish halls (St Clement and St Saviour) and the Town Hall (St Helier), June 2024.</li> </ul> </li> </ul>
<b>Social Media</b>	<ul style="list-style-type: none"> <li>• The articles that were published by the media organisations (Bailiwick Express and Jersey Evening Post) were linked to posts on these organisations social media accounts (Facebook and X), May 2024.</li> <li>• I&amp;E, Facebook post, June 2024.</li> <li>• LinkedIn posts shared by the I&amp;E Coastal Engineering Team, June 2024.</li> </ul>



**Figure 5 – Extent of Local Zone of the Scheme (green polygon indicative of zone)**

 **Infrastructure and Environment**

Coastal Engineering  
Benefford House, Balloozanne Road  
St Helier  
Jersey | JE2 3DX

FAO Owner / Occupier  
Addr1  
Addr2  
Addr3  
Parish  
Postcode


10<sup>th</sup> May 2024

Dear Sir / Madam,

**Havre des Pas Coastal Flood Alleviation Project – Community Engagement**

The Government of Jersey is currently underway with a project to develop new coastal defences for the Havre des Pas and Greve d'Azette coastal areas.

Between June 2018 and January 2020 we completed work on a Shoreline Management Plan (SMP) for Jersey. ([www.gov.je/smpreport](http://www.gov.je/smpreport)) The plan aims to ensure that our coastal defences continue to protect the island over the next 100 years.



**Epoch 1**  
2024 - 2040

**Epoch 2**  
2040 - 2070


**Epoch 3**  
2070 - 2120

The Coastal Engineering Team at Infrastructure and Environment (I&E) would like to hear the views of residents and local business owners, on the coastal defence scheme and how it could support wider ambitions for the local area.

The scheme will cover the coastline between La Collette and La Grande Charriere Slipway, shown in red on the map.

A series of community engagement workshops will be held so that nearby residents can share their views.

Each workshop will be 2-3 hours in length and will be led by I&E's Coastal Engineering Team. Light refreshments will be provided.



Workshop attendees' views will be collated and considered as we develop our engineering designs, mitigations and planning application. We would like feedback on:

Q1 Your concerns regarding the flood risk and the coastal environment within the scheme extents?

Q2 What you value about the Havre des Pas coastal area?

Q3 The priorities we should consider when managing the flood risk at Havre des Pas?

Q4 Any improvements you want to see related to the coast?

The workshops will be held at Société Jersiaise on Pier Road in the Members Room:

• Session 1:	Tuesday 25th June	09:00 to 12:00
• Session 2:	Tuesday 25th June	13:00 to 18:00
• Session 3:	Tuesday 25th June	17:00 to 19:00
• Session 4:	Wednesday 26th June	09:00 to 12:00
• Session 5:	Wednesday 26th June	13:00 to 18:00
• Session 6:	Tuesday 16th July	09:00 to 12:00
• Session 7:	Tuesday 16th July	13:00 to 18:00

Numbers at each workshop will be limited to between 30 and 40 people to ensure that everyone can fully contribute. You only need to attend one event.

If you wish to attend a workshop please register interest at the 'Eventbrite' website and search 'Havre des Pas – Community Engagement'

[www.eventbrite.com/organizations/events](http://www.eventbrite.com/organizations/events)

**Engagement Objectives:**

The objectives of the engagement should be adhered to:

- Listen to the opinions and views expressed by other people.
- When developing the scheme proposals take any feedback into account, addressing it in an open, transparent manner.
- Engage with organisations, teams within organisations and individuals to seek their opinions.
- Ensure feedback is adequately considered.

A consultation report will be produced following the events and will be published on the Government of Jersey website.

If you are unable to attend an event and would like to provide comments on the 4 questions above then please email [ofc@gov.je](mailto:ofc@gov.je) and use the following subject title for the email:

**'HdP Coastal Engagement'**

We look forward to seeing you at one of the workshops!

Kind regards,  
**I&E Coastal Engineering**

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**Figure 6 – Letter Used for the Letter Drop**

## 4.3 Workshops' Process

### 4.3.1 Invited Stakeholders

A wide range of stakeholders have an interest in the development and implementation of the Havre des Pas coastal management project. Within this, stakeholders are defined as any party outside the Project Team who might influence the direction of the design or create a project constraint. Identified interested stakeholders (as listed below), were invited to the workshops through use of various advertising resources, as disused in Section 4.2.

Invited stakeholders included:

- Businesses (those local to the Scheme)
- Emergency services – charities (i.e. Royal National Lifeboat Institution and Jersey Lifeboat Association)
- Engagement was open to all, with specific invitations/targeted engagements were undertaken
- Industry Member Organisations (e.g. Jersey Hospitality Association)
- Interested charities (e.g. Healing Waves)
- Major external stakeholders (e.g. Aspiring Jersey Island Geopark)
- Residential care homes (those local to the Scheme)
- Specialist interest groups (e.g. Cycle4Jersey)
- Relevant GoJ Departments (e.g. the I&E Natural Environment Directorate)

### 4.3.2 Workshop Dates and Times

The workshops were held in 'The Members' Room' at Société Jersiaise, 7 Pier Road, St Helier, on the dates shown in Table 3. The venue was selected for its size, facilities, location and accessibility, along with the presence of local car parking and proximity to the bus station. The project team had also attended similar workshops at the venue for other Government projects and found the venue to be well suited for such activities.

**Table 3 – Date and Timings of the Workshops**

<b>Workshop No.</b>	<b>Date</b>	<b>Time</b>
Workshop 1	Tuesday 25 <sup>th</sup> June 2024	09:00 to 12:00
Workshop 2		13:00 to 16:00
Workshop 3		17:00 to 19:00
Workshop 4	Wednesday 25 <sup>th</sup> June 2024	09:00 to 12:00
<del>Workshop 5 – cancelled *</del>		<del>13:00 to 16:00</del>
Workshop 6	Tuesday 16 <sup>th</sup> July 2024	09:00 to 12:00
Workshop 7		13:00 to 16:00

\* Due to low take up for this particular workshop, Workshop 5 was cancelled. Everyone that was initially registered for Workshop 5 successfully registered and attended other workshops.

Workshop numbers were limited to a maximum 20 tickets available to ensure that each attendee could fully contribute. For the workshops, where the number of attendees registered reached 20, an additional five tickets were released (to 25 tickets). Beyond 25 tickets, there were no registrations for the waitlist so no additional spaces to register were required. Those

invited were advised that they were required to attend one event only (with each event following the same format).

The workshops were held across several days with two dates in June and another in July, with these selected to allow a good spread of dates to be able to accommodate attendees. The workshops were held through the working day, plus another initially set-up for an evening workshop, with more planned if this became oversubscribed (this was not needed as the evening session had the fewest attendees).

#### 4.3.3 *Agenda of the Workshops*

The general agenda of the workshops is shown below in Table 4. The workshops comprised of a general welcome, Event and Scheme Introduction Presentation, an interactive group discussion as well as closing remarks. There was also the opportunity for attendees to ask questions to the Scheme representatives.

As part of the Scheme Introduction Presentation, four management options for Havre des Pas (CMU 1.8) were presented. These four Management Options are

- **Option 1:** Do Minimum, maintaining the existing defences only
- **Option 2:** AM, increasing the height and changing the profile of the existing defences only
- **Option 3:** ATL (with primary seawalls only)
- **Option 4:** ATL (with primary seawalls and secondary setback walls)

The sessions were scheduled for three hours, except for the evening workshop (Workshop 3) which was scheduled for two hours. The running time of the workshops was between two to three hours, with some flexibility for the duration of the group discussion (30 to 90 minutes in duration).

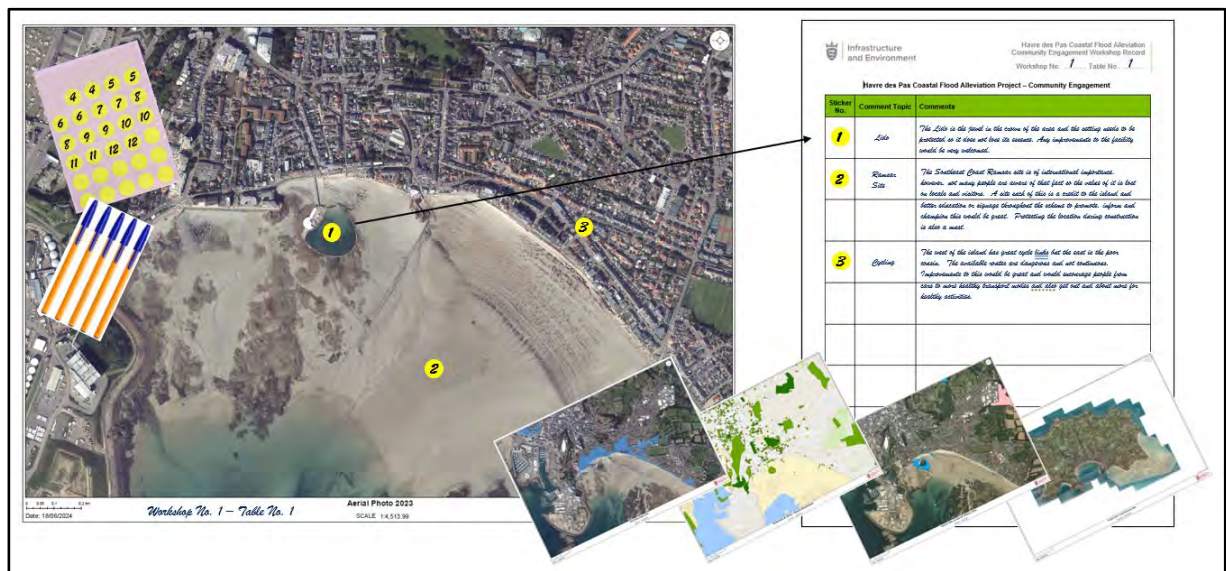
**Table 4 – General Agenda of the Workshop**

<i>Duration (Mins)</i>	<i>Item</i>	<i>Description</i>
15	Welcome	Arrival, sign in, tea or coffee.
45	Event and Scheme Introduction Presentation	GoJ will present the SMP and explain how the Havre des Pas Coastal Flood Alleviation Scheme fits within the delivery of the plan, the timelines, funding. This will be followed by a discussion of the tasks that we will go through in the workshop and the aims of the workshop and the process to be worked through for the I&E Coastal Engineering Team to get input to the objectives and features of the Scheme.
30 to 90 (as required)	Group Discussion (See Section 4.3.4)	Group discussions on each table to review the Scheme extents and answer the following questions: <ul style="list-style-type: none"> <li>• Your concerns regarding the flood risk and the coastal environment within the Scheme extents?</li> <li>• What you value about the Havre des Pas Coastal area?</li> <li>• The priorities we should consider when managing the flood risk at Havre des Pas?</li> <li>• Any improvements you want to see related to the coast?</li> </ul>
30	Wrap-Up and Next Steps Presentation	Close the event and presentation by the Lead Engineer from the I&E Coastal Engineering Team, explaining the next steps in the process and reporting of the results of the workshop events.

#### 4.3.4 Group Discussion Process

The process of the group discussion at each workshop was that following the Event and Scheme Introduction Presentation (See Appendix A), participants were divided up into different tables, with an equal number (or as close as possible) of participants on each table, typically four to five tables, with a facilitator on each. For each table, participants were given a large map, some maps of relevance for reference (e.g. map showing the extent of the southeastern Ramsar site), stationary (pens and stickers) and a record sheet for comments. Participants were requested to:

- 1 Identify an issue/area of interest (e.g. the setting/The Lido).
- 2 Place a location identifier (sticker with a number) onto the main map to spatially reference their comment and then noting their comment topic with a brief description of their comment on the record sheet (See Figure 7).
- 3 Continue...



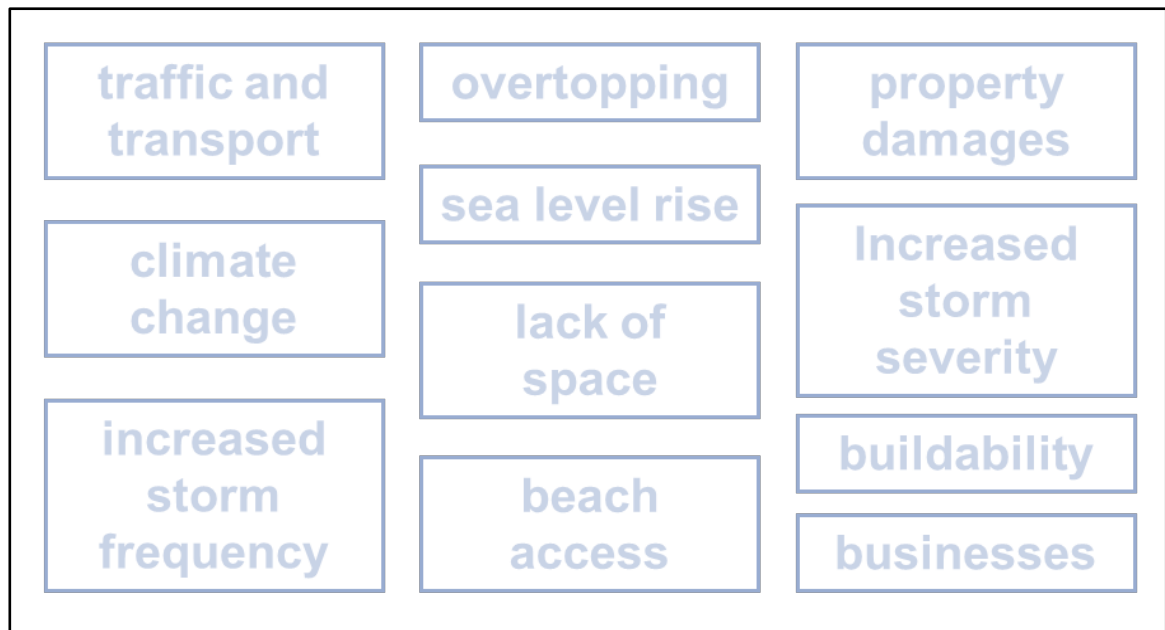
**Figure 7 – Resources used for the Group Discussion**

To assist participants with making comments of relevance to the Scheme, participants were requested to consider the following questions, as follows and prompts, Figure 8 - Part a and Figure 9 - Part b:

1. *Your concerns regarding the flood risk and the coastal environment within the Scheme extents?*
2. *What are your concerns about new coastal defences?*
3. *What you value about the Havre des Pas coastal area?*
4. *The priorities we should consider when managing the flood risk at Havre des Pas?*
5. *Any improvements you want to see related to the coast?*

Beach Access    Green Space    Promenades    Flooding    Wall Heights  
Regeneration    Amenities    Heritage    Road Closures    Tourism  
Cycle Routes    The Arts    Setting    Amenities    Environment

**Figure 8 – Prompts for the Group Discussion (Part a)**



**Figure 9 – Prompts for the Group Discussion (Part b)**

An example of a map complied with location identifiers and the first page of a completed record sheet is as shown in Figure 10.



**Figure 10 – Example Map and Comment Sheet, Workshop 1, Table 1**

The stakeholder record sheets have been collated along with the annotated maps for each workshop and are digitised and contained in Appendix B, with GoJ comment responses contained in Appendix C.

## **5 FINDINGS OF ENGAGEMENT**

### **5.1 Attendees**

A wide range of stakeholders have an interest in the development and implementation of the Havre des Pas coastal management project. Within this, stakeholders are defined as any party outside the Project Team who might influence the direction of the design or create a project constraint. Identified interested stakeholders (as listed below), were invited to the workshops through use of various advertising resources, as disused in Section 4.2.

Invited stakeholders included:

- Businesses (those local to the Scheme)
- Emergency services – charities
- Industry Member Organisations
- Interested charities
- Major external stakeholders
- Specialist interest groups
- Relevant GoJ Departments

### **5.2 Workshop Key Words**

Following a review of the feedback made by attendees at the workshops, the comments were categorised into 20 key words. These key words have been defined in Scheme terms, with examples given as summarised in Table 5

**Table 5 – Summary of Key Words Derived from Feedback**

Key Word	Scheme Definition	Descriptor(s)
Accessibility	The ability for users to access and benefit from the Scheme and continue to access the beach areas.	<ul style="list-style-type: none"> <li>• Maintain access to the beach and other recreational areas.</li> <li>• Improve access to the beach such as ramped access locations to make the beach fully inclusive.</li> </ul>
Amenities	Useful features/facilities, which would improve the area.	<ul style="list-style-type: none"> <li>• Exercise equipment.</li> <li>• More cafés or kiosks.</li> <li>• More toilet facilities.</li> <li>• Provide car parking spaces.</li> <li>• Garden spaces and green space.</li> </ul>
Character	Distinctive features, qualities, attributes that make a place unique.	<ul style="list-style-type: none"> <li>• The architectural setting is of importance.</li> <li>• Visual aesthetic is of importance.</li> </ul>
Cycle Path	A segregated path for use by cyclists only.	<ul style="list-style-type: none"> <li>• Improve and extend the existing cycle path (from La Collette).</li> <li>• Cycle path is needed, will encourage green travel.</li> </ul>
Delivery	How the project will be carried out and completed.	<ul style="list-style-type: none"> <li>• Concerns with the impacts of disruption, in terms of dust, inaccessibility and noise caused by construction, particularly during the busy summer season on beach users and local businesses.</li> <li>• Concerns related to the adequacy of funding and resources of the Scheme.</li> <li>• Clear concepts and transparency of the Scheme is needed.</li> <li>• Historically, there has been a lack of public investment in the wider Scheme area.</li> <li>• Concerns with delays of the Scheme due to potential legal challenges.</li> </ul>
Design	The aesthetic and functioning of the Scheme.	<ul style="list-style-type: none"> <li>• Improve the design of slipways, to be more wave proof.</li> <li>• Consider sustainable designs, favouring the natural environment.</li> <li>• Consider incorporating measures to reduce antisocial behaviour as part of designs.</li> <li>• For inclusivity, in design, consider the needs of those with a disability, e.g. addition of a ramp for access.</li> <li>• Scheme to connect onwards with other areas.</li> </ul>
Enhancements	Improvement in quality and value of the area.	<ul style="list-style-type: none"> <li>• The Scheme will enhance the area.</li> </ul>
Entertainment	Related to leisure, with the provision for amusement and enjoyment.	<ul style="list-style-type: none"> <li>• Public to enjoy extended green space.</li> <li>• The coast serves as community space.</li> <li>• The Scheme should improve the opportunities for recreational activities, the arts and the Seaside Festival.</li> </ul>

Key Word	Scheme Definition	Descriptor(s)
Environment	The natural world, includes acknowledgment of the southeast coast of Jersey Ramsar site, which the Scheme area is situated within.	<ul style="list-style-type: none"> <li>• Ramsar site: <ul style="list-style-type: none"> <li>- The Ramsar site is of international importance for the protection of the natural environment</li> <li>- The value of the specific Scheme area of the Ramsar site is uncertain.</li> <li>- Concerns with the implications of the Scheme on the Ramsar site.</li> </ul> </li> <li>• The Scheme area is important for migratory birds.</li> <li>• Consider the protection of the European eel and efficient design for this species.</li> <li>• Incorporate Biodiversity Net Gain (BNG) into the design.</li> <li>• Considerations to the loss of white sand, as a result of ATL.</li> <li>• Concerns with the contamination of the bedrock aquifer.</li> </ul>
Geology	The study of the specific rock types, their structure and history of these rocks in the Scheme area.	<ul style="list-style-type: none"> <li>• Consideration of the implication of the recent designation of the three Geological Sites of Special Interest (GSSIs) local to the Scheme.</li> <li>• Possible peat and ice age deposits under the sand.</li> <li>• Protection of Le Rocher des Poscrits (Le Dicq) is needed (also cultural importance).</li> <li>• Concerns with the retention of St Wart's Rock.</li> <li>• Protection of the "3 Sisters" (a tidal feature).</li> </ul>
Green Space	Land with some or entirely vegetated, i.e. with grass, trees, shrubs or other vegetation.	<ul style="list-style-type: none"> <li>• Extend green space, needed and will be used.</li> <li>• Bring out existing Victorian gardens (existing needs to be preserved).</li> <li>• Gorey and St. Brelade's Bay, good local examples of coastal gardens.</li> <li>• Millennium Town Park, champion of well used green space, close to town.</li> </ul>
Height	The height of the new sea wall and possible impact on views.	<ul style="list-style-type: none"> <li>• Wall height, exactly what is needed?</li> <li>• Can this be adjusted?</li> </ul>
Heritage	The study of the history, traditions, practices of the Scheme area.	<ul style="list-style-type: none"> <li>• Historical interest of the area linked with shipbuilding.</li> <li>• Cultural value of the area, seaside/maritime heritage.</li> </ul>
Infrastructure	Physical facilities, and systems.	<ul style="list-style-type: none"> <li>• Separate foul drainage, upgraded sewage system is needed.</li> <li>• Consider a freshwater drainage Scheme to mitigate inland flooding.</li> </ul>
Lido	The Lido itself, the setting of The Lido and the board walk.	<ul style="list-style-type: none"> <li>• Really important to maintain the setting of the Lido from all angles in the Scheme.</li> </ul>
Modelling	Refers to the flood model, which will be used to predict future SWLs <sup>1</sup> and WO levels <sup>2</sup> .	<ul style="list-style-type: none"> <li>• Concerns with the reliability of the flood model and whether it has considered the reduction of emissions in the future.</li> <li>• Coastal model should have room for adaptability.</li> </ul>

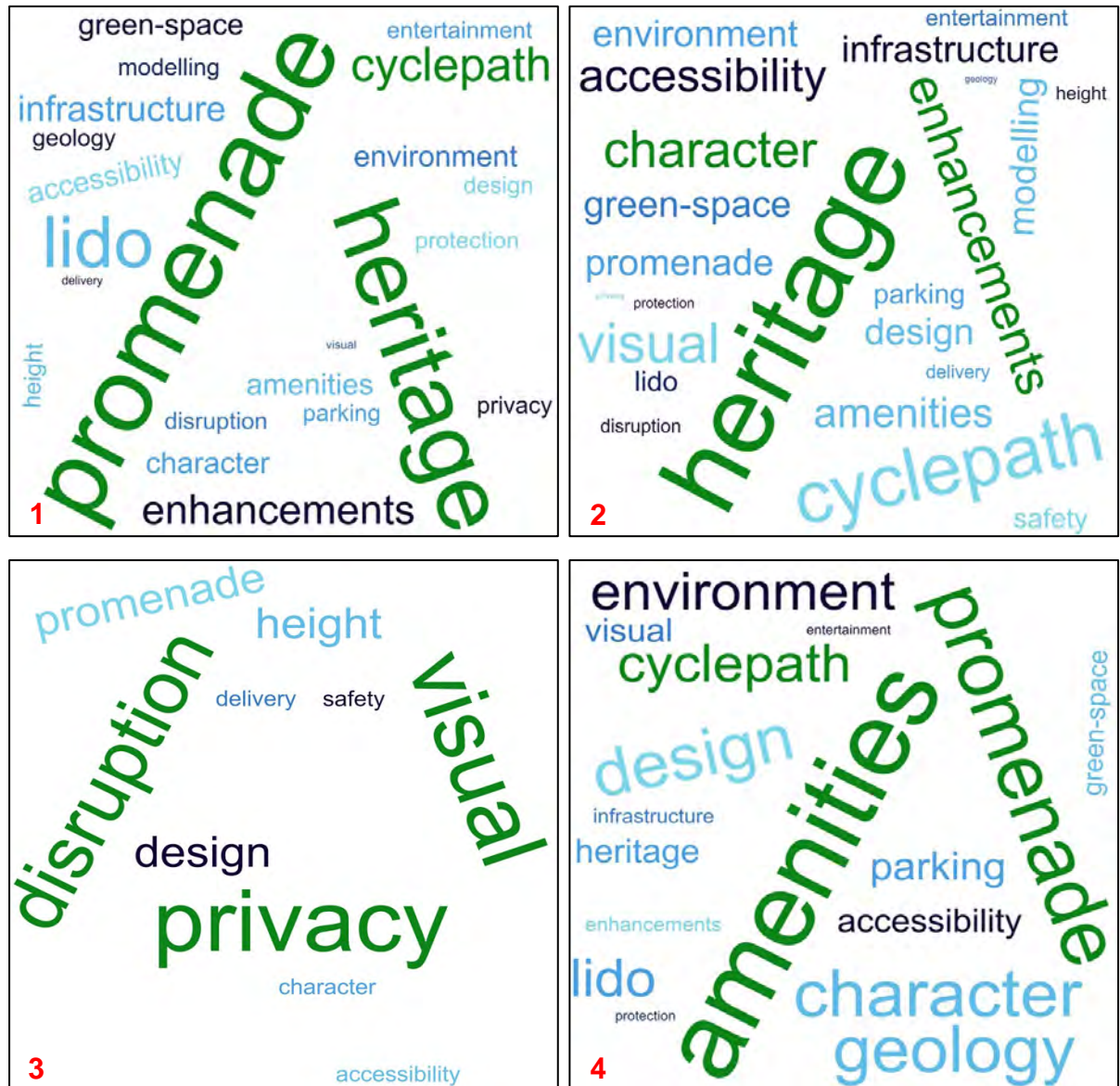
Key Word	Scheme Definition	Descriptor(s)
Privacy	The state of not being observed or intruded upon.	<ul style="list-style-type: none"> <li>Acknowledged that residents do not have the 'right to a sea view' in but they do have a 'right to privacy'.</li> <li>Ensure garden buffer areas for seafront properties are kept private, e.g. no "Terry the Train" or similar.</li> </ul>
Promenade	A paved public walkway, includes the existing promenade, along the seafront.	<ul style="list-style-type: none"> <li>Extend the promenade, needed as the pavements are so narrow.</li> <li>Widen the promenade to create alfresco space.</li> </ul>
Protection	The state of being protected.	<ul style="list-style-type: none"> <li>Provide property protection from debris from waves due to rising tides and WO.</li> <li>Flood risk is a high priority, it is becoming difficult for property owners in the wider Scheme area to obtain flood insurance.</li> <li>Post construction of Scheme, property owners should be able to get flood insurance.</li> </ul>

<sup>1</sup>**Still Water Levels (SWLs)** = The level of water if all wave and wind action were to cease.

<sup>2</sup>**Wave Overtopping (WO) Levels** = Where a wave exceeds the height of a coastal defence.

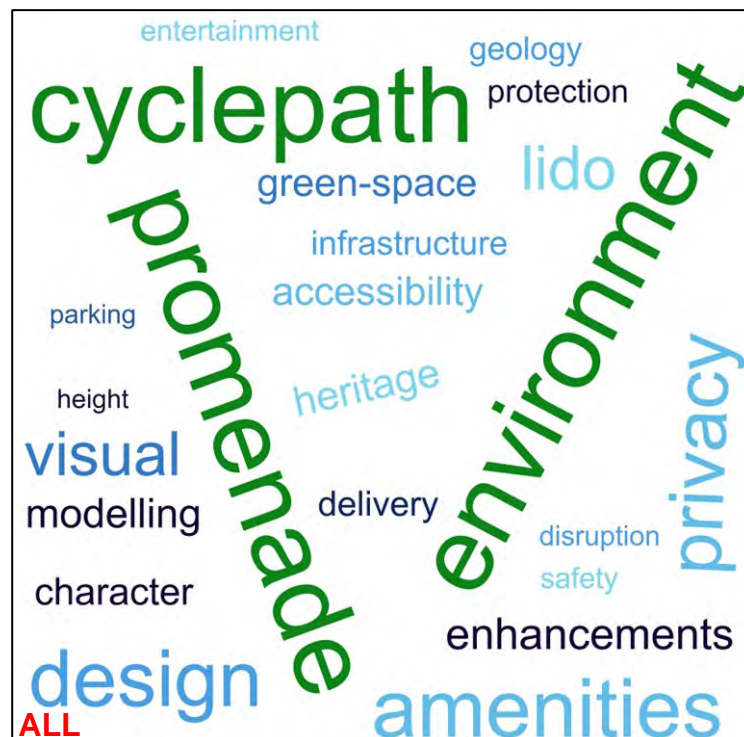
### 5.3 Word Clouds

Word clouds have been used as a tool to efficiently visualise the feedback from the workshops. From the 20 key words summarised in Table 7, seven-word clouds were derived, one for each workshop, See Figure 11 for the word clouds derived for each workshop and Figure 12 for the combined derivation.





**Figure 11 – Word Cloud Derived for Each Workshop**



**Figure 12 – Word Cloud Derived for All Workshops**

The word clouds were generated by inputting the frequency a key word relates to a comment. The larger a key word appears, the more prominent it was, i.e. of greatest importance for the stakeholders that attended.

A review of the word clouds gives an overview for the common areas related to the Scheme that are of most concern.

Overall, the top three key words across the different workshops are as summarised in Table 6. The top three words for the workshops combined were “**Environment**” (1st), “**Cycle Path**” (2nd) and “**Promenade**” (3rd).

**Table 6 – Top 3 Key Words in Feedback**

Workshop	1 <sup>st</sup> Top Key Word	2 <sup>nd</sup> Top Key Word	3 <sup>rd</sup> Top Key Word
Workshop 1	Promenade*	Cycle Path*	Heritage
Workshop 2	Heritage	Enhancements*	Character
Workshop 3	Disruption	Privacy	Visual
Workshop 4	Amenities*	Cycle Path*	Promenade*
Workshop 6	Environment	Green Space*	Disruption
Workshop 7	Environment	Cycle Path*	Infrastructure
<b>All workshops</b>	<b>Environment</b>	<b>Cycle Path*</b>	<b>Promenade*</b>
*Key words that would require an ATL option to be selected.			

## 5.4 Addressing Feedback

For each key word, considerations have been made into how the feedback (concerns/support) made at the workshops, will be addressed as part of the Scheme, as summarised in Table 7 .

The majority of the key words discussed in Section 5.1, as visually represented in the word clouds (See Figure 11 and Figure 12) would require the ATL option to be selected (considered secondary benefits of the ATL option).

In Table 7, these key words are marked with an asterisk (\*). For example, a segregated cycle path would only be possible with the additional space created that comes with an ATL option. Furthermore, the ATL option was strongly supported by most attendees at the workshop compared to the AM option. From discussions with attendees, there is a coherent need in the Havre des Pas area for the full secondary benefits that comes with the ATL option.

The Project Team will seek to incorporate where it is practical the feedback into the project development, particularly given the strong public support for the ATL option into the short-list optioneering for the project. It should be clearly noted that the project team may not always be able to fully incorporate every element and this will be a balance of practicality and affordability as the scheme develops.

We will be seeking to incorporate these excellent ideas and suggestions, however, should this not be fully viable then this will be explained and communicated at the appropriate time. The project team will be balancing the scheme development and characteristics against anticipated budgets, impacts on the existing settings, heritage impacts and impacts on people during construction and what is technically feasible.

**Table 7 – How We Will Seek To Incorporate Feedback**

Key Word	Addressing Feedback into the Scheme
Environment (1 <sup>st</sup> Top Key Word)	<ul style="list-style-type: none"> <li>With “Environment”, being the most frequently used key word overall, it is crucial that concerns/suggestions related to the Environment are addressed.</li> <li>The relevant studies, including Environmental Impact Assessments (EIAs) and a full Construction Environmental Management Plan (CEMP) for the Scheme (and required testing) will be undertaken to ensure harm to the environment is minimised as much as possible. Practical measures to mitigate impacts will be considered during scheme development.</li> <li>The Project Team will work closely with the internal GoJ Directorate for the Environment and external bodies, i.e. Natural Environment, for advice and to obtain support and acceptance for the Scheme. Jersey Ramsar Advisory Group (JRAG) with respect to the Ramsar Site.</li> <li>There will also be design considerations for example, Scheme designs will consider efficient design for the European eel.</li> <li>The Project Team seek to incorporate items such as information boards into the Scheme to educate islanders and visitors about the environment related features in the area.</li> </ul>
Cycle Path* (2 <sup>nd</sup> Top Key Word)	<ul style="list-style-type: none"> <li>With “Cycle Path”, being the second top key word overall, there is coherent support for a segregated cycle path. It is appreciated that inland travel for cyclists is difficult as the roads are narrow, with poor traffic flow as a result. Also, it is acknowledged that there are safety concerns with cycling on the existing promenade.</li> <li><b>A segregated cycle path would require the ATL option to be selected, feedback will inform the short-list scoring.</b></li> </ul>
Promenade* (3 <sup>rd</sup> Top Key Word)	<ul style="list-style-type: none"> <li>It is acknowledged that the existing promenade is unsafe, with it being a shared space for pedestrian and cyclists. It is also appreciated that the pavements inland are narrow, making it particularly difficult for those with disability considerations, pushchairs and young children.</li> <li><b>The expansion/extension of the promenade would require the ATL option to be selected and this feedback will inform the short-list scoring.</b></li> </ul>
Accessibility*	<ul style="list-style-type: none"> <li>Improvements to beach access (non-tide-dependent) and other recreational areas will be considered as part of the Scheme design.</li> <li>Inclusivity improvements will also be considered as part of the Scheme design, with considerations for the addition of inclusive changing places, creating spillway adjustments, use of suitable smooth surfaces, slipways that consider accessibility needs, accessible lookout spots/viewpoints and information signage in brail for example.</li> <li><b>Most of these accessibility improvements would require the ATL option to be selected.</b></li> </ul>
Amenities*	<ul style="list-style-type: none"> <li><b>The addition of some public amenities, which includes but is not limited to, some car parking spaces, exercise equipment, cafés or kiosks and toilet facilities will be considered as part of the Scheme design if the ATL option is selected.</b></li> <li><b>The location of such amenity space will be dependent upon the existing setting and consideration of areas that are currently more residential, i.e. Greve d’Azette beach section, so limiting or excluding new café or entertainment facilities in this area for example..</b></li> </ul>

Key Word	Addressing Feedback into the Scheme
Character	<ul style="list-style-type: none"> <li>It is acknowledged that it is the architectural setting of the area and certain buildings/places that are specifically valued as part of the character of the area.</li> <li>The visual impact of the Scheme on the setting, from all angles will be considered, with the relevant studies, i.e. Landscape Visual Impact Assessment (LVIA), are undertaken. This will ensure the character of the area during, and post construction is maintained.</li> <li>The façade finish will also be strongly considered as this will have an impact on the overall character.</li> </ul>
Delivery	<ul style="list-style-type: none"> <li>It is acknowledged that there are concerns with the impact of construction disruption on local businesses and beach users. The programme of works will be adapted to ensure that disruption (dust, inaccessibility and noise) is minimised upon.</li> <li>The Project Team aim to ensure there is political backing for the project. The funding for the project is supported by the Proposed Budget (Government Plan) 2025-2028 (GoJ, August 2024), which makes references to the Scheme, with funding for some of the project in place following the successful submission of an SOC for the Scheme in 2023.</li> <li>There will be an ongoing engagement process throughout the entire project programme, through informing (website and media), consultation periods and drop ins. The stakeholder workshops in June and July 2024, were the initial stakeholder engagement for the Scheme. This ongoing engagement will ensure clear concepts and transparency of the Scheme, with the public's input.</li> <li>It is acknowledged by the Project Team that there has been minimal investment in the Havre des Pas/Greve d'Azette area. It is accepted that to "Do Nothing" is not a suitable policy option due to the present and future risk possessed by coastal flooding in the area. The Project Team aim to maximise improvements to the area alongside the primary objective of the Scheme as a coastal flood alleviation project.</li> <li>The Project Team are corresponding with the relevant internal/external stakeholders and undertaking the relevant studies while following a timeline to ensure the potential for any unpresented delay/legal challenges to the project programme have been considered where possible.</li> </ul>
Design	<ul style="list-style-type: none"> <li>It is acknowledged that there several aspects that can be considered as part of the design to maximise its suitability and meet the needs/interests of different stakeholders. For example, sustainable, lower carbon designs will be considered, reducing the environmental impact of the Scheme.</li> <li>Where required the Project Team will work with relevant groups to ensure the design is most suitable for the needs of all islanders.</li> </ul>
Enhancements*	<ul style="list-style-type: none"> <li><b>There is the potential for the significant enhancement of the area, through the secondary benefits that come with the ATL option (rather than the AM option).</b></li> </ul>
Entertainment*	<ul style="list-style-type: none"> <li>From the feedback received, it is acknowledged that the coast serves as a space for the community and is used for different events, such as the Seaside Festival and for water polo tournaments.</li> <li><b>With an ATL Scheme, there would be the potential for improvements that would improve the opportunities for recreational activities, the arts, hospitality (alfresco areas) and the public events.</b></li> <li><b>With an ATL Scheme, there would be the addition of features, such as green space and public amenities, that naturally bring entertainment and increased public enjoyment.</b></li> </ul>

Key Word	Addressing Feedback into the Scheme
Geology	<ul style="list-style-type: none"> <li>The importance of various rocks and tidal features has been acknowledged by attendees of the stakeholder workshops.</li> <li>Studies to understand the geology of the area will be undertaken and this will be presented as part of the EIAs.</li> <li>The Project Team will work closely with the internal GoJ Directorate for the Environment, i.e. Natural Environment, who are responsible for the management of GSSIs as well as Planning and Building who are the Directorate that regulate the designated GSSIs, to obtain support and acceptance for the Scheme.</li> <li>There will be design considerations to the local geology of the area, with any alterations to the rocks to be mitigated as much as possible.</li> <li>The Project Team seek to incorporate information boards into the Scheme to educate islanders and visitors about the geology of the area.</li> </ul>
Green Space*	<ul style="list-style-type: none"> <li><b>There is the potential for some green space to be created, as part of an ATL option.</b></li> <li>It is acknowledged that some stakeholders would like to see the existing Victorian gardens to be brought out and preserved.</li> <li>Inspiration from local examples of coastal gardens includes Gorey and St. Brelade's Bay.</li> <li>Millennium Town Park is considered to be a champion green space, close to Town, to support the need for green space as part of the Scheme.</li> <li>Green space could include rewilding areas.</li> <li>If the ATL option is selected and green space is to be incorporated into the project scope, a LVIA will be prepared to most effectively incorporate green space into the Scheme.</li> </ul>
Height*	<ul style="list-style-type: none"> <li><b>The height of the required sea wall as part of an AM option would be significantly higher than with the ATL option. The height of the wall required will be dictated by the coastal flood model.</b></li> </ul>
Heritage	<ul style="list-style-type: none"> <li>Stakeholders appreciate the recreational area of the Allix's Shipbuilding Yard for its historical interest linked to ship building and the cultural value of the area for its seaside/maritime heritage.</li> <li>Studies to understand the heritage of the area will be undertaken and this will be presented as part of Historical Impact Statements and other supporting documents to minimise the impact on the to the valued heritage of the area.</li> <li>The Project Team will work closely with the internal GoJ Directorate for Heritage, Historic Environment for advice, to obtain support and acceptance for the Scheme.</li> </ul>
Infrastructure*	<ul style="list-style-type: none"> <li>There are a number of drainage systems improvements that should be considered to be incorporated/upgraded as part of the Scheme, i.e. foul drainage upgrades and establishing a freshwater drainage Scheme to mitigate inland flooding resulting from coastal flooding.</li> </ul>
Lido	<ul style="list-style-type: none"> <li>The Project Team aim to strongly maintain the setting of The Lido and the boardwalk as part of the Scheme designs, from all angles of the Scheme.</li> </ul>

Key Word	Addressing Feedback into the Scheme
Modelling	<ul style="list-style-type: none"> <li>For the feedback concerned with the model not incorporating an unrealistic future carbon emission scenario, the Project Team would like to reassure that interested stakeholders, the Scheme must consider climate change, and consequential SLR, with Scheme designs informed by the latest climate change projections, which for the UK are the 'UK Climate Predictions (UKCP18)' from November 2018 (Ref. 5), with Jersey specific projections developed by the NOC. These projections of carbon emissions incorporated in the coastal flood model follow standard practice in the UK, which is a "business as usual" scenario (assumes no further efforts to reduce emissions will be made).</li> <li>The coastal flood model has the adaptability and has already been updated from the hydraulic flood model used as part of the SMP from 2020 (Ref. 1). The model can be run to predict even later future flood events (200/300 years' time) although the need for this for the purposes of Scheme designs for the current Epoch 1 SMP projects is not required.</li> <li>The Project Team would like to reassure stakeholders that have expressed concerns related to the coastal flood model in terms of validity and useability that the Project Team can confirm that the coastal model is a new updated from the SMP. It has used state of the art software, incorporated several data sets and covered the entire English Channel to determine the wave climate. The model has been generated by specialists, with the data refined and validated to ensure the reliability and useability of the model for the purpose of predicting future flood events for the island.</li> </ul>
Privacy*	<ul style="list-style-type: none"> <li>It is understood that the area of concern with privacy is from the east of Le Dicq Slipway, which is to be considered more private at present compared to the area to the west, which is more public.</li> <li>It is correcting in acknowledging that residents do not have the 'right to a sea view' but they do have a 'right to privacy'. The Design Team appreciate that residents of seafront properties value the sea view; however, property protection is imperative and most attendees at the workshop, including property owners/residents of seafront properties agreed.</li> <li><b>Privacy would likely be improved as part as an ATL option with beach users further away from the boundary garden walls of these seafront properties.</b></li> <li><b>The Project Team will seek that as part of the design, if an ATL option was selected, consideration will be given with the creation of some garden/green space to act as a buffer between seafront properties and the promenade. This area would be kept with "a private feel", with no tourist trains or noisy entertainment facilities.</b></li> </ul>
Protection	<ul style="list-style-type: none"> <li>It is the primary objective of the Scheme to ensure an appropriate level of property protection for residents and local businesses from future coastal flood events in the area, as well as to protect infrastructure assets for the wider island.</li> </ul>

\* Key words that would require an ATL option to be selected.

Where the table above calls for engagement with stakeholders, those cited in the table are example and not the extent of engagement planned. All stakeholders will be engaged with throughout the project.

There was some feedback provided by attendees, which was not specifically related to an AM or ATL Scheme, with this considered as 'other' feedback of importance. This will still inform the design process and the feedback is summarised in Table 8, with a GoJ commentary in response to this other feedback.

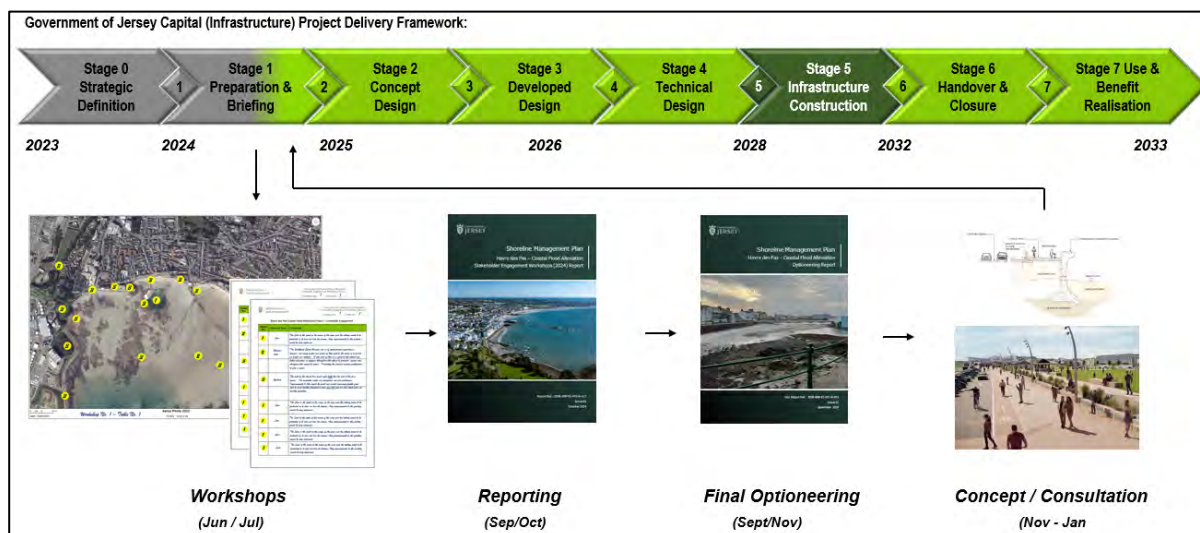
**Table 8 – Summary of Other Feedback**

Topic	GoJ Response
Alternative Scheme Options	Following a long-list and short-list optioneering process, a number of potential alternative options have already been considered (as part of the long-list) and have been deemed not considered feasible from an engineering or flood protection effectiveness perspective. For example an offshore breakwater is not suitable due to the significant economic and ecological impact that comes with this option and such structures only address wave forces and not SWLs. The full optioneering assessment will be presented in an optioneering Report as part of the Stage 1 Engineering Feasibility studies.
Antisocial behaviour	Antisocial behaviour was raised as a concern during the workshops and it is known to be a subject of discussion at the Havre des Pas Improvement Group meetings. Whilst any specific measures, e.g. proactive policing are outside of the project scope, a Crime Impact Assessment will be undertaken during the design process with the aim of identifying methods that crime can be designed out of the Scheme. In order to do this the Project Team will engage with the Community Policing at the States of Jersey Police, Honorary Police and Youth Workers from the Jersey Youth Service.
Car Parking	There were multiple comments relating to the provision for car parking being made. While there is the potential for the space created as part of an ATL option to be used for some car parking, this would be limited in number.
La Collette Incinerator	There was a comment relating to screening the incinerator and mounds at La Collette. The provision for this soft landscaping is outside of the project scope, however, the feasibility of providing improvements at the boundaries of the Scheme that would improve the incinerator setting will be explored.
Moorings	There was a comment for the request for moorings and a boat yard off La Collette. The provision for these facilities is outside of the project scope.
Roads	There were several comments requesting road improvements to ease traffic. While road improvement Schemes are outside the scope of the project, the incorporation of segregated cycle paths that link into a wider eastern cycle network will contribute to road user experience improvements and safety improvements generally.
The Lido	There were some comments made related to the maintenance, management and regeneration of The Lido. The Lido is not within the scope of the project, however, any comments related to the Lido will be communicated with the relevant Government Department to ensure that constructive feedback can be addressed and considered when developing the management strategies and maintenance regimes for the facility. The Project Team will, however, ensure that the setting and visual aspects of The Lido, as viewed from the new defences will be protected. Access to the Lido via the boardwalk will be maintained as part of the design and during construction activities.

## 6 NEXT STEPS

### 6.1 The Project Stage/Governance

The project follows the eight stage (Stage 0 to Stage 7) GoJ Capital (Infrastructure) Project Delivery Framework. The timeline of the project commenced in 2023 and is programmed for completion in 2033. The project is currently thoroughly into Stage 1, Preparation & Briefing, with the outstanding tasks for the stage shown in Figure 13 (See Appendix A).



**Figure 13 – Delivery Framework and Next Steps for the Project**

The project is currently in Stage 1, Preparation & Briefing. Following the issuing of this report, the final optioneering process and report production will be finalised by the end of 2024.

In early 2025 additional consultations will take place to communicate the options' visualisations, before the project moves into Stage 2 Concept Design.

Construction is currently planned to commence in 2028 and run for 5 years to 2032, with this being Stage 5 and close-out and hand-over in Stages 6 & 7 between 2032 and 2033. The project high-level timings and stage definitions are included below as Table 9.

**Table 9 – Stage Timelines and Definitions**

Stage	Timeline	Definition
0 Strategic Definition	2023 to 2024	At the beginning of the project, we start by understanding the project requirements, project objectives, budget availability and feasibility studies.  This stage set the foundation for the project by defining its purpose and scope in a SOC which is the initially developed business case.
1 Preparation & Briefing	2024	The stage at which the detail of the brief is developed to make sure that everything needed for the design process is in place before Stage 2, within this stage the initial engineering baseline studies, impact assessments and existing defence condition is established, along with engineering feasibility and optioneering assessments.
2 Concept Design	2025	This stage is about getting the design concept right and making sure that the Scheme development if is proceeding in line with the brief and budget.  The key challenge of this stage will be to make sure that the tasks

Stage	Timeline	Definition
		that are undertaken are geared to meeting the stage objectives. At the end of Stage 2 an Outline Business Case (OBC) will be developed to update the SOC. This updated business case will review present the Scheme to be designed, the basic components of the Scheme and will provide an update budget estimate. The budge estimate will be built-up following the concept design development and will be based on more specific details compared to that available at Stage 0 and the SOC. The business case will be updated again at Stage 4 prior to construction.
3 Developed Design	2026	The purpose of Stage 3 is to spatially coordinate the design before the focus turns to preparing the detailed information required for detailed technical design and Scheme construction drawings and specifications. The information at the end of this stage needs to be coordinated sufficiently to avoid all, but the most minor of iterations at Stage 4 and to make sure that the planning application is based on the best possible information.
4 Technical Design	2027	This stage is about developing the information required to construct the proposed defences and the production of engineering design calculations, drawings and detailed technical specifications. CEMPs and construction phasing and method statements will be finalised at this stage. The Full Business Case (FBC) will also be produced to outline the funding required for the final Scheme construction. Procurement for the construction will be finalised at this stage also.
5 Infrastructure Construction	2028 to 2032	This stage is when the coastal defence scheme will be constructed.
6 Handover & Closure	2032	This is the stage where the asset will be in use and the emphasis of the Project Team will have switched to closing out any defects and completing the tasks required to conclude the construction contract.
7 Use & Benefit Realisation	2033 onwards	This is the period when the asset is in use, lasting until the asset reaches the end of its life.

## 6.2 Ongoing Engagement Plan

The Stakeholder Engagement Workshops in June and July 2024 were the initial stakeholder engagement for the project. There will be an ongoing engagement process throughout the project programme, through different communication methods.

It is planned that the next opportunity for engagement by external stakeholders will be at the start of 2025, where 'drop in events' (exhibitions) will be arranged for as part of the consultation period for concept visualisations.

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## 7 REFERENCES

Ref. 1 Government of Jersey / AECOM (2020), 'Jersey Shoreline Management Plan', January 2020

<https://www.gov.je/Government/Pages/StatesReports.aspx? ReportID=5173>

Ref. 2 WSP, 'Havre des Pas Village Improvement Scheme, Volume 1: Main Report', January 2020

Ref. 3 WSP, 'Havre des Pas Village Improvement Scheme, Volume 2: Appendices', January 2020

Ref. 4 4insight, 'Community Consultation on the Havre des Pas Public Realm – Research Presentation' December 2022

Ref. 5 Met Office Hadley Centre (2018): UKCP18 Probabilistic Climate Projections. Centre for Environmental Data Analysis,

<https://www.catalogue.ceda.ac.uk/uuid/9842e395f2d04f48a177c3550756bf98>

## **Appendix A**

### Engagement Workshops' Presentation



# Havre des Pas Coastal Flood Alleviation Scheme

Stakeholder Engagement Workshop

June/July 2024



Gouvernement d'Jèrri

## Workshop Timeline & Agenda



### Welcome (15 mins)

- Arrival, tea or coffee

### Event and Scheme Introduction (30 mins)

- Project Team
- Shoreline Management Plan
- Process for Group Discussion

### Group Breakout Session (60-90 mins)

- Each Table a Group – Using materials we want to hear about:
  - Your concerns regarding the flood risk and the coastal environment within the scheme extents?
  - Your concerns about a future scheme?
  - What you value about the Havre des Pas Coastal area?
  - The priorities we should consider when managing the flood risk at Havre des Pas?
  - Any improvements you want to see related to the coast?

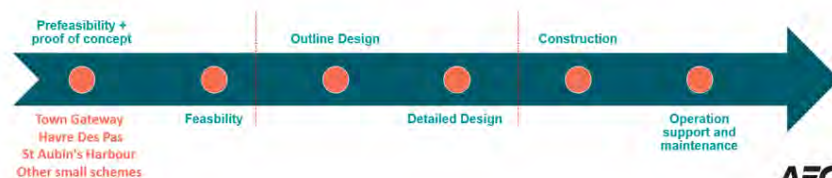
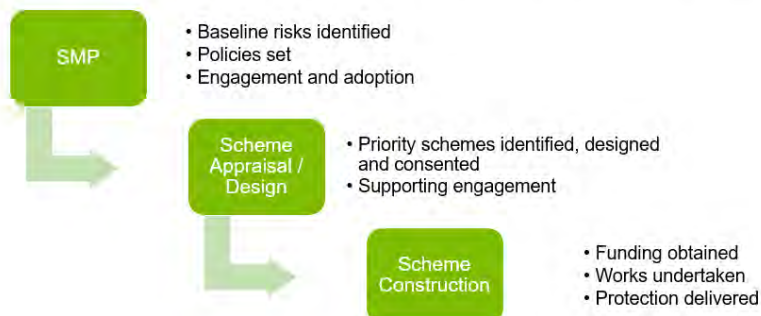
### Wrap-Up and Next Steps (15 mins)

- Close to the event
- Next Steps & Reporting

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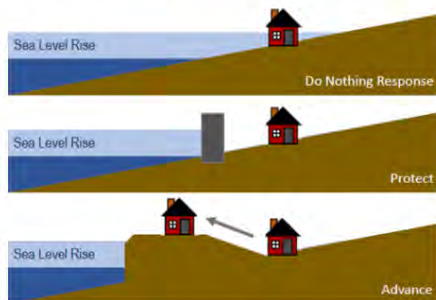
## The Jersey Shoreline Management Plan - Background

### Shoreline Management Planning Hierarchy



## Jersey Shoreline Management Plan 2020

- Sets out the coastal management policies for next 20, 50, 100 years
- Climate change considered
- Extensive stakeholder engagement
- Risk based prioritisation of investment



### No Active Intervention (NAI)

A policy decision to not invest in coastal defences or maintenance work. The shoreline will be left to naturally evolve without intervention. This policy will generally be applied to natural areas of the coastline which are currently undefended.

Where this policy is applied, there will be no changes to the coastline.



### Maintain the Defence Line (MTDL)

Existing coastal defences are maintained. The level of flood protection may decrease in some locations over time due to climate change resulting in sea level rise. This policy will generally be applied where the existing defences currently provide a reasonable standard of flood protection or prevent erosion of the shoreline.

Where this policy is applied, existing defences will be maintained only.



### Adaptive Management (AM)

A policy to proactively manage and mitigate coastal flood or erosion risk. The policy will be delivered through various management schemes / initiatives depending on the level of risk and the circumstances. This could include improving the standard of flood protection for an existing sea defence, constructing new defences, raising awareness of flood risk to local communities or recommending flood protection for individual properties.

Where this policy is applied, the risk will be considered, and defence schemes will be designed to suit local circumstances. This policy will, therefore, look different for each part of the coastline where it is applied.

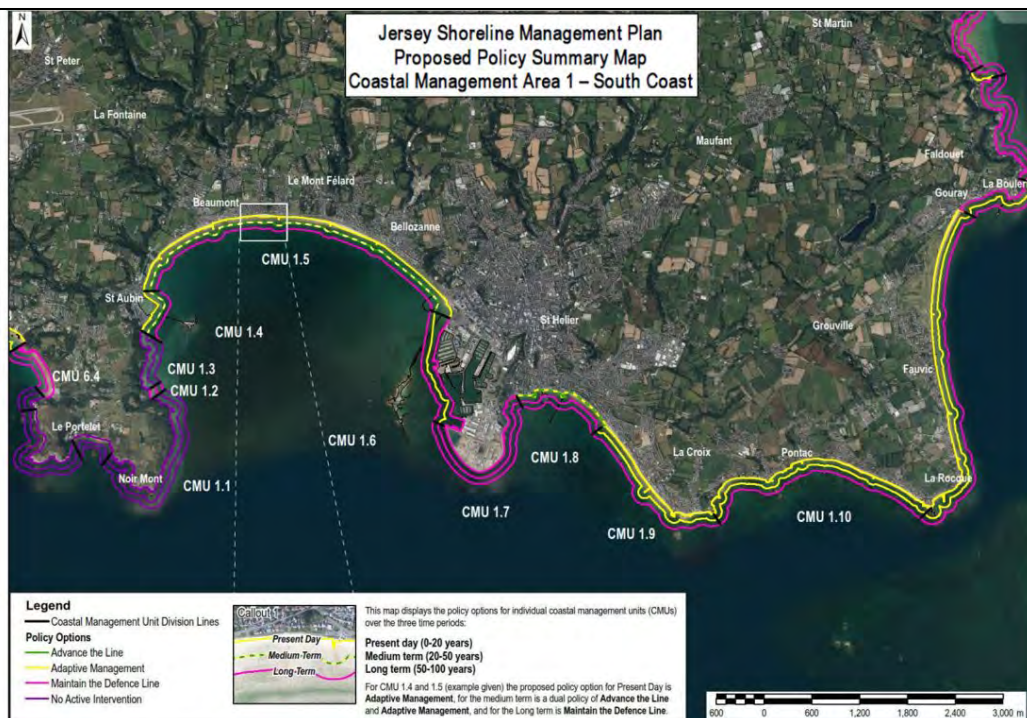


### Advance the Line (ATL)

New sea defences are built seaward of existing defences. This policy will only be implemented in areas where there is currently a significant risk of coastal flooding or erosion, or where it will deliver additional benefits for the community, environment and economy, such as creating a new amenity space.

Where this policy is applied, localised areas of defences will be built a distance seaward of those existing structures. This policy will look different for each part of the coastline where it is applied, because the distance seaward may vary.

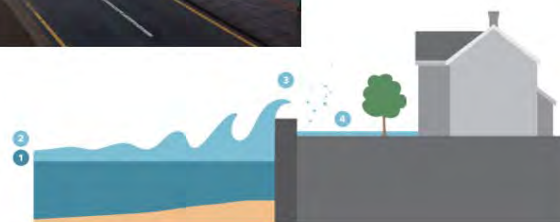
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## Havre des Pas – The need for a scheme

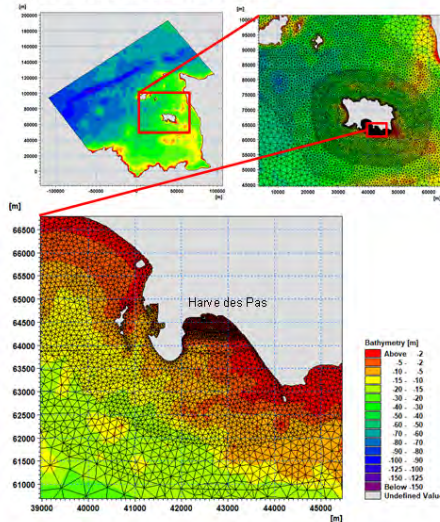
### Risk based prioritisation approach – Havre des Pas flood risk



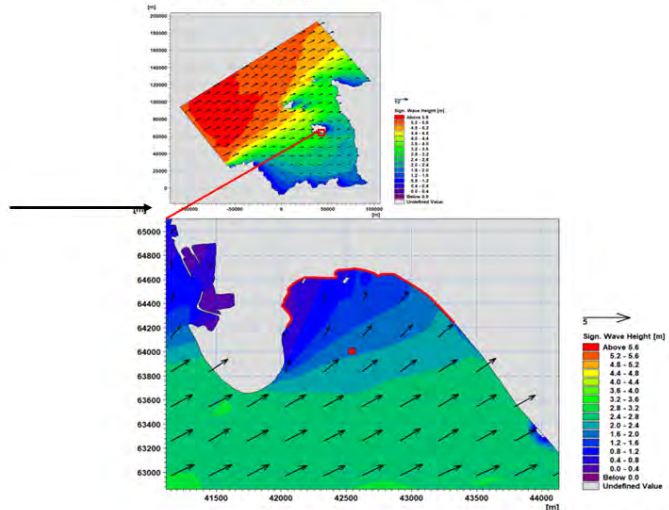
- 1 **Still Water level** – the level of water if all wave and wind action were to cease
- 2 **Storm surge** – a rising of the sea level as a result of wind and atmospheric pressure changes associated with a storm
- 3 **Wave overtopping** – where a wave exceeds the height of a coastal defence
- 4 **Flooding** – the coverage or submerging of normally dry land with a large amount of water

## Havre des Pas wave model and climate

Existing regional model mesh extent and localised cell refinement



Modelled wave field of a 1 in 200-yr event from 240° at HdP



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## Risk based approach – Havre des Pas flood risk

**Scenarios:**

**Scenario 1** – 5% Annual Exceedance Probability (AEP) / 1 in 20 year Return Period (RP) event for the Present Day (2030)



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## Risk based approach – Havre des Pas flood risk



**Scenario 2** – 0.5% AEP / 1 in 200 RP event for the Present Day (2030)



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## Risk based approach – Havre des Pas flood risk



**Scenario 3** – 0.5% AEP / 1 in 200 RP event for 2130



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## Havre des Pas properties at risk



Properties at risk (0.5% AEP)	2030	2130
Residential	Up to 1000	Up to 1300
Commercial	Up to 80	Up to 100

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**Potential management options  
for further development and  
appraisal**

## Management Options for HdP - what they could involve



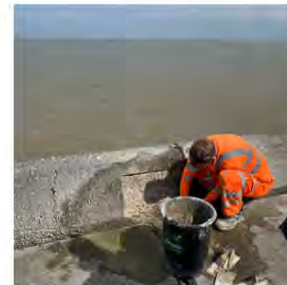
Option 1: Do Minimum	Option 2: Adaptive Management	Option 3: Advance the Line	Option 4: Advance the Line with Secondary Defences
<ul style="list-style-type: none"> <li>Patch repair and maintenance of the existing defences.</li> </ul>	<ul style="list-style-type: none"> <li>Along the Existing Defence Line</li> <li>Raise the crest level of the existing defences and/or construct new defences where it is not possible to raise the crest level.</li> </ul>	<ul style="list-style-type: none"> <li>Construct new defences seawards of the existing defences and provide a new promenade along the frontage.</li> </ul>	<ul style="list-style-type: none"> <li>In conjunction with Advance the Line activities under Option 3, construction of secondary, set back defences to manage the overtopping and flood risk.</li> </ul>

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### Option 1: Do Minimum



- What this could involve - Maintenance works:**
  - Patch repairs
  - Masonry repointing
  - Refacing of masonry elements
  - Maintaining Health and Safety compliance
  - Emergency works



Advantages	Disadvantages
Relatively inexpensive (short term)	Reactive – no proactive attempts of improvements
Focus resources on <u>at risk</u> areas	Does not reduce flood risk – significant damages
	Health and safety risks associated with defences failing

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## Option 2: Adaptative Management



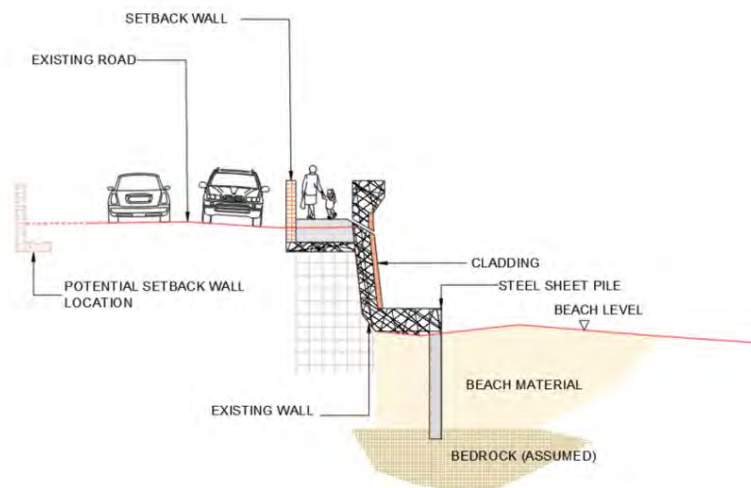
- **What this could involve:**
  - Along the Existing Defence Line
  - Raising the height of defences to provide a greater Standard of Protection (SoP)
  - Concrete seawalls with sheet piles
  - Flood gates at slipways



Advantages	Disadvantages
Working within existing defence footprint so minimal impact on beach area and habitats	Will need further interventions in the future to provide flood risk until 2130
Will provide flood risk benefits	Could significantly impact landscape and views in the area
	Buildability risks / issues
	Lack of broader outcomes and wider benefits

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## Option 2: Adaptative Management



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## Option 3 and 4: Advance the Line



### • What this could involve:

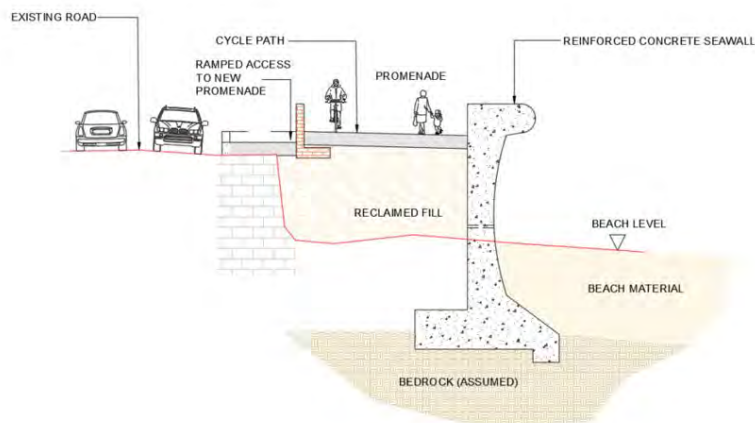
- New defences seaward of the existing to provide a new defence and promenade.
- Seawall
- Rock armour / revetment
- Reclaimed land



Advantages	Disadvantages
Removes buildability issues with utilising existing structures	Expensive and extensive works required
Achieves the Standard of Protection (SoP) with potentially less vertical increase of defence height (Option 4 allows for future crest raising activities)	Could significantly impact upon landscape and visuals
Delivers significant wider benefits and broader outcomes. Additional space – could be utilised for amenity improvement (cycle path and / or footpath, public gardens) and provide wider benefits	Beach area taken and impacts on habitats

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## Option 3 and 4: Advance the Line



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## Havre des Pas Coastal Flood Alleviation Scheme Extents

### HdP Coastal Scheme Extent



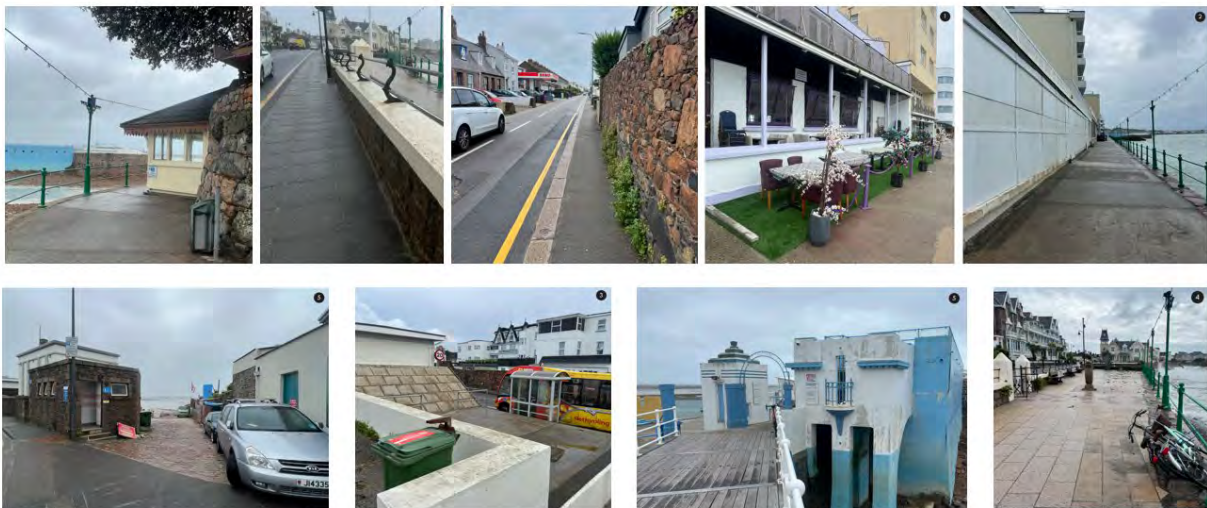
## Havre des Pas – challenges and opportunities



traffic and transport  
climate change  
sea level rise  
businesses  
overtopping  
lack of space  
beach access  
buildability  
property damages  
increased storm severity  
increased storm frequency

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## Present Day Havre des Pas - Weaknesses



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## Future Havre des Pas? - Opportunity



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## What do we want to know?



1. *Your concerns regarding the flood risk and the coastal environment within the scheme extents?*
2. *What are your concerns about new coastal defences?*
3. *What you value about the Havre des Pas coastal area?*
4. *The priorities we should consider when managing the flood risk at Havre des Pas?*
5. *Any improvements you want to see related to the coast?*

<i>Beach Access</i>	<i>Green Space</i>	<i>Promenades</i>	<i>Flooding</i>	<i>Wall Heights</i>
<i>Regeneration</i>	<i>Amenities</i>	<i>Heritage</i>	<i>Road Closures</i>	<i>Tourism</i>
<i>Cycle Routes</i>	<i>The Arts</i>	<i>Setting</i>	<i>Amenities</i>	<i>Environment</i>

## Workshop Process

## Workshop Process



Infrastructure and Environment

Havre des Pas Coastal Flood Alleviation  
Community Engagement Workshop Record

Workshop No.: 1 Table No.: 1

Sticker No.	Comment Topic	Comments
1	Levee	The Levee is the first in the series of the area and the setting seems to be potential as it does not have the same. Any improvements to the facility would be very welcome.
2	Recreation Site	The Southern Great Recreation site is of international importance however, not many people are aware of that fact as the water of it is that in the sea and water. A site visit of this is a must to the relevant and better situation in response throughout the culture to promote, improve and change the water to go. Protecting the location during construction is also a must.
3	Outcrop	The water of the island has great right to the sea but the water is the same. The water is the same and the water is the same. Improvements to this would be great and would increase people from the to more likely to go and see the water and the water is the same.

## What do we want to know?



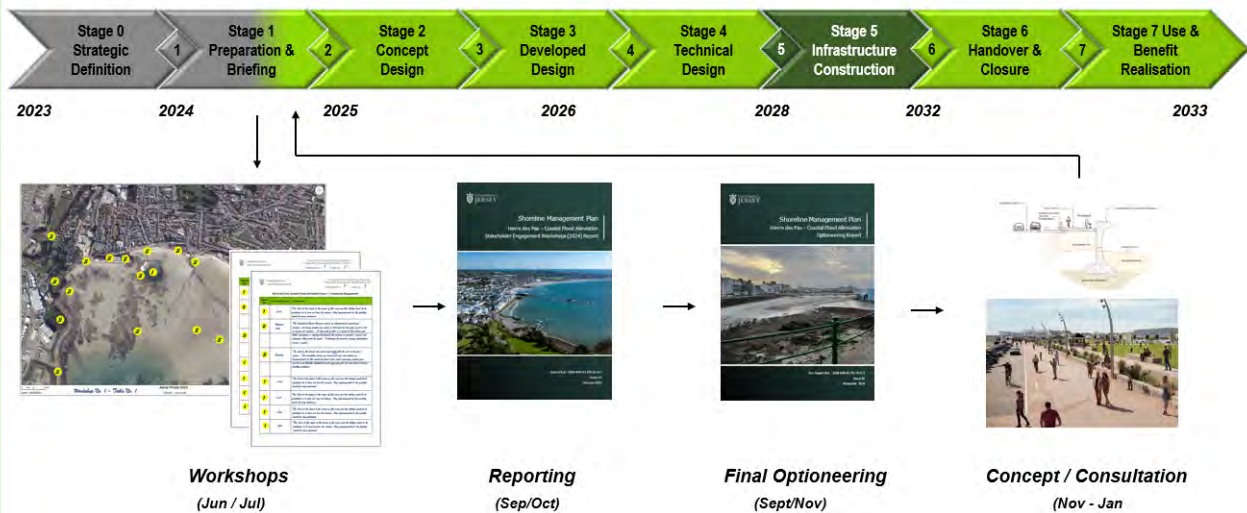
1. Your concerns regarding the flood risk and the coastal environment within the scheme extents?
2. What are your concerns about a future scheme?
3. What you value about the Havre des Pas coastal area?
4. The priorities we should consider when managing the flood risk at Havre des Pas?
5. Any improvements you want to see related to the coast?

Beach Access    Green Space    Promenades    Flooding    Wall Heights  
Regeneration    Amenities    Heritage    Road Closures    Tourism  
Cycle Routes    The Arts    Setting    Amenities    Environment

## Next Steps

## Next Steps...

Government of Jersey Capital (Infrastructure) Project Delivery Framework:



 **Infrastructure and Environment**

Gouvernement d'Jèrri

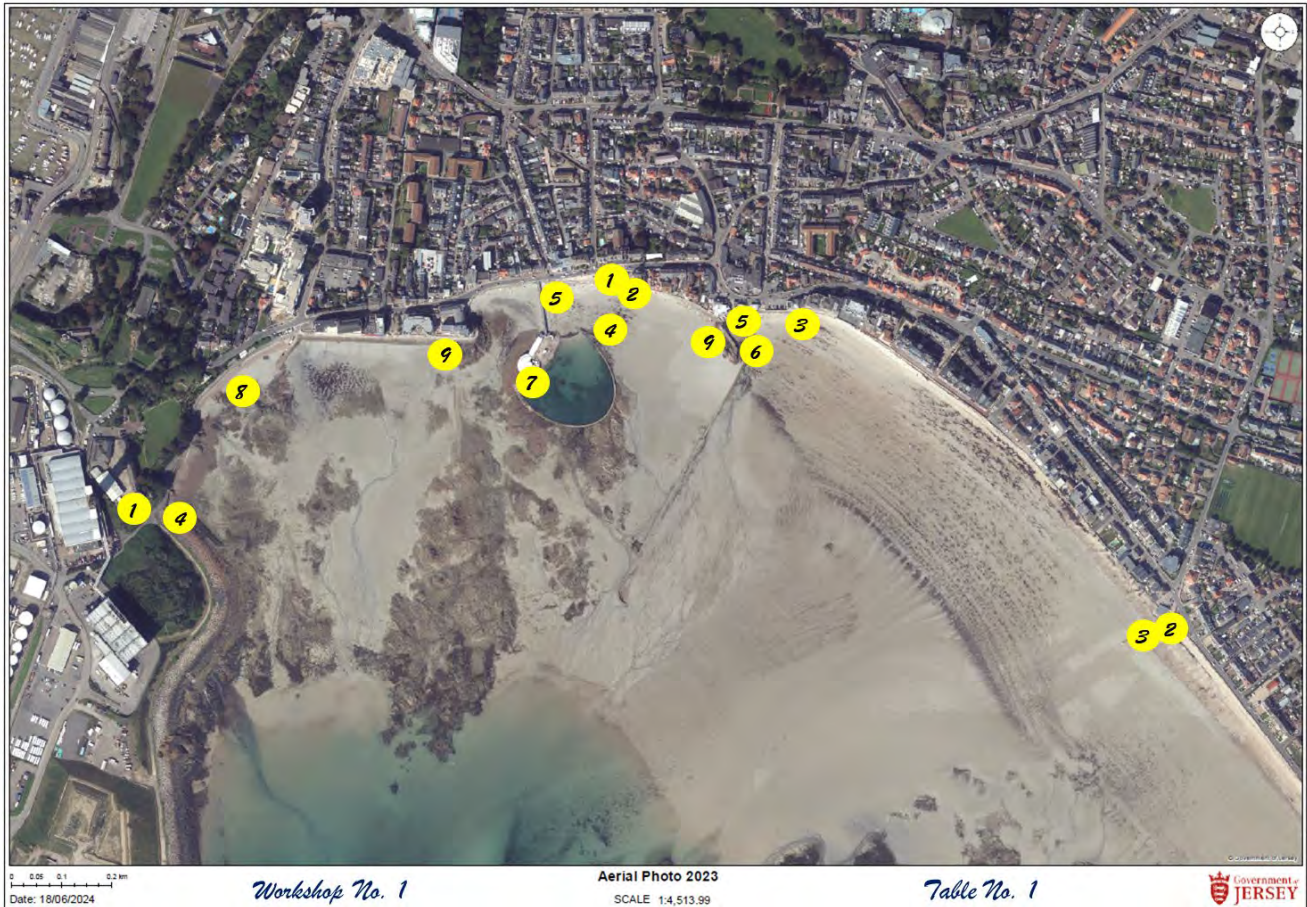
# Thank You !!





## **Appendix B**


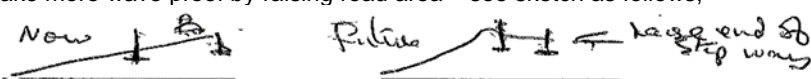
### Workshops' Engagement Records

## Havre des Pas Coastal Flood Alleviation Project – Community Engagement

### 25<sup>th</sup> June 2024 – Workshop 1 – Table 1



Sticker No.	Comment Topic	Comments
	Two different issues – public (to the west of Le Dicq slipway)	<ul style="list-style-type: none"> <li>Public domain; footpath.</li> </ul>
	Two different issues – private (to the east of Le Dicq slipway)	<ul style="list-style-type: none"> <li>Private domain; gardens and private patios.</li> </ul>
	Wall height (to the east of Le Dicq slipway)	<ul style="list-style-type: none"> <li>Any increase in wall height will adversely affect properties' view, amenities, patios, etc.</li> <li>Any advancement would have a major impact on views.</li> <li>Adaptive – could be a lower wave break so as not to mess the utilities of existing properties (unique seafront properties) – see sketch as follows,</li> </ul>  <ul style="list-style-type: none"> <li>Sea wall levels are all over the place.</li> <li>No problems at the highest part.</li> <li>Often splashes at the lower parts.</li> </ul>

Sticker No.	Comment Topic	Comments
		<ul style="list-style-type: none"> <li>This is the highest part of the seawall, hardly ever get any splash, as of now.</li> </ul>
4	Town Type Amenity	<ul style="list-style-type: none"> <li>Extra walkway, gardens.</li> <li>Could enhance the area.</li> <li>A wider walkway, like Gorey and St Brelade's Bay, would be good for all, especially for businesses and cafés.</li> <li>An example, is Puerto de Santiago, Tenerife, where there is an extended walkway/road – see sketch as follows,</li> </ul>  <ul style="list-style-type: none"> <li>Could be made into an important amenity, restaurants, cafés etc. as well as gardens and walkways, similar to St Brelade's Bay and Gorey.</li> </ul>
5	Slipway Design	<ul style="list-style-type: none"> <li>Make more wave proof by raising road area – see sketch as follows,</li> </ul> 
6	Dicq Shack	<ul style="list-style-type: none"> <li>Dicq shack could be left alone, has character.</li> </ul>
7	Lido and Havre des Pas Seaside Festival	<ul style="list-style-type: none"> <li>Will help improve the Lido area, more customers, more money for upgrade.</li> <li>Will help Seaside Festival.</li> </ul>
8	Ramsar Site	<ul style="list-style-type: none"> <li>Is this of less value, re: Ramsar site?</li> </ul>
9	Reliability of the model predicting future flood events	<ul style="list-style-type: none"> <li>Over an amount of future prediction. As steps are taken to reduce emissions, this will make the 100-year prediction less valid.</li> </ul>





**Havre des Pas Coastal Flood Alleviation Project – Community Engagement**  
**25<sup>th</sup> June 2024 – Workshop 1 – Table 2**




















Sticker No.	Comment Topic	Comments
1	Cycle Route	<ul style="list-style-type: none"> <li>New cycle route/walkway from Green Island to St Helier.</li> </ul>
2	Car Park	<ul style="list-style-type: none"> <li>Landscaped car park for local residents, visitors and commuters.</li> </ul>
3	Swimming Pool	<ul style="list-style-type: none"> <li>Protected, if practical.</li> </ul>
4	Slipways	<ul style="list-style-type: none"> <li>Generally, retain slipways, particularly for inshore rescue.</li> </ul>
5	Drainage	<ul style="list-style-type: none"> <li>Maintain drainage patterns through inland to coast.</li> </ul>

**Havre des Pas Coastal Flood Alleviation Project – Community Engagement**  
**25<sup>th</sup> June 2024 – Workshop 1 – Table 3**



Sticker No.	Comment Topic	Comments
	Loss of White Sand – popular area of Havre des Pas beach	<ul style="list-style-type: none"> <li>I'm not sure how this can be managed but certainly something to be aware of.</li> </ul>
	Historic	<ul style="list-style-type: none"> <li>Possible historical interest linked with shipbuilding.</li> </ul>
	Prehistoric	<ul style="list-style-type: none"> <li>Possible peat and ice age deposits under the sand, investigate.</li> </ul>
	Geology – Historic	<ul style="list-style-type: none"> <li>Dicq rock geology and historic.</li> </ul>

Sticker No.	Comment Topic	Comments
	Protect the Setting of the Dicq	<ul style="list-style-type: none"> <li>Whilst not protective of any particular rocks, be them listed or not, I would like to see the setting of the Dicq respected in any Shoreline Management Plan (SMP).</li> </ul>
	Provision of Continuous Cycle/Pedestrian Access	<ul style="list-style-type: none"> <li>Provision of sustainable transport network, taking bikes off the road, providing safe travel routes.</li> <li>Can access to the beach also be provided?</li> </ul>
	Cycle Track/Privacy	<ul style="list-style-type: none"> <li>Possibly privacy concerns with cycle track at Havre des Pas.</li> </ul>
	Impact on Businesses & Residents	<ul style="list-style-type: none"> <li>Understanding level of disruption and period of disruption for businesses &amp; residents.</li> </ul>
	Cycle	<ul style="list-style-type: none"> <li>Protect or improve cycle route at La Collette.</li> <li>Protect existing cycle route.</li> </ul>
	Promenade	<ul style="list-style-type: none"> <li>Create promenade at La Collette.</li> </ul>
	Provision of Parking and Green Space	<ul style="list-style-type: none"> <li>Can a number of parking spaces be provided?</li> <li>Improve/create.</li> <li>Extend green space and accessibility.</li> <li>Additional green space for public to enjoy.</li> </ul>
	Segregated Cycle Zones and Alfresco Areas	<ul style="list-style-type: none"> <li>This would encourage greater private investment on commercial businesses.</li> <li>Widen the promenade to extend to alfresco space.</li> <li>Improve and dismounted.</li> <li>Segregation, improve, disjointed.</li> </ul>
	Risk to Properties	<ul style="list-style-type: none"> <li>Provide protection from debris from waves.</li> </ul>
	Protect the Setting of the Lido	<ul style="list-style-type: none"> <li>Maintain an element of boardwalk.</li> </ul>

Sticker No.	Comment Topic	Comments
	Beach Access	<ul style="list-style-type: none"> <li>At the very least, retain current levels of beach access.</li> <li>Maintain beach access.</li> </ul>
	Beach Access (the area to the east of Le Dicq slipway)	<ul style="list-style-type: none"> <li>Improve beach access in this area.</li> </ul>
	Protection and Maintenance of the Lido	<ul style="list-style-type: none"> <li>Improve protection and improve maintenance of the Lido.</li> <li>Create curve around the Lido as sea defence and cycle/promenade.</li> </ul>
	Habitat Friendly Construction	<ul style="list-style-type: none"> <li>Building to be habitat friendly to lichen, encourage species.</li> </ul>
	Managed Sea Defence	<ul style="list-style-type: none"> <li>Use managed sea defence in the form of gigantic sandbag as they use in artificial surf sites.</li> </ul>
	Availability of Moorings	<ul style="list-style-type: none"> <li>Facilities for boats, anchorage, small marina and boat yard off La Collette.</li> </ul>
	Area for Land Reclamation (the area adjacent to the existing shelters and former Fort d'Auvergne Hotel)	<ul style="list-style-type: none"> <li>Currently not an overly popular corner/area of Havre des Pas beach. This could be reclaimed and extended upon for plaza/bike/pedestrianised area.</li> </ul>






**Havre des Pas Coastal Flood Alleviation Project – Community Engagement**  
**25<sup>th</sup> June 2024 – Workshop 1 – Table 4**



Sticker No.	Comment Topic	Comments
1	The Lido	<ul style="list-style-type: none"> <li>An important historic site and needs to be retained for continued public use, which benefits health and well-being of users.</li> </ul>
2	Ramsar site	<ul style="list-style-type: none"> <li>Of huge importance to protect the natural environment.</li> </ul>
3	Flooding Beyond Scheme Extent/Funding of Scheme	<ul style="list-style-type: none"> <li>Is there a risk of flooding at end of harbour wall opposite Liberation Square and also Commercial Buildings?</li> <li>It is already at maximum height on high tides.</li> <li>Harbour gates?</li> <li>Money is also a concern, holiday maker numbers are down and local population.</li> </ul>
4	Preferred SMP Policy Option	<ul style="list-style-type: none"> <li>Waist high wall at Havre des Pas, i.e. (Management) Option 2, Adaptive Management (AM), is preferable to larger construction.</li> </ul>
5	Concerns with ATL (Management Options 3 and 4)	<ul style="list-style-type: none"> <li>Not sure of scale of (Management) Options 3 and 4, over development is a worry as we value Havre des Pas as a Victorian seaside setting.</li> </ul>

**Havre des Pas Coastal Flood Alleviation Project – Community Engagement**  
**25<sup>th</sup> June 2024 – Workshop 2 – Table 1**






Sticker No.	Comment Topic	Comments
	Segregated Cycle Path/Inclusivity	<ul style="list-style-type: none"> <li>• Much needed cycle space.</li> <li>• More accessibility.</li> </ul>
	Traffic	<ul style="list-style-type: none"> <li>• Value of roads.</li> <li>• Volume of traffic.</li> <li>• Currently difficult to cycle/walk with a narrow pavement.</li> <li>• Existing road network to be considered.</li> </ul>
	Public Realm	<ul style="list-style-type: none"> <li>• Green spaces are need and will be used.</li> <li>• Victorian gardens, ideal for setting.</li> <li>• Will bring businesses back.</li> <li>• There is a cost to maintain hardstanding needed (counterargument for the costs associated with maintaining green spaces).</li> <li>• Successful examples of routes and what can be achieved for the public.</li> <li>• Millenium Town Park is a recent champion public realm Scheme.</li> <li>• Soft space, green desired.</li> </ul>
	Restaurants (Green Street)	<ul style="list-style-type: none"> <li>• Widening of roads</li> </ul>
	Roads	<ul style="list-style-type: none"> <li>• Narrow roads in the area (linked with Sticker No. 4).</li> </ul>

Sticker No.	Comment Topic	Comments
6	Lido	<ul style="list-style-type: none"> <li>How would it come into the Scheme?</li> <li>Factor in regeneration of the Lido into the Scheme.</li> <li>Sea swimming post COVID-19, the Lido is appreciated for wellbeing benefits.</li> </ul>
7	Antisocial Behaviour	<ul style="list-style-type: none"> <li>Police are in an impossible position to take action.</li> <li>Shelters remove.</li> <li>Improving neighbourhood and increased footfall (populated area) would reduce antisocial behaviour.</li> </ul>
8	Influence of Negative Legacy left by La Collette and Jersey Hospital Project on Scheme Delivery	<ul style="list-style-type: none"> <li>Clear concepts and transparency of the Scheme is needed.</li> <li>Concerns with the delivery of the Scheme.</li> <li>Concerns with the influence of changing Governance and risk this brings to the Scheme.</li> <li>Historically there has been a lack of public investment in the area.</li> </ul>
9	View	<ul style="list-style-type: none"> <li>Outlook view is important.</li> <li>Retain coastal frontage.</li> <li>"Give" garden space to seafront properties as a trade-off to maintain privacy, with ATL (Management Options 3 and 4).</li> </ul>
10	Material Change	<ul style="list-style-type: none"> <li>Material use needs consideration.</li> <li>Loss of property value.</li> </ul>
11	Ramsar Site.	<ul style="list-style-type: none"> <li>Clarity on effects of construction of Scheme of Ramsar site.</li> <li>Improvements, e.g. Southsea Scheme, with provision of tidal pools.</li> </ul>
12	Land Management	<ul style="list-style-type: none"> <li>Need to use material in accordance with on island guidance.</li> </ul>
13	Beach Use	<ul style="list-style-type: none"> <li>24/7 access to the beach is needed (not current situation, tide dependent).</li> </ul>
14	No Buildings on Reclaimed Land	<ul style="list-style-type: none"> <li>Moveable structures only.</li> <li>Legal protection needed to ensure land is for public benefit.</li> </ul>
15	Stepped Seating	<ul style="list-style-type: none"> <li>Rock revetment with seats, e.g. as at West Park.</li> <li>Not expensive.</li> </ul>
16	Historical Setting	<ul style="list-style-type: none"> <li>Incorrect granite recently used.</li> <li>Gardens – important, brining out and open Victorian gardens.</li> <li>Architectural setting – important.</li> <li>Would change walk for commute or journeys even if longer more appealing.</li> <li>Flow and linkage to routes inland.</li> <li>Would be supportive of reuse of granite arches retained from the former Newgate Street Prison.</li> </ul>
17	Coastal Flood Model	<ul style="list-style-type: none"> <li>Flood risk is a high priority/concern!</li> <li>Planning Applications should be simplified with a revised coastal model post development of Scheme.</li> <li>Important coastal model future proof for 200/300 years plus, with room for adaptability.</li> </ul>

**Havre des Pas Coastal Flood Alleviation Project – Community Engagement**  
**25<sup>th</sup> June 2024 – Workshop 2 – Table 2**



Sticker No.	Comment Topic	Comments
1	Contamination of Aquifer	<ul style="list-style-type: none"> <li>What is being done to minimise the risk of saltwater contamination of the aquifer.</li> </ul>
2	Historic Site – St Wart's Rock	<ul style="list-style-type: none"> <li>How much of this rock would be retained? – as it is a historic rock (suggest a plaque be put here).</li> </ul>
3	Historic Site – Causeway	<ul style="list-style-type: none"> <li>Will the causeway be protected during work?</li> <li>Will modelling ensure that it remains to “3 Sisters” a tidal feature?</li> <li>Traffic flow of heavy vehicles a problem?</li> </ul>
4	Advance The Line (ATL)	<ul style="list-style-type: none"> <li>Use the space between old and new walls as water storage and or parking.</li> <li>Build hollow boxes.</li> </ul>
5	Drainage	<ul style="list-style-type: none"> <li>Separate foul drainage to prevent contamination going into the sea/Ramsar area.</li> </ul>
6	Area Below “Bulge”	<ul style="list-style-type: none"> <li>Cautiously approve idea of flattening out curve so water flows with less force (car park).</li> </ul>

Sticker No.	Comment Topic	Comments
	Issue with Cycles and Pedestrians	<ul style="list-style-type: none"><li>• Potential injury danger constant.</li><li>• Cyclists with no brakes.</li></ul>
	Adequate Provision for Island Path	<ul style="list-style-type: none"><li>• Ensure adequate provision for round island path and cycle travels.</li><li>• Access parts to beach – long stretch is without access.</li></ul>
	Slipways	<ul style="list-style-type: none"><li>• Where slipways are being modified make them parallel to wall.</li></ul>

**Havre des Pas Coastal Flood Alleviation Project – Community Engagement**  
**25<sup>th</sup> June 2024 – Workshop 2 – Table 3**



Sticker No.	Comment Topic	Comments
<b>1</b>	Access	<ul style="list-style-type: none"> <li>Making this area accessible, maintained, and protected.</li> </ul>
<b>2</b>	ATL Benefits	<ul style="list-style-type: none"> <li>Room for true accessibility opening walkways, including changing places and slipway adjustments for inclusion, whilst being mindful of heritage.</li> <li>Arts and culture opportunities.</li> <li>Aesthetic of area to improve with ATL method.</li> </ul>
<b>3</b>	Accessibility	<ul style="list-style-type: none"> <li>Accessible lookout spots/viewpoints in brail etc, any sea wall should consider this.</li> </ul>
<b>4</b>	Construction Concerns	<ul style="list-style-type: none"> <li>Traffic and congestion problems during work, phased Scheme required.</li> <li>High/dense population considerations to be made.</li> </ul>
<b>5</b>	Slipway Design	<ul style="list-style-type: none"> <li>Slipways to have accessibility consideration, smooth surface.</li> </ul>
<b>6</b>	Noise Pollution (Owners)	<ul style="list-style-type: none"> <li>Residential property owners objecting ATL in these locations. Potential to adjust and revert to maintain the existing defences, Maintain the Defence Line.</li> </ul>

Sticker No.	Comment Topic	Comments
7	Adjustments with Slipways	<ul style="list-style-type: none"> <li>Slipways to be created in line with points and conscious of flood risks, rock defences and angle of slip.</li> </ul>
8	Increased Flooding Frequency and Severity	<ul style="list-style-type: none"> <li>With climate change, the frequency and severity of flooding events are likely to increase. This poses a significant risk to both residential and commercial properties in the area.</li> </ul>
9	Infrastructure Vulnerability	<ul style="list-style-type: none"> <li>Existing infrastructure such as roads, bridges, and utility lines might not be robust enough to withstand severe flooding, leading to potential service disruptions.</li> </ul>
10	Water Quality	<ul style="list-style-type: none"> <li>Flooding can lead to contamination of water supplies with pollutants and debris, affecting both human health and marine life.</li> </ul>
11	Economic Impact	<ul style="list-style-type: none"> <li>Flood events can cause significant economic disruptions, affecting local businesses and tourism.</li> </ul>
12	Natural Beauty	<ul style="list-style-type: none"> <li>The scenic views and natural landscapes are a major attraction for both residents and tourists, with individuals regularly walking from the harbour around the coastline and through Havre des Pas – we do receive anecdotal feedback on the unsightly view between the two points.</li> </ul>
13	Community Space	<ul style="list-style-type: none"> <li>The coast serves as a vital community space for social gatherings, family activities, events etc.</li> </ul>
14	Biodiversity	<ul style="list-style-type: none"> <li>Area is in proximity of the official Ramsar site and regularly frequented by a variety of marine life.</li> </ul>
15	Community Involvement	<ul style="list-style-type: none"> <li>Engaging with the local community to understand their concerns and incorporate their input into planning and decision-making.</li> </ul>
16	Sustainable Solutions	<ul style="list-style-type: none"> <li>Implementing flood defences that are environmentally sustainable and have minimal impact on the natural landscape.</li> </ul>
17	Funding and Resources	<ul style="list-style-type: none"> <li>Securing adequate funding and resources to support the implementation and maintenance of flood defence measures.</li> </ul>
18	Enhanced Flood Defences	<ul style="list-style-type: none"> <li>Upgrading existing sea defences without compromising visual appeal of the area</li> </ul>
19	Access Improvements	<ul style="list-style-type: none"> <li>Improving access to the coast for people with disabilities by adding ramps, permanent water-based fixtures as at [La Vallette Bathing Pools] (Guernsey Lido), accessible pathways and dedicated parking spaces.</li> </ul>
20	Recreational Opportunities	<ul style="list-style-type: none"> <li>The surrounding area is a hotbed for visitors and locals alike and can continue developing to be a hotspot in Jersey, comparable to St. Aubin with visually captivating infrastructural developments such as parklands, fitness areas, children's play parks and sensory escapes.</li> </ul>

**Havre des Pas Coastal Flood Alleviation Project – Community Engagement**  
**25<sup>th</sup> June 2024 – Workshop 2 – Table 4**





Sticker No.	Comment Topic	Comments
1	Access/Parking (Towards La Collette)	<ul style="list-style-type: none"> <li>To enable the public to use existing and new facilities we need parking and as this is a rocky area, not in much use, parking with access to the sea for boats and swimmers should be here.</li> <li>Can also be used to service the proposed park in Mount Bingham.</li> </ul>
2	Defence Wall	<ul style="list-style-type: none"> <li>Height and position of walls and promenade.</li> </ul>
3	Promenade	<ul style="list-style-type: none"> <li>Is historic and any new sea wall should maintain the architectural heritage. Higher new wall will affect existing views, what can be done to compensate for this. Mixed levels?</li> <li>Will access to the beach from promenade be lost or can we have flood gates, which can be closed as required or can we bring beach onto reclaimed area.</li> <li>Area should be for people to use and would like to see animals and cyclists separate, perhaps dog park in Mount Bingham. Gardens and underpass for cyclists.</li> </ul>
4	Thai Shack	<ul style="list-style-type: none"> <li>Very difficult to protect.</li> </ul>
5	Traffic Flow	<ul style="list-style-type: none"> <li>Diverted around Havre des Pas so road improvement Scheme.</li> </ul>

Sticker No.	Comment Topic	Comments
6	The Lido at Havre des Pas	<ul style="list-style-type: none"><li>• Need to protect – important site.</li><li>• Walkway along the whole length of the area would be good. No roads in between Millennium Court and the sea.</li></ul>
7	Drainage	<ul style="list-style-type: none"><li>• We will lose some off the sea wall. New sea wall will, need water management plan as area behind wall will still be below sea level.</li></ul>

## Havre des Pas Coastal Flood Alleviation Project – Community Engagement

### 25<sup>th</sup> June 2024 – Workshop 3 – Table 1








Sticker No.	Comment Topic	Comments
	Beach Space	<ul style="list-style-type: none"> <li>• Maintain beach area as much as possible by minimising the ATL extents selected (Management Options 3 and 4).</li> <li>• Minimise the impact on the sea views by limiting wall heights.</li> <li>• Maintain the sea views by minimising the ATL extents.</li> <li>• Business owners will be concerned with impacts to tourism offerings if beach areas significantly affected.</li> <li>• If an ATL Scheme is selected then there would be the need to protect the privacy for the properties that are located on the seafront, that currently do not have an unobstructed view to the sea.</li> <li>• It is acknowledged that people do not have the 'right to a sea view' in planning but they do have a 'right to privacy', particularly those with ground floor property spaces and gardens.</li> </ul>
	Disruption to Businesses	<ul style="list-style-type: none"> <li>• This particularly affects businesses that rely upon the tourist trade and seasonal business.</li> <li>• Business owners are very concerned about the impact on the business during the construction phases and how this could impact their viability, loss of revenues and ability to invest for the long-term.</li> <li>• This is a particular concern given that the impacts of COVID, whilst a couple of years ago, had a major impact on businesses that they are still recovering from as tourist numbers are still not back to pre-pandemic levels.</li> <li>• How can the construction process be managed and minimised to avoid disruption, particularly during summer months?</li> <li>• Will there be a compensation Scheme for affected businesses?</li> </ul>

Sticker No.	Comment Topic	Comments
3	Other Options for Defences	<ul style="list-style-type: none"> <li>Have other measures been considered to break wave energy, such as breakwaters and maybe a breakwater from the end of the La Collette reclamation site?</li> </ul>
4	Wall Heights	<ul style="list-style-type: none"> <li>Concerns related to the potential height of the walls in relation to existing private areas, especially if there is public access allowed to areas that then become higher than the existing gardens and people can see in gardens and properties.</li> <li>Design height plus width of any ATL Scheme to minimise the impacts.</li> </ul>
5	Linkage	<ul style="list-style-type: none"> <li>The Scheme should connect to other parts of the island.</li> <li>There are secondary benefits to the Scheme, but these involve bringing people and the public into areas that are currently more private so the balance between 'bringing people in' vs. 'improving the area' should be struck.</li> <li>The walkway that has been installed around the French harbour with no buffer zone may be a better solution as a larger extent ATL Scheme would potentially take longer to build and involve greater disruption.</li> </ul>
6	Legal Issues/Challenges	<ul style="list-style-type: none"> <li>What is the legal status related to the properties along the front?</li> <li>Can the government just implement this Scheme, or will there be delays from legal challenges?</li> <li>Residents that are on uninterrupted sea fronts currently not accepting of the Scheme as they will lose sea views (due to public access benefits). This will be a greater concern from Le Dicq Slipway to Rice Bowl Slipway, particularly as they have sea walls currently and no flood concerns.</li> </ul>
7	Antisocial Behaviour	<ul style="list-style-type: none"> <li>There are concerns related to any ATL that included promenades for example as there are already issues with antisocial behaviour at Havre des Pas and this would then facilitate that to move into areas that don't currently have people in front of them.</li> <li>Residents that currently have sea views and no people immediately in front of them will potentially be affected by this happening.</li> </ul>
8	Disruption to Beach Users	<ul style="list-style-type: none"> <li>There are concerns related to how the beach access and useability will be affected during the construction periods and in particular during summer holiday times.</li> </ul>
9	Foreshore Issue and impacts from fines legacy	<ul style="list-style-type: none"> <li>There are concerns with how the foreshore encroachment was handled by the Government with homeowners being fined where they had beach access and how this will damage the relations with the affected homeowners and their reluctance to accept the Scheme.</li> </ul>
10	Visualisation	<ul style="list-style-type: none"> <li>Residents and businesses would like more information and details with respect to what the Scheme may look like, particularly how the Scheme may look from properties etc. on the coast.</li> </ul>

## Havre des Pas Coastal Flood Alleviation Project – Community Engagement

### 26<sup>th</sup> June 2024 – Workshop 4 – Table 1



Sticker No.	Comment Topic	Comments
	GSSI	<ul style="list-style-type: none"> <li>The rock areas are Geological Sites of Special Scientific Interest (GSSIs). Le Rocher des Poscrits (Le Dicq) also has some cultural associations (Victor Hugo).</li> <li>These areas are protected under the Planning Law and are associated with the Jersey Island Geopark.</li> </ul>
	Promenade	<ul style="list-style-type: none"> <li>Softening of building impact.</li> <li>Cycle route availability.</li> <li>Better sea defence.</li> </ul>
	Historic Environment	<ul style="list-style-type: none"> <li>These areas are Listed Buildings/Places e.g. the Lido, slipways, ship building, Le Dicq.</li> <li>Has cultural value – seaside/maritime heritage.</li> <li>Protected and intangible under the Planning Law and associated with the Jersey Island Geopark.</li> <li>More interpretation could highlight these sites.</li> </ul>
	Remove Cycle Risk	<ul style="list-style-type: none"> <li>With ATL (policy option 4) cyclist removed from busy roads.</li> </ul>
	Ramsar	<ul style="list-style-type: none"> <li>The entire area is part of the south-east coast Ramsar site, an intertidal wetland of international importance.</li> <li>Associated with Jersey Island Geopark.</li> <li>Ecological/natural heritage value.</li> <li>More interpretation is needed to highlight Ramsar.</li> </ul>

Sticker No.	Comment Topic	Comments
6	East Coast Cycle Path	<ul style="list-style-type: none"> <li>Separating cyclists from the coast road provides opportunities for extending/creating an East Coast Cycle Path.</li> </ul>
7	Beach Access	<ul style="list-style-type: none"> <li>Improved disability access.</li> <li>Retain slipway access.</li> </ul>
8	Tourism/Recreation	<ul style="list-style-type: none"> <li>Maintain access to recreational areas e.g. the Lido, the Dicq Shack and the Good Egg, for local and tourists to support businesses and local economy.</li> </ul>
9	Car Parking	<ul style="list-style-type: none"> <li>Increase off road parking.</li> <li>Utilise ATL space – below surface.</li> </ul>
10	Aesthetic and Setting	<ul style="list-style-type: none"> <li>Victorian and historic aesthetic of seafront has heritage value, traditional granite stone seawalls give area character.</li> </ul>
11	Pleistocene Deposits	<ul style="list-style-type: none"> <li>Joesph Sinel claimed that a clay deposit at Havre des Pas produced Palaeolithic tools. The clay deposit is under the gravel between the Carrière rock and Fort d'Auvergne. See Sinel's book on "Prehistoric Times And Men of the Channel Islands".</li> </ul>
12	Sustainability and Environment	<ul style="list-style-type: none"> <li>Use of sustainably sourced, ecologically friendly building materials with a low carbon footprint is essential. This supports Jersey Island Geopark's values.</li> <li>Only use local rocks if introducing new beach pebbles/stones onto the seashore or beach.</li> </ul>
13	Shore Angling	<ul style="list-style-type: none"> <li>"Mullet Rock" is a popular rock fishing location. Consultation with sea anglers might be worthwhile.</li> </ul>
14	Transport – Bike Parking	<ul style="list-style-type: none"> <li>Maintain and improve bike parking places along the coast to encourage green travel.</li> </ul>
15	Infrastructure – Street Lighting	<ul style="list-style-type: none"> <li>Maintain street/coast path lighting for nighttime, use sustainable, renewable energy sources where possible.</li> </ul>
16	Amenities (at Le Dicq slipway)	<ul style="list-style-type: none"> <li>Ensure that waste disposal for public remains accessible at access points and improve incentive to recycle.</li> </ul>
17	Amenities (at the Lido)	<ul style="list-style-type: none"> <li>Maintain public toilets, keep accessible.</li> </ul>
18	Recreation and Environment	<ul style="list-style-type: none"> <li>Create swimming zone with buoys, consider seagrass nursery for blue carbon capture.</li> </ul>
19	Water Outfall	<ul style="list-style-type: none"> <li>The water outfall creates a barrier across the beach, which is difficult for pedestrians to cross, can this be moderated.</li> </ul>
20	The Arts	<ul style="list-style-type: none"> <li>Engage with local artists to include sculpturer and artwork in the coastal path to celebrate heritage and create an art trail.</li> </ul>

## Havre des Pas Coastal Flood Alleviation Project – Community Engagement

### 26<sup>th</sup> June 2024 – Workshop 4 – Table 2



Sticker No.	Comment Topic	Comments
1	Corner Wall (adjacent to the former Fort d'Auvergne Hotel)	<ul style="list-style-type: none"> <li>Raised level to protect rocks but how would this blend to protect point No. 2 ("build out").</li> </ul>
2	Build Out (existing promenade)	<ul style="list-style-type: none"> <li>We think this needs the most build out with most consideration to bike lanes, pedestrians and buses.</li> <li>Cycle route availability.</li> <li>Better sea defence.</li> </ul>
3	Build Out (to east of boardwalk)	<ul style="list-style-type: none"> <li>Creating an aesthetic of that of other parishes such as St Brelade's Bay and Gorey.</li> <li>Exercise equipment and park.</li> </ul>
4	Enhancement	<ul style="list-style-type: none"> <li>Increase the size of the platform and slipway to accommodate watersports restaurant facilities.</li> </ul>
5	Extra Facilities	<ul style="list-style-type: none"> <li>There are a lot of watersports on this beach.</li> <li>Increase facilities such as showers, changing rooms, medical facilities etc.</li> </ul>
6	More Public Access	<ul style="list-style-type: none"> <li>A widened promenade with cycle track, encouraging people to walk to work as to cycle as pavements on the road are so narrow.</li> </ul>

Sticker No.	Comment Topic	Comments
7	Strengthen	<ul style="list-style-type: none"> <li>Historic hole, weakened previously.</li> </ul>
8	Café	<ul style="list-style-type: none"> <li>Great for people coming off the bus.</li> </ul>
9	Café or Kiosk	<ul style="list-style-type: none"> <li>If there was somewhere to purchase a drink, it would reduce crowding on Havre des Pas beach.</li> </ul>
10	Improve La Collette Mound	<ul style="list-style-type: none"> <li>This mound needs to be more in keeping with La Collette Gardens.</li> <li>The mound needs proper planting with better trees to soften the incinerator.</li> <li>Paths and trees could be put in to enjoy the view.</li> </ul>
11	Land off Green Street (owned by Seymour Group)	<ul style="list-style-type: none"> <li>The area owned by Seymour Group would be great for a multistorey car park.</li> </ul>
12	Lido Improvements	<ul style="list-style-type: none"> <li>Anti-slip – line the pool so it's safer and prettier.</li> <li>Management company needs to be reviewed and a new one voted in.</li> </ul>
13	Pool Improvements	<ul style="list-style-type: none"> <li>Could a side funding or ground project come into play to upgrade the pool within the same project.</li> </ul>
14	Birds	<ul style="list-style-type: none"> <li>Lots of migratory birds flock here.</li> <li>Should be made a point of interest in the design to aid nesting and breeding.</li> </ul>
15	Connective Walkway	<ul style="list-style-type: none"> <li>Consider in a later phase to have a walkway cycle track that goes right round the reclaimed land and then meets the harbour.</li> </ul>

**Havre des Pas Coastal Flood Alleviation Project – Community Engagement**  
**16<sup>th</sup> July 2024 – Workshop 6 – Table 1**



Sticker No.	Comment Topic	Comments
1	Urgency/Need for the Work	<ul style="list-style-type: none"> <li>To understand the importance and need for this work. Finer detail to be refined at a later stage.</li> </ul>
2	The Lido	<ul style="list-style-type: none"> <li>Value of the Lido to the community and the number of stakeholders involved. How could this be protected?</li> </ul>
3	Parking	<ul style="list-style-type: none"> <li>Design to include increased parking to allow for an increase in visitors to the area.</li> </ul>
4	Promenade Improvements	<ul style="list-style-type: none"> <li>To improve this area for residents and visitors. Build biodiversity into Scheme.</li> </ul>
5	Heritage	<ul style="list-style-type: none"> <li>Supporting and enhancing Victorian style and heritage.</li> </ul>
6	Design	<ul style="list-style-type: none"> <li>Could areas be a boardwalk (near the Lido)?</li> <li>Would this be sufficient to manage flood defences?</li> </ul>

Sticker No.	Comment Topic	Comments
7	Dicq Slipway	<ul style="list-style-type: none"> <li>Blockage at Dicq, ideally would like a continuous line for sustainable transport and green space.</li> </ul>
8	Commute Through La Collette	<ul style="list-style-type: none"> <li>Is there a way to provide continuous access through La Collette to join commuters to work/St. Helier?</li> </ul>
9	Garden Continuity	<ul style="list-style-type: none"> <li>Provide connectivity to gardens. Green infrastructure for biodiversity as per Bridging Island Plan (2022 to 2025)</li> </ul>
10	Local Zone (to the east of Le Dicq Slipway)	<ul style="list-style-type: none"> <li>Locally focused/green transport.</li> <li>Beach access, cycle paths etc.</li> </ul>
11	Economic/Tourism Zone (Central Part of the Scheme)	<ul style="list-style-type: none"> <li>Ensure support for hospitality/local businesses.</li> </ul>
12	Environmental/Green Zone (to the west of Green Street Slipway)	<ul style="list-style-type: none"> <li>To provide environmental benefits – coastal planting etc.</li> </ul>
13	Offshore Options	<ul style="list-style-type: none"> <li>What are the options? – costs/environmental issues, impact on Ramsar.</li> </ul>
14	Eel Friendly Design	<ul style="list-style-type: none"> <li>Land Resource Management (LRM) are looking to protect the European eel. Could the Scheme be designed to allow for safe access for eels and ensure movement inland. Working together (with the LRM Team) to create efficient design.</li> </ul>
15	Biodiversity Net Gain (BNG) Opportunities	<ul style="list-style-type: none"> <li>Opportunity to incorporate BNG into the Scheme, e.g. green infrastructure, natural flood defences, creation/restoration of habitats etc.</li> </ul>

## Havre des Pas Coastal Flood Alleviation Project – Community Engagement

### 16<sup>th</sup> July 2024 – Workshop 6 – Table 2



Sticker No.	Comment Topic	Comments
1	Cycle Network	<ul style="list-style-type: none"> <li>• ATL – potential great improvement to eastern cycle network.</li> <li>• Too narrow and dangerous at present time.</li> <li>• People would cycle more, consequently.</li> </ul>
2	Public Realm Space	<ul style="list-style-type: none"> <li>• Could be a more vibrant area.</li> </ul>
3	ATL vs. AM	<ul style="list-style-type: none"> <li>• The ATL (Management) Options (3 and 4) are the preferred Management Options as they come with secondary benefits whereas AM (Management Option 2) does not come with any.</li> </ul>
4	Wildlife Connectivity	<ul style="list-style-type: none"> <li>• Increased opportunity with ATL to connect La Collette Gardens along seafront to east.</li> </ul>
5	Sewage Outfall	<ul style="list-style-type: none"> <li>• The ATL (Management) Options (3 and 4) comes with the secondary benefit of improving the capacity of the existing sewage outfall.</li> </ul>
6	The Lido Setting	<ul style="list-style-type: none"> <li>• Really important to maintain the setting of the Lido from all angles in the Scheme.</li> </ul>

Sticker No.	Comment Topic	Comments
7	Ecological Baseline Data	<ul style="list-style-type: none"> <li>Holistic approach to gather data ecologically from Noirmont to La Rocque/Gorey to consider cumulative impacts of Epoch 1 and Havre des Pas Scheme.</li> </ul>
8	Construction Activities	<ul style="list-style-type: none"> <li>Concerns with noise and dust.</li> <li>Concerns with disruption to businesses and beach users.</li> <li>Communication to property owners – pending potential building impact damage is very important.</li> </ul>
9	Impact of Project on Construction Industry	<ul style="list-style-type: none"> <li>On island source of workforce will have an impact on the existing industry – consequently external construction workers from off-island maybe needed, particularly so there is no impact on other projects (due to a labour shortage).</li> </ul>
10	Licence to Dump Inert Waste	<ul style="list-style-type: none"> <li>Ensure a Food and Environment Protection Act (FEPA) Licence is arranged early on to dump inert waste onto Scheme.</li> </ul>
11	BNG	<ul style="list-style-type: none"> <li>Consider how BNG could be incorporated into the Scheme – particularly as it is a public Scheme.</li> </ul>
12	Property Price (Benefit Cost Ratio)	<ul style="list-style-type: none"> <li>How has £1.3 billion been derived?</li> </ul>
13	Flood Insurance	<ul style="list-style-type: none"> <li>Post construction of the Scheme, property owners should be able to get flood insurance.</li> </ul>
14	Pump Station Upgrades for Inland Water Evacuation	<ul style="list-style-type: none"> <li>Gateways to allow ecology to pass from terrestrial to marine environment.</li> </ul>

## Havre des Pas Coastal Flood Alleviation Project – Community Engagement

### 16<sup>th</sup> July 2024 – Workshop 6 – Table 3





Sticker No.	Comment Topic	Comments
1	Wall Height and Privacy	<ul style="list-style-type: none"> <li>I live ground floor at La Mondine. I will be devastatingly impacted by a rise in the wall height and a promenade. My view and privacy will be lost entirely and understandably very worried about my property value. I am not opposed to a proper sea wall rather than garden walls but not at a higher level. After discussion, if I am to be affected the promenade over any wall increase would still impact but less so than an increase in wall height. The uses of the promenade would need to be restricted. No benches in front of my apartment or tourist trains or buildings.</li> </ul>
2	Promenade	<ul style="list-style-type: none"> <li>We'd all love a nice promenade from Green Island to town, but at what cost?</li> <li>Is this a priority compared with other investments?</li> </ul>
No sticker	Rocks	<ul style="list-style-type: none"> <li>How would the ATL (Management) Options (3 and 4) work around the rocks at Le Dicq Slipway?</li> </ul>
No sticker	Existing Garden Walls	<ul style="list-style-type: none"> <li>Concerns about integrity of existing garden walls (not formal sea defences).</li> </ul>
No sticker	Vegetation Growth	<ul style="list-style-type: none"> <li>Vegetation growth through the existing garden wall is a concern.</li> </ul>

Sticker No.	Comment Topic	Comments
<b>No sticker</b>	Property Price	<ul style="list-style-type: none"><li>• Concern about the impact that new defences would have on property prices.</li><li>• Would there be any compensation to property owners?</li></ul>

**Havre des Pas Coastal Flood Alleviation Project – Community Engagement**  
**16<sup>th</sup> July 2024 – Workshop 6 – Table 4**



Sticker No.	Comment Topic	Comments
1	Privacy	<ul style="list-style-type: none"> <li>Concerns about height of wall and impact that a footpath/cycle path would have on privacy</li> </ul>
2	Promenade Area	<ul style="list-style-type: none"> <li>No development.</li> <li>Restrictive.</li> <li>No cafés.</li> </ul>
3	Promenade Area	<ul style="list-style-type: none"> <li>Can we have access to garden private to us?</li> </ul>
4	Access to Beach	<ul style="list-style-type: none"> <li>Private access to promenade.</li> <li>Access to beach.</li> <li>No public access to gardens.</li> </ul>
5	Setting of the Lido	<ul style="list-style-type: none"> <li>No change.</li> </ul>

Sticker No.	Comment Topic	Comments
	View in Privacy	<ul style="list-style-type: none"> <li>• Would rather keep view rather than privacy and options with promenade okay if view impact can be minimised.</li> </ul>
	Train	<ul style="list-style-type: none"> <li>• No Terry the Train or similar please.</li> </ul>

**Havre des Pas Coastal Flood Alleviation Project – Community Engagement**  
**16<sup>th</sup> July 2024 – Workshop 7 – Table 1**



Sticker No.	Comment Topic	Comments
1	Lido Protection	<ul style="list-style-type: none"> <li>Protect and enhance.</li> <li>Maintenance – slippery steps.</li> <li>Lease length and investment for enhancement.</li> </ul>
2	Planting Enhancement	<ul style="list-style-type: none"> <li>Screen the incinerator.</li> </ul>
3	Pedestrian/Cycle Improvements	<ul style="list-style-type: none"> <li>Pedestrian and cycle access.</li> </ul>
4	Managed Retreat	<ul style="list-style-type: none"> <li>Secondary seawall to protect road and infrastructure by managed retreat through the loss of coastal buildings.</li> </ul>
5	European Eels (or <u>Anquilla Anquilla</u> )	<ul style="list-style-type: none"> <li>How will drainage be developed to permit the migration of European eels?</li> </ul>

Sticker No.	Comment Topic	Comments
6	Slipways	<ul style="list-style-type: none"> <li>Accessibility – preserve them.</li> <li>Heritage element – same all around the island.</li> </ul>
7	Sea Level Rise	<ul style="list-style-type: none"> <li>Consider engineering for Intergovernmental Panel on Climate Change (IPCC) mid-range scenarios of 2.5m sea level rise.</li> </ul>
8	Vegetated Strandline	<ul style="list-style-type: none"> <li>Mobile sand is a rare and unusual habitat type with a very interesting flora and invertebrate species (pioneer salt marsh/sand dune species).</li> </ul>
9	Interpretation Centre	<ul style="list-style-type: none"> <li>Education about coastal processes and important flora and fauna.</li> </ul>
10	Modelling Impact	<ul style="list-style-type: none"> <li>Through changing the shape of the coastline.</li> </ul>
11	Changing Periodicity of Tides	<ul style="list-style-type: none"> <li>Coastal squeeze impacts on intertidal species and spatial extent.</li> </ul>
12	Carbon Benefits of Reducing Flood Events	<ul style="list-style-type: none"> <li>Data on carbon cost benefits of do-nothing (and deal with flood drainage) versus spending money (and carbon) on building defences.</li> </ul>
13	Creation of Intertidal Habitat	<ul style="list-style-type: none"> <li>Through flood protection measures (biodiversity improvement).</li> </ul>
14	Landscape Issues	<ul style="list-style-type: none"> <li>Impact assessment to help determine appropriate approaches to sea defences.</li> </ul>
15	Protection of Geological SSIs	<ul style="list-style-type: none"> <li>Protecting integrity of geological SSIs.</li> </ul>
16	Sea Levels	<ul style="list-style-type: none"> <li>Consideration of increased melting of Greenland and Antarctic ice sheets on sea levels.</li> </ul>
17	Critical Infrastructure	<ul style="list-style-type: none"> <li>Prioritisation of protection of critical public infrastructure over private property.</li> </ul>

## Havre des Pas Coastal Flood Alleviation Project – Community Engagement

### 16<sup>th</sup> July 2024 – Workshop 7 – Table 2



Sticker No.	Comment Topic	Comments
1	Traffic Flow	<ul style="list-style-type: none"> <li>Can this be improved? – one way system or pedestrian areas?</li> <li>If not (to the above), by advancing the line, could we look at one way?</li> </ul>
2	Review of Existing Wall	<ul style="list-style-type: none"> <li>What confidence do we have on using existing wall?</li> <li>Can it be reused?</li> </ul>
3	ATL	<ul style="list-style-type: none"> <li>Concerns of environmental issues of encroaching forward.</li> </ul>
4	Compensation (Environmental)	<ul style="list-style-type: none"> <li>Can we secure compensatory habitat for ATL area – other areas of the island?</li> </ul>
5	Visual	<ul style="list-style-type: none"> <li>East area visually less appealing than Havre des Pas frontage – important to improve visual appeal of the area.</li> </ul>
6	Setback Wall	<ul style="list-style-type: none"> <li>Could setback wall be used here?</li> </ul>

Sticker No.	Comment Topic	Comments
7	The Lido	<ul style="list-style-type: none"> <li>Access to the Lido needs to be maintained.</li> <li>The Lido could be improved.</li> </ul>
8	Shack/Café	<ul style="list-style-type: none"> <li>Really popular area – can be central to access routes to encourage more use of a designed solution.</li> </ul>
9	Safe Transport	<ul style="list-style-type: none"> <li>Can we encourage safe transport links as part of the Scheme – pedestrians/cycle rather than traffic.</li> <li>Need to protect pedestrians/keep separate from cycle path.</li> </ul>
10	Cycle Path Connectivity	<ul style="list-style-type: none"> <li>Connectivity of cycle path, really important here – needs to be continuous to give full benefit.</li> </ul>
11	Gardens	<ul style="list-style-type: none"> <li>Gardens/wildlife areas would be good here.</li> </ul>
12	Green Space Corridor	<ul style="list-style-type: none"> <li>Gardens/rewilding to create corridor is a good idea – could be a large park on ATL area.</li> </ul>
13	Joined Up Planning	<ul style="list-style-type: none"> <li>Can we promote crafts/arts/cafés as part of planning policy?</li> </ul>
14	Toilets	<ul style="list-style-type: none"> <li>Need to be improved as part of Scheme.</li> <li>Can we include facilities for dog poo on beach or promenade?</li> </ul>
15	Planting/Pollinator Path	<ul style="list-style-type: none"> <li>Could wildflowers/pollinators be planted in reclamation area? – could be transformed.</li> </ul>
<b>Summary Comments (no sticker assigned)</b>		
<ul style="list-style-type: none"> <li>Improve transport options/cycleway is key.</li> <li>Traffic alternatives are essential.</li> <li>Need to put infrastructure in place to support more sustainable living and transport.</li> </ul>		

**Havre des Pas Coastal Flood Alleviation Project – Community Engagement**  
**16<sup>th</sup> July 2024 – Workshop 7 – Table 3**



Sticker No.	Comment Topic	Comments
1	Flooding	<ul style="list-style-type: none"> <li>Many properties are behind the main properties on the road.</li> </ul>
2	Freshwater Inland Flooding System	<ul style="list-style-type: none"> <li>Consider a freshwater drainage Scheme to mitigate inland flooding.</li> </ul>
3	Upgraded Drainage Facilities	<ul style="list-style-type: none"> <li>Upgraded sewage system needed – benefit of an ATL option (Management) Options 3 and 4).</li> </ul>
4	Road Closures	<ul style="list-style-type: none"> <li>Do nothing, will mean increased road closures.</li> </ul>
5	Cycle Path – Segregated	<ul style="list-style-type: none"> <li>Difficult with traffic to cycle.</li> <li>Even inner roads are congested.</li> </ul>
6	Issues with Privacy Anticipated	<ul style="list-style-type: none"> <li>Concerns with property owners' response to privacy.</li> </ul>

Sticker No.	Comment Topic	Comments
7	The Lido	<ul style="list-style-type: none"> <li>Post-construction, the Lido should be offered to private enterprise to maintain.</li> </ul>
8	Ramsar	<ul style="list-style-type: none"> <li>Make the Scheme an opportunity to educate the public on the Ramsar zone.</li> </ul>
9	GSSI	<ul style="list-style-type: none"> <li>Make the Scheme an opportunity to educate the public on the recently designated GSSI zones.</li> </ul>
10	Façade Finish	<ul style="list-style-type: none"> <li>Finish is important for setting.</li> </ul>
11	Wall Height	<ul style="list-style-type: none"> <li>What exactly is needed?</li> </ul>
12	Eels	<ul style="list-style-type: none"> <li>Access to streams inland.</li> <li>Becoming a protected species.</li> </ul>
13	Victorian Gardens	<ul style="list-style-type: none"> <li>Needs to be preserved.</li> </ul>
14	Birds	<ul style="list-style-type: none"> <li>Area used by Brent Geese and Egerts (migrating birds).</li> <li>Turnstones present in Dicq area.</li> <li>Birds will adapt to construction.</li> </ul>
15	Inclusivity/Disabled Beach Access	<ul style="list-style-type: none"> <li>Is the space big enough for a ramp.</li> <li>Would inclusivity/disabled beach access be better to Le Dicq Slipway?</li> </ul>
17	Scheme Joining Up	<ul style="list-style-type: none"> <li>How would the Scheme be connected onwards?</li> </ul>
17	Amenities	<ul style="list-style-type: none"> <li>More beach kiosks on reclaimed land.</li> </ul>

**Havre des Pas Coastal Flood Alleviation Project – Community Engagement**  
**16<sup>th</sup> July 2024 – Workshop 7 – Table 4**



Sticker No.	Comment Topic	Comments
<b>1</b>	Privacy/Additional Protection	<ul style="list-style-type: none"> <li>Being a resident on the coast, privacy would be important, however the benefit of an advanced line defence would provide the extra protection we would need with the rising tides and overtopping.</li> </ul>
<b>2</b>	Cycling/Pedestrian	<ul style="list-style-type: none"> <li>Commute to work of a morning or afternoon could be improved by way of advanced line, connecting down to Havre des Pas. Currently the main road is very busy and narrow. Also pedestrians struggle on the existing paths, which are very narrow as it is, so advancing the line would provide a much safer pedestrian walkway.</li> </ul>
<b>3</b>	Ramsar	<ul style="list-style-type: none"> <li>Opportunity to include adequate signage showcasing the Ramsar site.</li> <li>Consultation with Ramsar management group is necessary to ensure any conflicts with the site are managed.</li> </ul>
<b>4</b>	Sand Management	<ul style="list-style-type: none"> <li>Would like to see modelling to understand how water and sand/sediment movement may be affected in surrounding areas, particularly in the southeastern corner.</li> </ul>
<b>5</b>	Protecting the Lido	<ul style="list-style-type: none"> <li>During possible storms, advancing the line around the Lido, would ensure protection to the Lido.</li> </ul>

## **Appendix C**

### Engagement GoJ Commentary

Workshop No.	Table No.	Sticker No.	Comment	Details	GoJ Responses
1	1	1	Two Different Issues – Public (to the west of Le Dicq Slipway)	Public domain; footpath.	The predominant use of the area to the west of Le Dicq Slipway is recognised as being more public than that to the east and therefore in any Scheme design the existing characteristics will be considered. On the western side of Le Dicq, where existing amenity is available, this will be supported and ideally enhanced.
1	1	2	Two Different Issues – Private (to the east of Le Dicq Slipway)	Private domain; gardens and private patios.	The predominant use of the area to the east of Le Dicq Slipway is recognised as being more private than that to the west and therefore in any Scheme design the existing characteristics will be considered, such that the residential and more private nature of this coastal section will be a key driver in the Scheme development. More naturalistic settings will be considered and there are no intentions for a new café or entertainment spaces along this section of coast, over and above what is already there.
1	1	3	Wall Height (to the east of Le Dicq Slipway)	Any increase in wall height will adversely affect property's view, amenities, patios, etc.	<p>The crest height of any new defences will be derived following the completion of detailed coastal wave modelling, overtopping modelling and inland flood extent mapping. The height of the wall will be as required to protect the area from flooding and subject to further consultation and agreement.</p> <p>Should there be a significant impact in the short term due to the wall heights required then the design Team will consider an incremental wall rise if viable, e.g. considering 2080-year sea level rise (SLR) in section of the Scheme extent, rather than going to 2120, but engineered with the ability for future raising</p> <p>Advancing the line will have the benefit of allowing the design to consider secondary walls which can enable the primary or seaward facing wall to be at a lower height than would be required if only a single wall were to be provided. The primary wall would be designed such that more water could be allowed over the primary wall as the secondary wall would share the protection function. Only the Advance the Line (ATL) Management Options 3 and 4, can allow the use of primary and secondary walls and designated flood zones, an Adaptive Management (AM) Scheme, Management Option 2, would only be possible with a single higher primary wall.</p>
				Any advancement would have a major impact on views.	The Scheme is likely to have significant landscape and visual impacts. The nature of which is to be assessed through a landscape visual impact assessment (LVIA), which will be undertaken as part of the project at concept and detailed design stages to appraise the impact on views. Mitigation and enhancement will be integrated where possible, with an ATL Scheme allowing for landscaping provisions too which will enhance the area and provide greenery where there currently is none.

Workshop No.	Table No.	Sticker No.	Comment	Details	GoJ Responses
				Adaptive – could be a lower wave break so as not to mess the utilities of existing properties (unique seafront properties).	Any wave break (breakwater structure) would need to project above the high tide line and would therefore have a major impact on the views. There would also be other significant impacts, i.e. navigation, environmental issues (and consequences on Ramsar) and on altering coastal processes. Wave breaks would not provide protection for still water flooding where the high tide level is greater than the land levels. This is predicted to be the case in the next 100-years and therefore a wave break alone would not be sufficient.
				Sea wall levels are all over the place.	The existing sea walls have been constructed at various times over the past 100+ years and to this end there would be some nonuniformity because of this. In addition to this the areas immediately to the west of Le Dicq and the section between Le Dicq and La Grande Charriere have a combination of revetment sea walls to a level of approximately +7m AOD, with ad-hoc 'garden' walls constructed on top of the crest of these walls. This has led to the differing levels along the coastal frontage.
				No problems at the highest part.	The upgrades to sea walls will be along the full Scheme extent and in some locations the height change will be less pronounced compared to others, however, a continuous line of protection is required.  With climate change and SLR the flood risk will increase, so whilst some areas have lower flood risks in the present day, within the timeframe that the project is considering the level of risk will incrementally increase over time.
				Often splashes at the lower parts.	Noted, see above response regarding SLR and change in risk over time.
				This is the highest part of the seawall, hardly ever get any splash, as of now.	Noted, see above response regarding SLR and change in risk over time.
1	1	4	Town Type Amenity	Extra walkway, gardens.	Secondary benefits from a Scheme will be considered as part of the optioneering and final Scheme selection process. A promenade and cycle path along the coast would bring significant secondary benefits to residents and islanders. This would be achievable with the ATL Management Options 3 and 4.
				Could enhance the area.	The intention of the project is to provide flood protection but with any major coastal Scheme of this kind, the secondary benefits to enhance an area will be considered given the level of investment from the Government of Jersey (GoJ).
				A wider walkway, like Gorey and St Brelade's Bay, would be good for all, especially for businesses and cafés.	The Scheme design and development will be taking reference from existing exemplars across Jersey to ensure that the best of Jersey and amenity that is enjoyed elsewhere can be incorporated into this Scheme. Promenades and cycle paths will add significant secondary benefits to any defence Scheme.

Workshop No.	Table No.	Sticker No.	Comment	Details	GoJ Responses
				An example, is Puerto de Santiago, Tenerife, where there is an extended walkway/road.	The design of the coastal Scheme will predominantly take inspiration from Jersey, such that the Scheme will be 'of Jersey', however, where suitable examples and inspiration points from other international locations fit, these will be used to inform the design development too.
				Could be made into an important amenity, restaurants, cafés etc. as well as gardens and walkways, similar to St Brelade's Bay and Gorey.	Secondary benefits from a Scheme will be considered as part of the optioneering and final Scheme selection process. A promenade and cycle path along the coast would bring significant secondary benefits to residents and islanders.
1	1	5	Slipway Design	Make more wave proof by raising road area.	Slipways are key vulnerability points along our coast and these will be addressed within the Scheme design. Altering the finished ground levels will be considered and will likely be needed at slipways to achieve the required standard of protection (SoP).
1	1	6	The Dicq Shack	Dicq shack could be left alone, has character.	There will inevitably be changes to the coastal areas due to the need to provide coastal flood protection, however, key character features and amenities such as the Dicq Shack will be considered in the Scheme design such that we do not lose the essence of the area.
1	1	7	The Lido and Havre des Pas Seaside Festival	Will help improve the Lido area, more customers, more money for upgrade	Noted, this is one of the aims of the project to provide coastal flood protection but also reinvigorate the whole Havre des Pas area for locals and visitors alike. Key attractions such as the Lido will be central to Scheme design development. Development of the Lido is not within the scope of the coastal Scheme; however, engagement will be ongoing throughout the Scheme process with all GoJ Departments to recognise that the Lido management team will need to be brought along with the project accordingly.
				Will help Seaside Festival.	Noted – it is a secondary aim of the Scheme to enhance the area and support such community activities.
1	1	8	Ramsar site	Is this of less value, re: Ramsar site?	No, the Ramsar site is of international importance and the Scheme will seek to support the Ramsar site in terms of education, and enhancement. Whilst there will inevitably be an impact upon the site, albeit at the edges of the site, an Environmental Impact Assessment (EIA) baseline has been produced so far and this will be a live document updated and built upon throughout the project lifecycle.  Measures to mitigate any impacts will be built into the Scheme and the project will also seek to enhance where practicable. In preparation for construction a full Construction Environmental Management Plan (CEMP) will be developed to identify and manage impacts upon the environment, not only within the marine environment but also covering the terrestrial environment too.

Workshop No.	Table No.	Sticker No.	Comment	Details	GoJ Responses
1	1	9	Reliability of the Model Predicting Future Flood Events	Over an amount of future prediction. As steps are taken to reduce emissions, this will make the 100-year prediction less valid.	When deciding upon the SoP for such major Schemes a measured approach is taken such that we are certain of the SoP that will be afforded. Should SLR be less over the next century than the design then the Scheme will provide a higher SoP so larger storms, greater than the design standard would be covered also. In addition, SLR will not stop in 100-years and will continue, so any possible 'over-design' would simply extend the lifetime of the Scheme from around 100-year to beyond that. The approach being adopted is also aligned with international best practice.
1	2	1	Cycle Route	New cycle route/walkway from Green Island to St Helier	Noted – an ATL Scheme (Management Options 3 and 4) would enable the creation of a segregated pedestrian-cycle path.
1	2	2	Car Park	Landscaped car park for local residents, visitors and commuters.	It is noted that car parking is an issue in the Havre des Pas area. An ATL Scheme (Management Options 3 and 4) would consider where possible for the inclusion of some additional car parking. The number of spaces would be determined in the concept, developed and detailed design stages and master planning but provision of car parking will be considered within the design brief.
1	2	3	Swimming Pool	Protected, if practical.	The setting of the Lido will be central to the Scheme design at that location such that the setting is preserved as much as reasonably possible. This will include measures such as limiting any advancing the line extents to smaller extents in his area. This will preserve the separation and setting of the Lido facility.
1	2	4	Slipways	Generally, retain slipways, particularly for inshore rescue.	Slipways are key vulnerability points along the coast, and these will be addressed within the Scheme design. Altering the finished ground levels will be considered and will likely be needed at slipways to achieve the required SoP. Maintaining access points for the emergency services (internal services and charities) is important and the Project Team will work with the key stakeholders, such as the Coastguard, Jersey Fire and Rescue Service, Royal National Lifeboat Institution (RNLI) and Jersey Lifeboat Association (JLA) etc. to ensure suitable access points are built into the design.
1	2	5	Drainage	Maintain drainage patterns through inland to coast.	Drainage patterns inland to the coast will be maintained and where possible enhanced by the Scheme. Such drainage systems improvements alongside the Scheme are more possible with the ATL Management Options (3 and 4) as additional space will be created where there are space constraints currently for drainage improvements.
1	3	1	Loss of White Sand – Popular Area of Havre des Pas beach	I'm not sure how this can be managed but certainly something to be aware of.	If an ATL Scheme (Management Options 3 and 4) is selected the Project Team are mindful to this potential, however, it is anticipated that the existing white sand would displace in front of the sea defence as sands are deposited when wave energy is dissipated at the new wall structure. The coastal flood model will include currents and sediment flow patterns so will give an indication of such mechanisms

Workshop No.	Table No.	Sticker No.	Comment	Details	GoJ Responses
					and will be assessed as part of future modelling to support environmental / amenity assessment. An EIA will be produced for the project so far and this will be a live document through the project and will be developed. The varying habitats will be reviewed by environmental studies and those of importance will be documented and if there are impacts then mitigation measures will be developed. Ahead of construction a full CEMP will be developed to identify and manage impacts upon the environment.
1	3	2	Historic	Possible historical interest linked with shipbuilding.	The success of the Scheme will be derived from not only the coastal flood protection provided but also how it reflects the history and heritage of the Havre des Pas area. Heritage baseline studies and heritage reviews have been and will continue to be undertaken through the project processes to inform the design and master planning. Locations such as Allix's Shipbuilding Yard gardens and celebrating the heritage from this industry will be considered in the Scheme development.
1	3	3	Prehistoric	Possible peat and ice age deposits under the sand, investigate.	Ground investigation works will be completed as part of the Scheme development, and this will involve core sampling to establish the subsurface make-up. Any possible peak deposits would be identified, however, around the Scheme the rock level is very close to and at surface level in the location of the proposed defences.
1	3	4	Geology – Historic	Dicq rock geology and historic.	The importance of various rocks and tidal features has been acknowledged by attendees of the stakeholder workshops. Studies to understand the geology of the area will be undertaken and this will be presented as part of the EIAs. There will be design considerations to the local geology of the area, with any alterations to the rocks to be mitigated as much as possible. The Project Team will work closely with the internal GoJ Directorate for the Environment, i.e. I&E Natural Environment Team, who are responsible for the management of GSSIs as well as Planning and Building who are the Directorate that regulate the designated GSSIs, to obtain support and acceptance for the Scheme.
1	3	4	Protect the Setting of the Dicq	Whilst not protective of any particular rocks, be them listed or not, I would like to see the setting of the Dicq respected in any Shoreline Management Plan (SMP).	There is no desire to adversely impact upon the setting of areas such as Le Dicq Slipway. New defences will consider the setting and where practical from a coastal defence perspective the Project Team will seek to preserve or enhance the setting.
1	3	5	Provision of Continuous	Provision of sustainable transport network, taking bikes off the road, providing safe travel routes.	Noted – an ATL (Management Options 3 and 4) Scheme would enable the creation of a segregated cycle path. The development of fully inclusive access points to the beach will be a part of the Scheme design brief. Given the scale of

Workshop No.	Table No.	Sticker No.	Comment	Details	GoJ Responses
			Cycle/Pedestrian Access	Can access to the beach also be provided?	ramps that would be needed to enable fully inclusive access it would be likely that provision will be made for access in strategic locations to ensure that each key beach area (Green Street, Havre des Pas and Greve d'Azette) would have inclusive access provision provided.
1	3	6	Cycle Track/Privacy	Possibly privacy concerns with cycle track at Havre des Pas.	It is recognised where there are seafront properties that currently do not have public access adjacent to them and a new promenade would introduce people to the coastal area. To manage this it would be proposed that a garden zone be incorporated in the design to provide a buffer between any promenade/cycle path and the existing residential properties that would be impacted.
1	3	7	Impact on Businesses & Residents	Understanding level of disruption and period of disruption for businesses & residents.	It is acknowledged that there are concerns with the impact of construction disruption on businesses and residents. The programme of works will be adapted to manage the potential disruption (dust, inaccessibility and noise). This would be measures such as limiting construction activities in certain areas of the Scheme during the main tourist periods (May to September).
1	3	8	Cycle	Protect or improve cycle route at La Collette.	Noted – an ATL Scheme (Management Options 3 and 4) would enable the creation of a segregated cycle path.
				Protect existing cycle route.	
1	3	9	Promenade	Create promenade at La Collette.	Noted – an ATL Scheme (Management Options 3 and 4) would enable the creation of a segregated pedestrian path.
1	3	10	Provision of Parking and Green Space	Can a number of parking spaces be provided?	It is noted that car parking is an issue in the Havre des Pas area. An ATL Scheme (Management Options 3 and 4) could enable the creation of some car park spaces, but large-scale parking is not within the brief of the project.
				Improve/create.	
				Extend green space and accessibility.	Noted – an ATL Scheme (Management Options 3 and 4) would create green spaces, which is acknowledged that stakeholders would like to some accessible green space for the public to enjoy.
1	3	11	Segregated Cycle Zones and Alfresco Areas	Additional green space for public to enjoy.	
				This would encourage greater private investment on commercial businesses.	It is acknowledged that local businesses would like to some space for alfresco space. An ATL Scheme (Management Options 3 and 4) would allow for this.
				Widen the promenade to extend to alfresco space.	
				Improve and dismounted.	Noted – an ATL Scheme (Management Options 3 and 4) would enable the creation of a segregated cycle path.
				Segregation, improve, disjointed.	

Workshop No.	Table No.	Sticker No.	Comment	Details	GoJ Responses
1	3	12	Risk to Properties	Provide protection from debris from waves.	It is the primary objective of the Scheme to ensure an appropriate level of property protection from coastal flood events to protect residents and local businesses from future coastal flood events in the area. The crest height of any new defences will be derived following the completion of detailed coastal modelling (coastal wave modelling, overtopping modelling and inland flood extent mapping). The height of the wall will be as required to protect the area from flooding to meet the 1 in 200-year return period (RP) flood event considering 2120 sea levels.
1	3	13	Protect the Setting of the Lido	Maintain an element of boardwalk.	The Lido boardwalk will require some modification to ensure that proper flood protection is provided, however, this would be done sympathetically and will seek to maintain as much boardwalk as possible and be in keeping.
1	3	14	Beach Access	At the very least, retain current levels of beach access.	The current beach access points will be maintained, at the very least, with inclusive access points to be incorporated as part of the Scheme.
				Maintain beach access.	
1	3	15	Beach Access (the area to the east of Le Dicq slipway)	Improve beach access in this area.	The current levels of beach access will be maintained, at the very least, with inclusive access points to the beach to be incorporated as part of the Scheme.
1	3	16	Protection and Maintenance of the Lido	Improve protection and improve maintenance of the Lido.	The Lido development is not within the scope of the coastal Scheme; however, engagement will be ongoing throughout the Scheme development with all Government Departments to recognise that the Lido will need to be brought along with the project accordingly.
				Create curve around the Lido as sea defence and cycle/promenade.	
1	3	17	Habitat Friendly Construction	Building to be habitat friendly to lichen, encourage species.	Sustainability will be considered in designs. Where BNG can be incorporated in the design effectively then this will be considered.
1	3	18	Managed Sea Defence	Use managed sea defence in the form of gigantic sandbag as they use in artificial surf sites.	An offshore reef is not suitable for the location given the impacts on navigation, environmental issues (and consequences on Ramsar), cost of construction, significant ongoing maintenance costs and on altering coastal processes plus an offshore breakwater would not address the Still Water Level flood risk that will become an issue c.2040's due to SLR. Wave breaks would not provide protection for still water flooding where the high tide level is greater than the land levels. This is predicted to be the case in the next 100-years and therefore a wave break alone would not be sufficient.
1	3	19	Availability of Moorings	Facilities for boats, anchorage, small marina, and boat yard off La Collette.	The provision for these facilities is outside of the project scope.

Workshop No.	Table No.	Sticker No.	Comment	Details	GoJ Responses
1	3	20	Area for Land Reclamation (the area adjacent to the existing shelters and former Fort d'Auvergne Hotel)	Currently not an overly popular corner/area of Havre des Pas beach. This could be reclaimed and extended upon for plaza/bike/pedestrianised area.	Noted – with an ATL (Management Options 3 and 4) Scheme some land in this area would be reclaimed, with the view to improve useability and aesthetics of the area.
1	4	1	The Lido	An important historic site and needs to be retained for continued public use, which benefits health and well-being of users.	The setting of the Lido and boardwalk will be protected. There will be some impact due to the nature of the coastal defence works, however, these will be developed sympathetic to the setting.
1	4	2	Ramsar site	Of huge importance to protect the natural environment.	Ramsar site is of international importance and the Scheme will seek to support the Ramsar site in terms of education, and enhancement. Whilst there will inevitably be an impact upon the site, albeit at the edges of the site, an EIA baseline has been produced so far and this will be a live document through the project and will be developed. Measures to mitigate any impacts will be built into the Scheme and the project will also seek to enhance where practicable. In preparation for construction a full CEMP will be developed to identify and manage impacts upon the environment, not only within the marine environment but also covering the terrestrial environment too.
1	4	3	Flooding Beyond Scheme Extent/Funding of Scheme	Is there a risk of flooding at end of harbour wall opposite Liberation Square and also Commercial Buildings?	The SMP has considered the risk of flooding in this area. Works to this area is planned for Epoch 2 (2040 to 2070). Refer to the SMP for details, Government of Jersey / AECOM (2020), 'Jersey Shoreline Management Plan', January 2020 <a href="https://www.gov.je/shorelinereport">https://www.gov.je/shorelinereport</a> (Ref. 1).
				It is already at maximum height on high tides.	
				Harbour gates?	
				Money is also a concern; holiday maker numbers are down and local population	The funding for the project is supported by the Proposed Budget (Government Plan) 2025-2028 (Government of Jersey, August 2024). The budget allocation in the plan was determined by a Strategic Outline (Business) Case (SOC), which facilitated the provision of engineering development funding and a provision for construction. The project will follow the GoJ's Infrastructure Delivery Framework and this follows seven stages for major projects. The project is at Stage 1 and moving into Stage 2 (Concept Design) in 2025. Mid-2025 an Outline Business Case (OBC) will be developed with updated budget estimates for the selected Scheme option.

Workshop No.	Table No.	Sticker No.	Comment	Details	GoJ Responses
1	4	4	Preferred SMP Policy Option	Waist high wall at Havre des Pas, i.e. SMP Policy Option 2, AM, is preferable to larger construction.	The selected GoJ Policy Option (ATL vs AM) will be determined following a review of several aspects (e.g. buildability and environmental impact) and the option which is more favourable from this optioneering approach will be chosen. The height of any defence will be determined by the coastal flood modelling and the SoP to be achieved. Should areas of the Scheme require significant changes in defence height then these areas may be adjusted to provide adaptive protection, for example providing defences that are at a certain height that protect for the next 50-years and can then be adapted easily for future as sea levels rise beyond 50-years.
1	4	5	Concerns with ATL (Management Options 3 and 4)	Not sure of scale of Option 4, over development is a worry as we value Havre des Pas as a Victorian seaside setting.	It is acknowledged that around Havre des Pas it is the Victorian architectural setting of the area that are specifically valued as part of the character of the area. The visual impact of the Scheme on the setting, from all angles will be considered, with the relevant studies, i.e. a Landscape Visual Impact Assessment (LVIA). This will ensure the character of the area during, and post construction is maintained. The façade finish will also be strongly considered as this will have an impact on the overall character.  Development, such as apartments will not be considered and the Scheme will seek to enhance the seaside setting, taking inspiration from the Victorian style.
2	1	1	Segregated Cycle Path/Inclusivity	Much needed cycle space.	Noted – it is recognised that the provision for cycling needs to be improved and this is a key strategic policy of the Government and the sustainable transport policies. To this end a Scheme that can provide better cycle routes will score higher than those which do not provide secondary benefits. An ATL Scheme (Management Options 3 and 4) will enable additional secondary benefits to be realised.
				More accessibility.	
		2	Traffic	Value of roads.	These comments relate to road improvements. While a road improvement Scheme is outside of the project scope, it is anticipated that there would be significant traffic flow improvements if a segregated cycle-pedestrian path was to be constructed as part of an ATL Scheme (Management Options 3 and 4).
				Volume of traffic.	
				Currently difficult to cycle/walk with a narrow pavement.	
2	1	3	Public Realm	Existing road network to be considered.	Noted – an ATL Scheme (Management Options 3 and 4) could create new green spaces, which is acknowledged that stakeholders would like to some accessible green space for the public to enjoy.
				Green spaces are needed and will be used.	
				Victorian gardens, ideal for setting.	

Workshop No.	Table No.	Sticker No.	Comment	Details	GoJ Responses
				Will bring businesses back.	Noted – it is strongly anticipated that public realm improvements that come with an ATL Scheme (Management Options 3 and 4) would facilitate the desire to invest in the area from local businesses.
				There is a cost to maintain hardstanding needed (counterargument for the costs associated with maintaining green spaces).	Noted – the ATL Scheme (Management Options 3 and 4) would create green space.
				Successful examples of routes and what can be achieved for the public.	It is acknowledged that the Millenium Town Park is a recent champion public realm Scheme, an ATL Scheme (Management Options 3 and 4) would create additional green space. This would follow the GoJ Bridging Island Plan (2022 to 2025), meeting a number of policies, including 'Policy GD6 - Design quality', 'Policy NE2 - Green infrastructure and networks' and 'Policy SP3 - Placemaking'. The Island Plan recognises that green infrastructure brings benefits such as improved health & wellbeing, enhanced biodiversity and resilience to climate change. It is recognised that green infrastructure is important for densely populated areas like Havre des Pas and Greve d'Azette. The Island Plan also references how the transformation of the Millennium Town Park, has had a 'significant, positive impact on the surrounding area' and is a 'focal point for the community'. The project will seek to use Millenium Town Park as a local example of how valuable green space.
				Millenium Town Park is a recent champion public realm Scheme.	
				Soft space, green desired.	Noted – an ATL Scheme (Management Options 3 and 4) would enable the creation of new green space.
2	1	4	Restaurants (Green Street)	Widening roads	This comment relates to road improvements. While a road improvement Scheme is outside of the project scope, it is anticipated that there would be significant traffic flow improvements if a segregated cycle-pedestrian path was to be constructed as part of an ATL Scheme (Management Options 3 and 4).
2	1	5	Roads	Narrow roads in the area (linked with no. 4).	This comment relates to road improvements. While a road improvement Scheme is outside of the project scope, it is anticipated that there would be significant traffic flow improvements if a segregated cycle-pedestrian path was to be constructed as part of an ATL Scheme (Management Options 3 and 4).
2	1	6	Lido	How would it come into the Scheme?	Noted, this is one of the aims of the project to provide coastal flood protection but also reinvigorate the whole Havre des Pas area for locals and visitors alike. Key attractions such as the Lido will be central to the development of the Scheme

Workshop No.	Table No.	Sticker No.	Comment	Details	GoJ Responses
				Factor in regeneration of the Lido into the Scheme.	design.  The Lido development is not within the scope of the coastal Scheme, however, engagement will be ongoing throughout the Scheme development with all Government Departments, including Jersey Property Holdings (JPH) who manage the site, to recognise that the Lido will need to be brought along with the project accordingly.
				Sea swimming post COVID-19, the Lido is appreciated for wellbeing benefits.	
2	1	7	Antisocial Behaviour	Police are in an impossible position to take action.	Antisocial behaviour has been identified as a concern in the Havre des Pas area, and this has been acknowledged by attendees at the workshop. Whilst any specific measures, e.g. proactive policing are outside of the project scope, a Crime Impact Assessment (CIA) will be undertaken for the Scheme master planning to seek to 'design out crime' from any Scheme. There will also be engagement with the States of Jersey Police, Honorary Police and Jersey Youth Service Youth Workers will be undertaken, to consider measures as part of the design of the Scheme to reduce antisocial behaviour.
				Shelters remove.	
				Improving neighbourhood and increased footfall (populated area) would reduce antisocial behaviour.	
2	1	8	Influence of Negative Legacy left by La Collette and Jersey Hospital Project on Scheme Delivery	Clear concepts and transparency of the Scheme is needed.	<p>There will be an ongoing engagement process throughout the entire project programme, through informing (website and media), consultation periods and drop ins.</p> <p>The stakeholder workshops in June and July 2024, were the initial stakeholder engagement for the Scheme. This ongoing engagement will ensure clear concepts and transparency of the Scheme, with the public's input.</p> <p>The next significant engagement will be through a formal consultation process in early 2025 where Scheme graphics and visuals will be presented.</p> <p>These visuals will be developed by taking reference to the comments made in the workshops.</p> <p>A new Coastal Engineering section will be added to the Government of Jersey website and this will contain more details for the SMP delivery and the individual projects as they commence. The target for this going live will be by the start of 2025 and the web pages will be updated regularly. In addition, in 2025 a Project Newsletter will be produced at an initial 6-monthly timeframe and as the project develops the interval for these will be altered as information is updated at a faster pace.</p>

Workshop No.	Table No.	Sticker No.	Comment	Details	GoJ Responses
				Concerns with the delivery of the Scheme.	The Project Team is aware that there are concerns with the delivery of large construction Schemes on Jersey. Ongoing communication within Government to highlight the need for the Scheme and the benefits of the Scheme to the local area and Island will be key to ensuring support for the Scheme. These discussions to date have garnered positive support for the project as it is recognised within Government that the provision of coastal defences that enhance as well as protect are necessary. The funding for the project is supported by the Proposed Budget (Government Plan) 2025-2028 (Government of Jersey, August 2024), which makes references to the Scheme, with funding for some of the project in place following the successful submission of an SOC for the Scheme in 2023. The OBC will be presented in 2025 to update the budget projections for the selected Scheme option. The SOC that was produced to support the project initiation presented a strong strategic case for the project and demonstrated the need for the project across many strategic areas. The project team will continue to develop the business cases and messaging that will be needed to keep the project on track.
				Concerns with the influence of changing Governance and risk this brings to the Scheme.	Noted – when there is a change of political leadership a full briefing is given to the incoming leadership to communicate the need and requirements for the coastal defence Schemes. To date there has been good political support for the SMP projects. When there was a change in leadership in early 2024 the project team briefed the new political leaders fully on the project, the need and stage etc. Briefings will continue and those briefings along with the wider communication elements will be done to maintain the excellent support currently for the project.
				Historically there has been a lack of public investment in the area.	Noted – the project would be a major investment for the area to provide not only coastal flood protection but to also seek major secondary benefits and improvements to the area.
2	1	9	View	Outlook view is important.	It is acknowledged that outlook view is important. The height of the wall will be as required to protect the area from flooding. The crest height of any new defences will be derived following the completion of detailed coastal modelling (coastal wave modelling, overtopping modelling and inland flood extent mapping). The height of the wall will be as required to protect the area from flooding. Notwithstanding this, should there be an excessive impact in an area then the design will consider an incremental wall rise if possible, e.g. considering 2075-year SLR in section of the Scheme extent, rather than going to 2120. Advancing the line will have the benefit of allowing the design to consider secondary walls, maintain some coastal view. In some locations the height change will be less pronounced.

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				Retain coastal frontage.	Considering the point above, coastal frontage of sea front properties will be maintained as much as possible. The visual impact of the Scheme on the setting, from all angles will be considered, with the relevant studies, i.e. a LVIA. This will ensure the character of the area during, and post construction is maintained. The façade finish will also be strongly considered as this will have an impact on the overall character.
				“Give” garden space to seafront properties as a trade-off to maintain privacy (with ATL, policy option 4).	To seafront properties, with the ATL Scheme (Management Options 3 and 4), some garden space would be provided adjacent to existing garden walls and new promenade in order to maintain privacy as the garden areas will provide a buffer. These areas will be public owned gardens but for the provision of greening the area and not for general accessing from the promenade as the aim would be to be a buffer space to respect privacy currently afforded.
2	1	10	Material Change	Material use needs consideration.	The visual impact of the Scheme on the setting, from all angles will be considered, with the relevant studies, i.e. a LVIA. This will consider the character of the area and will inform the design development and the selection of materials and finishes.
				Loss of property value.	The risk from a flood event would likely have a greater impact upon property values than a Scheme providing amenity and protection. The project would in itself affect property values positively in time.
2	1	11	Ramsar Site	Clarity on effects of construction of Scheme of Ramsar site.	Ramsar is of international importance and the Scheme will seek to support the Ramsar site in terms of education, and enhancement. Whilst there will inevitably be an impact upon the site, albeit at the edges of the site, an EIA baseline has been produced so far and this will be a live document through the project and will be developed. Measures to mitigate any impacts will be built into the Scheme and the project will also seek to enhance where practicable. In preparation for construction a full CEMP will be developed to identify and manage impacts upon the environment, not only within the marine environment but also covering the terrestrial environment too. The Scheme will seek to undertake environmental enhancement. Examples of how this is possible can be seen in the Southsea Coastal Scheme in the south of England which incorporated wildflower and grass seeding and bee-post installation to support bee populations and tidal pools to retain water for marine life to populate.
				Improvements, e.g. Southsea Scheme, with provision of tidal pools.	
2	1	12	Land Management	Need to use material in accordance with on island guidance.	Noted. Any fill material used as part of ATL will be tested to confirm it is inert and suitable. A construction/land reclamation Food and Environment Protection Act (FEPA) licence will be required before any materials can be deposited on the beach area, for both the concrete for construction and any infill materials.

Workshop No.	Table No.	Sticker No.	Comment	Details	GoJ Responses
2	1	13	Beach Use	24/7 access to the beach is needed (not current situation, tide dependent).	The Project Team will look to incorporate non-tide-dependent improvements to beach access into the Scheme. An area where this is known to be an issue is at Le Dicq where the outfall structure prevents access around the rocks unless the tides are low.
2	1	14	No Buildings on Reclaimed Land	Moveable structures only.	There are no plans to develop the reclaimed land for commercial gain. Any reclamation will be in the form of garden space and public realm space for the enjoyment of Islanders. The degree of reclamation would be such that it would preclude the ability to utilise the new land areas for development. The Project Team will enquire about protection being put in place to this effect.
				Legal protection needed to ensure land is for public benefit.	
2	1	15	Stepped Seating	Rock revetment with seats, e.g. as at West Park.	As part of an ATL Scheme (Management Options 3 and 4), revetment areas with seating are being considered in this area (the corner the former Fort d'Auvergne Hotel, next to the promenade).
				Not expensive.	Any Scheme features would be costed as part of the business case developments and the relative costs of different options along with the benefits will be considered. Revetment areas that allow seating access, such as that by La Frégate, will be considered where this is appropriate for the Scheme.
2	1	16	Historical Setting	Incorrect granite recently used.	Noted – the façade finish and finish of any surfaces will be strongly considered as this will have an impact on the overall character of the area. The use of granite in all of the construction is likely to be cost prohibitive, however, the use of granite to suit the local character will be sought. The final finishes of the sea defences will form part of a consultation process and will also read from existing examples around Jersey, such as the block effect finish within St Helier Marina (north wall of the marina).
				Gardens – important, bringing out and open Victorian gardens.	Noted – an ATL Scheme (Management Options 3 and 4) would enable garden space and green space to be created and the referencing to the existing Victorian gardens will be taken as the inspiration, with the aim of creating garden spaces such as those at St Brelade's Bay or Gorey. Any new green space would be in keeping with existing green spaces in Jersey.
				Architectural setting – important.	It is acknowledged that it is the architectural setting of the area and certain buildings/places that are specifically valued as part of the character of the area. The visual impact of the Scheme on the setting, from all angles will be considered, with the relevant studies, i.e. a LVIA. This will ensure the character of the area during, and post construction is maintained. The façade finish will also be strongly considered as this will have an impact on the overall character.

Workshop No.	Table No.	Sticker No.	Comment	Details	GoJ Responses
				Would change walk for commute or journeys even if longer more appealing.	Noted. An ATL Scheme (Management Options 3 and 4) comes with the opportunity to improve green space, segregated cycle routes and safe coastal pedestrian routes that would encourage active travel modes.
				Flow and linkage to routes inland.	The Project Team are working with internal transport/active travel planners to improve transport connections inland while the Scheme develops. An ATL Scheme (Management Options 3 and 4) could create a continuous cycle route from La Collette to La Grande Charriere Slipway and these are already being built into the long-term cycle route network strategies.
				Would be supportive of reuse of granite arches retained from Newgate Street Prison.	The Project Team are considering how the prison granite could be used within the Scheme that will form an iconic element for the area.
2	1	17	Coastal Flood Model	Flood risk is a high priority/concern!	It is the primary objective of the Scheme to ensure an appropriate level of property protection from coastal flood events to protect residents and local businesses from future coastal flood events in the area. From the feedback at the workshops, it has been acknowledged that it is becoming more difficult for property owners along the coastal frontage to obtain flood insurance due to the reviewed risk of flooding. Upon completion of the Scheme the flood hazard maps would be updated to reflect the degree of protection afforded and the lowering of flood risk.
				Planning Applications should be simplified with a revised coastal model post development of Scheme.	Post construction of the Scheme, the flood maps would be updated taking into account the revised level of protection resulting from these Schemes. Areas that would be protected by these defences would be indicated on updated flood hazard maps. These will be shared publicly.
				Important coastal model future proof for 200/300 years plus, with room for adaptability.	The coastal flood model has the adaptability and the capability to consider longer timeframes. The Havre des Pas Scheme will consider adaptability and future proofing in the design.
2	2	1	Contamination of Aquifer	What is being done to minimise the risk of saltwater contamination of the aquifer.	The Havre des Pas Scheme will provide a barrier for sea water infiltration as a continuous sea wall will be provided, however, the potential impacts on the aquifer are noted and this will be discussed with the internal GoJ Directorate for the Environment, i.e. I&E Natural Environment Team, to investigate what measure may be required.
2	2	2	Historic Site – St Wart's Rock	How much of this rock would be retained? – as it is a historic rock (suggest a plaque be put here).	It is noted that certain rocks in the area are valued. Studies to understand the wider geology of the area will be undertaken and this will be presented as part of the EIAs. There will be design considerations to the local geology of the area, with any alterations to the rocks to be mitigated as much as possible. The Project Team seek to incorporate information boards into the Scheme to educate islanders and visitors about the geology of the area.

Workshop No.	Table No.	Sticker No.	Comment	Details	GoJ Responses
2	2	3	Historic Site – Causeway	Will the causeway be protected during work?	The construction works will be planned such that impacts upon the Ramsar site and important geological forms, such as the causeway that leads to the '3 sisters' will be protected. Vehicle movements will be planned and if routes are required via this causeway, mitigation measures will be undertaken to protect the formation.
				Will modelling ensure that it remains to “3 Sisters” a tidal feature?	Yes, the drone point cloud topographic survey that was performed in 2023 captured the beach during a spring tide so to obtain the largest coverage. This 3D model is incorporated into the coastal flood model to give full representation of the beach and rock formations.
				Traffic flow of heavy vehicles a problem?	The construction plan at this stage is not considering the use of the existing roads for the main material transport and will likely adopt barge movements to laydown locations along the work frontage to minimise the impact on the road network and also beach vehicle movements.
2	2	4	Advance The Line	Use the space between old and new walls as water storage and or parking.	Innovative ways of using the space created by the ATL are being looked into. This includes facilitating space to be used by the GoJ Liquid Waste Team to incorporate attenuation facilities that support the pumping stations at le Dicq to enable stormwater storage to reduce the frequency of spillage events. This would have environmental benefits to the Ramsar site that would not necessarily be achievable with an AM Scheme.
				Build hollow boxes.	As part of the Scheme development process and concept design, should there be a good use of the space created behind the new sea walls for other means, e.g. underground car parks, then this will be explored and if feasible will be incorporated.
2	2	5	Drainage	Separate foul drainage to prevent contamination going into the sea/Ramsar area.	Noted – ATL would facilitate the creation of attenuation facilities at Le Dicq for storm water storage, similar to the Cavern facility, to reduce the occurrences of spilling from the drainage network via the outfalls into the Ramsar site.
2	2	6	Area Below “Bulge”	Cautiously approve idea of flattening out curve so water flows with less force (car park).	Noted and for an ATL Scheme (Management Options 3 and 4) this will be considered as part of the Scheme. The area between La Collette and Green Street will be considered for reclaiming to make the bay a more natural profile.
2	2	7	Issue with Cycles and Pedestrians	Potential injury danger constant.	Noted – an ATL Scheme (Management Options 3 and 4) would enable the creation of a segregated cycle path and will provide a safe cycle corridor between La Collette and La Grande Charriere Slipway.
				Cyclists with no brakes.	
2	2	8	Adequate Provision for Island Path	Ensure adequate provision for round island path and cycle travels.	While an island path is outside of the project scope, with an ATL Scheme (Management Options 3 and 4), would enable the opportunity for a segregated pedestrian-cycle path in the area, opening up opportunity for the eastern coastal path.

Workshop No.	Table No.	Sticker No.	Comment	Details	GoJ Responses
				Access parts to beach – long stretch is without access.	Noted – the current levels of beach access will be maintained, at the very least, with inclusive access points to the beach to be incorporated as part of the Scheme.
2	2	9	Slipways	Where slips are being modified make them parallel to wall.	Slipways are key vulnerability points along our coast and these will be addressed within the Scheme design. Altering the finished ground levels and orientation of slipways will be considered and will likely be needed to achieve the required SoP.
2	3	1	Access	Making this area accessible, maintained, and protected.	The current levels of beach access will be maintained, at the very least, with inclusive access points to the beach to be incorporated as part of the Scheme.
2	3	2	ATL Benefits	Room for true accessibility opening walkways, including changing places and slipway adjustments for inclusion, whilst being mindful of heritage.	As part of an ATL Scheme (Management Options 3 and 4), there are opportunities to improve access to the beach. Studies will be undertaken to understand the heritage of the area and any proposals will aim to minimise impact on the heritage of the area.
				Arts and culture opportunities.	Opportunities for the arts will be considered, i.e. art for temporary fencing during construction, upon completion an ATL Scheme (Management Options 3 and 4) could create space for local markets (similar to the French Markets that are held in the Royal Square and at the Weighbridge) and sculpture trails.
				Aesthetic of area to improve with ATL method.	There are a number of opportunities that come alongside ATL, which will enhance and improve the area. At the moment the frontage between Le Dicq and La Grande Charriere Slipway is dominated by taller buildings that are constructed directly behind the sea walls and there is limited public access to the coastal frontage from pedestrian walkways. An ATL Scheme (Management Options 3 and 4) would have the potential to soften this interface by providing green space between the existing garden sea walls and a promenade area.
2	3	3	Accessibility	Accessible lookout spots/viewpoints in brail etc, any sea wall should consider this.	Noted – the landscaping masterplan will consider look out spots and viewpoints, signage and inclusive education boards with brail for example, as part of the design to improve inclusivity opportunities in the area.
2	3	4	Construction Concerns	Traffic and congestion problems during work, phased Scheme required.	The construction programme will consider the short-term consequences of traffic and congestion and how to minimise the impact on residents, businesses and all road users. At the moment the planning would be to avoid the use of the existing road networks and consider barge transport of materials to designated laydown areas along the works frontage.
				High/dense population considerations to be made.	It is acknowledged that the area is densely populated and the programme of construction will be considered to minimise the impact on residents.

Workshop No.	Table No.	Sticker No.	Comment	Details	GoJ Responses
2	3	5	Slipway Design	Slipways to have accessibility consideration, smooth surface	Noted – will be considered as part of the design to improve inclusivity opportunities in the area. The slipways whether existing or new will be considered in terms of these types of improvement.
2	3	6	Noise pollution (Owners)	Residential property owners objecting ATL in these locations. Potential to adjust and revert to maintain the existing defences, Maintain the Defence Line.	The existing sea defences have been constructed at varying times over the last 100 years and the design of the defences are such that without major interventions the structures would not be capable of withstanding the wave forces and sea levels into the future. To provide the level of protection from a single line of defence, which would be the case for Maintaining the Defence Line or AM (Management Option 2) would require a larger sea wall as this single line of defence. Advancing the line (Options 3 and 4) allow a combination of primary and secondary defences to be constructed as new space will be created to accommodate the new defences. Having two layers of defence allows for less impactful primary sea walls, as larger volumes of water can be allowed over the primary wall and held back by the secondary defence with the promenades flooding.
2	3	7	Adjustments with Slipways	Slipways to be created in line with points and conscious of flood risks, rock defences and angle of slip.	Slipways are key vulnerability points along our coast, and these will be addressed within the Scheme design. Altering the finished ground levels will be considered and will likely be needed at slipways to achieve the required SoP.
2	3	8	Increased Flooding Frequency and Severity	With climate change, the frequency and severity of flooding events are likely to increase. This poses a significant risk to both residential and commercial properties in the area.	Noted. It is the primary objective of the Scheme to ensure an appropriate level of property protection from coastal flood events to protect residents and local businesses for present day flood risk and from future coastal flood events in the area due to SLR and more severe storms that can create greater storm surge conditions.
2	3	9	Infrastructure Vulnerability	Existing infrastructure such as roads, bridges, and utility lines might not be robust enough to withstand severe flooding, leading to potential service disruptions.	Noted. It is the primary objective of the Scheme to ensure an appropriate level of property protection from coastal flood events to protect residents and local businesses for present day flood risk and from future coastal flood events in the area due to SLR and more severe storms that can create greater storm surge conditions.
2	3	10	Water Quality	Flooding can lead to contamination of water supplies with pollutants and debris, affecting both human health and marine life.	Noted – the Scheme will reduce the risk of flooding and consequently contamination of water supplies, benefiting receptors that could be harmed by contaminated flood water, i.e. human health and marine life.
2	3	11	Economic Impact	Flood events can cause significant economic disruptions, affecting local businesses and tourism.	Noted – this has been highlighted by the flood modelling and economic studies. It is the primary objective of the Scheme to ensure an appropriate level of protection to infrastructure assets from coastal flood events to protect the wider island from future coastal flood events in the area.

Workshop No.	Table No.	Sticker No.	Comment	Details	GoJ Responses
2	3	12	Natural Beauty	The scenic views and natural landscapes are a major attraction for both residents and tourists, with individuals regularly walking from the harbour around the coastline and through Havre des Pas – we do receive anecdotal feedback on the unsightly view between the two points.	It is acknowledged that the scenic views and natural landscapes are important for locals and visitors. The visual impact of the Scheme on the setting, from all angles will be considered in the design process to seek to enhance the coastal frontage and provide greater accessibility for all Islanders.
2	3	13	Community Space	The coast serves as a vital community space for social gatherings, family activities, events etc.	It is acknowledged that the coast serves as a space for the community and is used for different events, such as the Seaside Festival and for water polo tournaments. With an ATL Scheme, there would be the potential for improvements that would improve the opportunities for recreational activities, the arts, hospitality (alfresco areas) and public events.
2	3	14	Biodiversity	Area is in proximity of the official RAMSAR site and regularly frequented by a variety of marine life.	Whilst there will inevitably be an impact upon the site, albeit at the edges of the site, an EIA baseline has been produced so far and this will be a live document through the project and will be developed. Measures to mitigate any impacts will be built into the Scheme and the project will also seek to enhance where practicable. In preparation for construction a full CEMP will be developed to identify and manage impacts upon the environment during and following construction, not only within the marine environment but also covering the terrestrial environment too. The Scheme will seek to undertake environmental enhancement to directly benefit marine life.
2	3	15	Community Involvement	Engaging with the local community to understand their concerns and incorporate their input into planning and decision-making.	The Stakeholder Engagement Workshops in June and July 2024 were the initial stakeholder engagement for the project. There will be an ongoing engagement process throughout the entire project programme (See Section 6.1).
2	3	16	Sustainable Solutions	Implementing flood defences that are environmentally sustainable and have minimal impact on the natural landscape.	The Project Team will incorporate environmentally sustainable designs into the project as part of the wider GoJ commitment to becoming net zero by 2050 (Carbon Neutral Roadmap). The visual impact of the Scheme on the natural landscape, will be considered from all angles, with the relevant studies, i.e. a LVIA is undertaken. This will ensure that the character of the area during, and post construction is maintained.

Workshop No.	Table No.	Sticker No.	Comment	Details	GoJ Responses
2	3	17	Funding and Resources	Securing adequate funding and resources to support the implementation and maintenance of flood defence measures.	The Project Team aim to ensure there is political backing for the project. The funding for the project is supported by the Proposed Budget (Government Plan) 2025-2028 (Government of Jersey, August 2024), which makes references to the Scheme, with funding for some of the project in place following the successful submission of an SOC for the Scheme in 2023. The construction works will follow a phased five-year programme of works. The Scheme will be tendered out to contractors with the successful contractor ensure a sufficient labour force to undertake the works and not disrupt other on island construction projects.
2	3	18	Enhanced Flood Defences	Upgrading existing sea defences without compromising visual appeal of the area	It would be difficult to adapt the existing sea defences without comprising on the visual impact on the area. Where there are seafront properties with walls, these are not engineered as defences, rather garden walls which offer no proper protection to properties. It would be very difficult to update these structures to protect properties. In doing so, there would be an impact on the visual appeal of the area (from the east of the boardwalk to La Grande Charriere Slipway (also known as Rice Bowl Slipway).
2	3	19	Access Improvements	Improving access to the coast for people with disabilities by adding ramps, permanent water-based fixtures (Guernsey Lido), accessible pathways, and dedicated parking spaces.	Inclusivity improvements in the area will be key elements of the project. An ATL Scheme brings the potential to create some disabled car parking spaces on reclaimed land, plus disabled access points to the beach areas via new ramped access will be incorporated into the design.
2	3	20	Recreational Opportunities	The surrounding area is a hotbed for visitors and locals alike and can continue developing to be a hotspot in Jersey, comparable to St. Aubin with visually captivating infrastructural developments such as parklands, fitness areas, children's parks, sensory escapes.	It is acknowledged that the area is well used by Islanders and visitors. An ATL Scheme would consider the incorporation of some green space (in the form of parklands, fitness areas, children's play parks and sensory escapes). If an ATL Scheme (Management Options 3 and 4) is selected and green space is to be incorporated into the project scope, a LVIA will be prepared to most effectively incorporate green space into the Scheme.
2	4	1	Access/Parking (Towards La Collette)	To enable the public to use existing and new facilities we need parking and as this is a rocky area, not in much use, parking with access to the sea for boats and swimmers should be here.	It is acknowledged that there is a desire for improved parking in the area. As part of an ATL Scheme (Management Options 3 and 4), there would be the opportunity to create some parking spaces, which would most likely be located in this area (towards La Collette). The provision of moorings would be outside the project scope.
				Can also be used to service the proposed park in Mount Bingham.	It is acknowledged that there is a need for parking in the area to service other areas. The Project Team are working with the internal GoJ Transport Planners to improve transport connections inland while the Scheme develops.

Workshop No.	Table No.	Sticker No.	Comment	Details	GoJ Responses
2	4	2	Defence Wall	Height and position of walls or walls and promenade.	The crest height of any new defences will be derived following the completion of detailed coastal wave modelling, overtopping modelling and inland flood extent mapping. The height of the wall will be as required to protect the area from flooding. Notwithstanding this, should there be an excessive impact in an area then the design will consider an incremental wall rise, if possible, e.g. considering 2075-year SLR in specific sections of the Scheme extent, rather than going to 2120 immediately. Advancing the line will have the benefit of allowing the design to consider secondary walls. In some locations the height change will be less pronounced.
2	4	3	Promenade	Is historic and any new sea wall should maintain the architectural heritage. Higher new wall will affect existing views, what can be done to compensate for this. Mixed levels?	It is acknowledged that the existing promenade is part of the valued historic setting. While it is acknowledged that a new sea wall will influence the character of the area the façade finish will be strongly considered. An ATL Scheme (Management Options 3 and 4) will have the benefit of allowing the design to consider secondary walls.
				Will access to the beach from promenade be lost or can we have flood gates, which can be closed as required or can we bring beach onto reclaimed area.	The current beach access levels will be maintained, at the very least, with inclusive access points to the beach to be incorporated as part of the Scheme. The development of fully inclusive access points to the beach will be a part of the Scheme design brief. Given the scale of ramps that would be needed to enable fully inclusive access it would be likely that provision will be made for access in strategic locations to ensure that each key beach area (Green Street, Havre des Pas and Greve d'Azette) would have inclusive access provision provided.
				Area should be for people to use and would like to see animals and cyclists separate, perhaps dog park in Mount Bingham. Gardens and underpass for cyclists.	The promenade would be enhanced as part of an ATL option (Management Options 3 and 4) with a segregated pedestrian-cycle path. A dog park in Mount Bingham could be considered, however, the creating of such a facility is outside the scope of the project. With the ATL, there is the potential for green spaces to be created.
2	4	4	Thai Shack	Very difficult to protect.	From experience of past coastal flood events and the flood model, it is accepted that the Thai Shack at Le Dicq Slipway is very vulnerable in its existing location. The Project Team would look at temporarily relocating the business nearby while construction works are being undertaken before being relocated again following construction. Key character features and amenities such as the Dicq Shack will be used to inform the Scheme design such that we do not lose the essence of the area and it is imperative that this is incorporated into the Scheme design.

Workshop No.	Table No.	Sticker No.	Comment	Details	GoJ Responses
2	4	5	Traffic Flow	Diverted around Havre des Pas so road improvement Scheme.	A road improvement Scheme is outside of the project scope so it would not be possible to divert traffic around Havre des Pas. It is anticipated that there would be traffic flow improvements if a segregated cycle-pedestrian path was to be constructed as part of the ATL Scheme (Management Options 3 and 4) as this would take cyclists off the existing road network onto safe segregated cycle routes.
2	4	6	Lido at Havre des Pas	Need to protect – important site.	Noted, this is one of the aims of the project to provide coastal flood protection but also reinvigorate the whole Havre des Pas area for locals and visitors alike. Key attractions such as the Lido will be central to Scheme design development. The Lido development is not within the scope of the coastal Scheme; however, engagement will be ongoing throughout the Scheme development with all Government Departments to investigate what measures would be required to protect this iconic facility.
				Walkway along the whole length of the area would be good. No roads in between Millennium Court and the sea.	An ATL Scheme (Management Options 3 and 4) would enable a walkway and cycle route to be created along the whole coastal frontage between the Scheme extents. New roads will not be considered as part of any Scheme development.
2	4	7	Drainage	We will lose some off the sea wall. New sea wall will, need water management plan as area behind wall will still be below sea level.	The inland areas behind the coastal frontage of the proposed Scheme are below the predicted future high tide levels. As such a new sea wall would need to be continuous and of sufficient crest level to provide the continued protection. This will include the improvements to the slipway locations which are the present-day low points on the coast.
3	1	1	Beach Space	Maintain beach area as much as possible by minimising the ATL extents if this option selected.	It is acknowledged that the beach area at Havre des Pas is well used by Islanders and visitors. An ATL Scheme (Management Options 3 and 4) would only advance out as far as is necessary to provide the cycle path, promenade and garden space. Where the width of the new area can be narrower and still achieve the project objectives (primary and secondary) then the advancement will be limited.
				Minimise the impact on the sea views by limiting wall heights.	The crest height of any new defences will be derived following the completion of detailed coastal wave modelling, overtopping modelling and inland flood extent mapping. The height of the wall will be as required to protect the area from flooding. Notwithstanding this, should there be an excessive impact in an area then the design will consider an incremental wall rise if possible, e.g. considering 2075-year SLR in specific sections of the Scheme extent, rather than going to the full 2120 SLR immediately. Advancing the Line will have the benefit of allowing the design to consider secondary walls, which will enable the crest levels to be slightly lower than if a single line of defence is provided only.

Workshop No.	Table No.	Sticker No.	Comment	Details	GoJ Responses
				Maintain the sea views by minimising the ATL extents.	It is acknowledged that sea views are very valuable assets to seafront properties. The extend of the advancing the line would be limited to what would be required to achieve the primary and secondary project objectives and not simply advancing seawards for unnecessarily.
				Business owners will be concerned with impacts to tourism offerings if beach areas significantly affected.	It is acknowledged that the beach area at Havre des Pas is well used by Islanders and visitors. An ATL Scheme (Management Options 3 and 4) would only advance out as far as necessary, as determined by the coastal flood modelling (and width for secondary benefits).
				If an ATL Scheme is selected then there would be the need to protect the privacy for the properties that are located on the seafront, that currently do not have an unobstructed view to the sea.	It is acknowledged that with an ATL Scheme (Management Options 3 and 4), a key concern for residents and owners of seafront properties is the impact on privacy. Designs and zoning of the Scheme frontage will be mindful of the residential nature of sections of the coastal frontage. The area from Le Dicq to La Grande Charriere Slipway are more residential so new development, i.e. cafés and entertainment amenities in this zone would not be considered and the area would be more naturalistic and peaceful.
				It is acknowledged that people do not have the 'right to a sea view' in planning but they do have a 'right to privacy', particularly those with ground floor property spaces and gardens.	It is acknowledged that with an ATL Scheme (Management Options 3 and 4), a key concern for residents and owners of seafront properties is the impact on privacy. Designs and zoning of the Scheme frontage will be mindful of the residential nature of sections of the coastal frontage. The area from Le Dicq to La Grande Charriere Slipway are more residential so new development, i.e. cafés, entertainment amenities in this zone would not be considered and the area would be more naturalistic and peaceful. To address the possible privacy concerns a garden buffer zone would be incorporated in an ATL Scheme to give a separation distance between existing gardens and the cycle path and promenade.
3	1	2	Disruption to Businesses	This particularly affects businesses that rely upon the tourist trade and seasonal business.	It is acknowledged that there are concerns with the impact of construction disruption on local businesses and beach users. The programme of works will be adapted to ensure that disruption (dust, inaccessibility and noise) is minimised with certain sections of the coast being more sensitive to construction activities, such as around the Lido during the summer season. Construction phasing will be developed to minimise the impacts on selected sections of the frontage during the summer season (between May and September). There will be ongoing engagement with local businesses throughout the design and construction planning phases to identify issues early to enable mitigations to be developed and implemented.

Workshop No.	Table No.	Sticker No.	Comment	Details	GoJ Responses
				Business owners are very concerned about the impact on the business during the construction phases and how this could impact their viability, loss of revenues and ability to invest for the long term.	It is acknowledged that there are concerns with the impact of construction disruption on local businesses and beach users. The programme of works will be adapted to ensure that disruption (dust, inaccessibility and noise) is minimised with certain sections of the coast being more sensitive to construction activities, such as around the Lido during the summer season. Construction phasing will be developed to minimise the impacts on selected sections of the frontage during the summer season (between May and September). There will be ongoing engagement with local businesses throughout the design and construction planning phases to identify issues early to enable mitigations to be developed and implemented.
				This is a particular concern given that the impacts of COVID, whilst a couple of years ago, had a major impact on businesses that they are still recovering from as tourist numbers are still not back to pre-pandemic levels.	Noted – the Project Team will engage with local businesses throughout the project to discuss concerns and explore mechanisms to manage disruption to minimise impacts to businesses. Given the scale of the engineering works there will be some disruption, but the Team will work with businesses and so what is possible to minimise any impacts.  An example may be limiting construction activities in the central beach area around the Lido between May and September, with work areas moving to different parts of the Scheme frontage during this time.
				How can the construction process be managed and minimised to avoid disruption, particularly during summer months?	It may be a requirement for some activities during these months but the team will limit the scale of activities as much as is practicable as the importance of the beach amenity to islanders and visitors to the economy is known.
				Will there be a compensation scheme for affected businesses?	No – it is not Government Policy for such measures; however, the Project Team will seek to mitigate the impact of the project on local businesses as far as reasonably practical such that such considerations are not required.  One of the aims of the initial and then the ongoing engagement will be to identify concerns early so there is the ability to address them appropriately. Stakeholders will be able to contact the project team and contact details have been given to all people that attended the workshops so a route to communicate is available and will be throughout the project.  We do not want businesses, residents, other organisations and individuals to be anxious about the scheme, when a discussion can hopefully address those concerns.  We want people to be excited about the scheme and the benefits that we feel it could bring to the area so please contact us via the website when it is live or email us on <a href="mailto:coastalengineering@gov.je">coastalengineering@gov.je</a>

Workshop No.	Table No.	Sticker No.	Comment	Details	GoJ Responses
3	1	3	Other Options for Defences	Have other measures been considered to break wave energy, such as breakwaters and maybe a breakwater from the end of the La Collette reclamation site?	Yes, an exercise to consider a large range of options have been undertaken and this included the consideration of a breakwater. Given the tidal range that Jersey has a breakwater structure would have a very significant impact on the seascape and marine environment. To be effective any breakwater would have to be higher than the highest tides, so at low tide the structure could be 15m high from beach levels. Not only would this significantly impact the marine environment as it would alter tidal flows. A breakwater would only address wave action and the flood risk for the Scheme is from both wave overtopping and still water flooding, so still water flooding would still occur. As such a breakwater structure would not be effective.
3	1	4	Wall Heights	Concerns related to the potential height of the walls in relation to existing private areas, especially if there is public access allowed to areas that then become higher than the existing gardens and people can see in gardens and properties.	The crest height of any new defences will be derived following the completion of detailed coastal wave modelling, overtopping modelling and inland flood extent mapping. The height of the wall will be as required to protect the area from flooding. Notwithstanding this, should there be an excessive impact in an area then the design will consider an incremental wall rise if possible, e.g. considering 2075-year SLR initially with the potential for future incremental increasing, rather than going to 2120 sea levels immediately. In some locations the height change will be less pronounced. It is acknowledged for seafront properties that privacy is a key concern. An initial design consideration to manage this is by some creating some private garden space. Therefore, this space would not be accessible to the public, i.e. to act as a buffer zone.
				Design height plus width of any ATL Scheme to minimise the impacts.	The extent of the advancement will not be unlimited and will be as required to achieve the primary objective of coastal defences and sufficient to provide a promenade, cycle path and garden space. In locations where garden spaces would not be considered then the extent of advancement will be reduced. By utilising an ATL Scheme (Management Options 3 and 4) the height of the walls can be adjusted as the primary wall will be able to allow more water to splash over as it would be held back by a secondary wall. Should a primary wall only be used then the height would need to be higher as it would be the only line of protection.
3	1	5	Linkage	The Scheme should connect to other parts of the island.	A secondary benefit of ATL is the segregated cycle-pedestrian path. The Project Team are working with internal I&E (Operation and Transport) Sustainable Transport Planners to improve transport connections inland, while the Scheme develops. These improvements take into account the potential transport improvements with ATL and opportunity for significant improvements to the eastern cycle network.

Workshop No.	Table No.	Sticker No.	Comment	Details	GoJ Responses
				There are secondary benefits to the Scheme, but these involve bringing people and the public into areas that are currently more private so the balance between 'bringing people in' vs 'improving the area' should be struck.	Privacy should be improved as part as an ATL Scheme (Management Options 3 and 4), with beach users brought away from the boundary garden walls of these seafront properties. This zone (to the east of Le Dicq Slipway) is more of a residential zone. An initial design consideration to manage this is by creating some private garden space to act as a buffer zone and maintain levels of privacy.
				The walkway that has been installed around the French harbour with no buffer zone may be a better solution as a larger extent ATL Scheme (Management Options 3 and 4) would potentially take longer to build and involve greater disruption.	A walkway would not be sufficient to provide the flood protection levels that the wave climate in the area require. In the French Harbour the walkway is possible as the structure does not need to counter wave action.
3	1	6	Legal Issues/Challenges	What is the legal status related to the properties along the front?	The properties along the coastal frontage are private properties. We assume this comment relates to the ability of the Scheme to simply be constructed with no due regard to these properties. The Scheme will be subject to the normal planning application process and the property owners will have opportunity to make comment on the Planning Application for the Scheme in the same way that they can for any other application made for development.
				Can the government just implement this Scheme, or will there be delays from legal challenges?	The coastal Scheme will require planning permission to be granted before construction can commence. The Scheme will therefore be subject to the same scrutiny and public comments, in support or against, as any other development.
				Residents that are on uninterrupted sea fronts currently not accepting the Scheme as they will lose sea views (due to public access benefits) This will be a greater concern from Le Dicq Slipway to Rice Bowl Slipway, particularly as they have sea walls currently and no flood concerns.	It is appreciated that sea views are highly valued by seafront properties and it is acknowledged that at present, unlike other areas in the Scheme, the area from "Le Dicq Slipway" to "Rice Bowl Slipway" (La Grande Charriere Slipway) has not experienced significant flood events so residents are sceptical of the need to include this area in the Scheme. The detailed coastal wave modelling, overtopping modelling and inland flood extent mapping shows that the extent of the Scheme is needed, to meet the primary objective, protection from coastal flood events with a 1 in 200-year RP in 2120. At present, there is a significant risk of these properties and properties behind flooding, with the projected number to increase considerably by 2120. A balance therefore needs to be struck between the need to provide coastal flood protection and the impact on views that are currently uninterrupted.

Workshop No.	Table No.	Sticker No.	Comment	Details	GoJ Responses
3	1	7	Antisocial Behaviour	There are concerns related to any ATL that included promenades for example as there are already issues with antisocial behaviour at Havre des Pas and this would then facilitate that to move into areas that don't currently have people in front of them.	During the Scheme development there will be communication between the design Team and the States of Jersey Police and Honorary Police to seek methods to design out crime from the Scheme.
				Residents that currently have sea views and no people immediately in front of them will potentially be affected by this happening.	Measures will be considered as part of the design of the Scheme to reduce antisocial behaviour. Additionally, a buffer zone consisting of gardens will be considered that are not for general access, plus street furniture (i.e. benches) will be limited in areas where antisocial behaviour could be a concern.  The design process will seek to design out crime and a CIA will be undertaken as part of the design process.
3	1	8	Disruption to Beach Users	There are concerns related to how the beach access and useability will be affected during the construction periods and in particular during summer holiday times.	It is acknowledged that there are concerns with construction disrupting beach access and useability. The programme of works will be adapted to ensure that disruption (dust, inaccessibility and noise) is minimised in selected beach areas. There will be ongoing stakeholder engagement activities for the project with local businesses and measure will be taken to minimise disruption as much as possible.
3	1	9	Foreshore Issue and Impacts From Fines Legacy	There are concerns with how the foreshore encroachment was handled by the Government with homeowners being fined where they had beach access and how this will damage the relations with the affected homeowners and their reluctance to accept the Scheme.	The primary purpose of the Scheme is to provide coastal flood protection which will be communicated through ongoing community engagement to discuss the purpose of the Scheme and the benefits that will be realised. The Team are mindful of the sensitivities and legacy of the foreshore encroachment experience and will be happy to discuss the Scheme with any affected property owners directly.
3	1	10	Visualisation	Residents and businesses would like more information and details with respect to what the Scheme may look like, particularly how the Scheme may look from properties etc. on the coast.	Concept visualisations will made available during a consultation stage towards the end of 2024 into early 2025.
4	1	1	GSSI	The rock areas are GSSIs. Le Rocher des Poscrits (Le Dicq) also has some cultural associations (Victor Hugo).	It is acknowledged that the area of Le Dicq is recognised for its historical/cultural associations believed to be linked to Victor Hugo. These features will inform the design process, such that the essence of the area is built into the Scheme and not lost.

Workshop No.	Table No.	Sticker No.	Comment	Details	GoJ Responses
				These areas are protected under the Planning Law and are associated with the Jersey Island Geopark.	It is acknowledged that there are sites designated as GSSIs are protected under the 'Planning and Building (Jersey) Law 2002'. The GSSIs are valued by the Aspiring Jersey Island Geopark. There will be design considerations to the local geology of the area, with any alterations to the rocks to be mitigated as much as possible. The Project Team will work closely with the internal GoJ Directorate for the Environment, i.e. Natural Environment, who are responsible for the management of GSSIs as well as Planning and Building who are the Directorate that regulate the designated GSSIs to obtain support and acceptance for the Scheme.
4	1	2	Promenade	Softening of building impact.	It is acknowledged that the appearance of the promenade is important and the finish will be strongly considered as this will have an impact on the overall character. The visual impact of the promenade on the setting, from all angles will be considered, with the relevant studies, i.e. a LVIA, are to be undertaken. This will ensure that the overall character of the area during, and post construction is maintained.
				Cycle route availability.	An ATL Scheme (Management Options 3 and 4) would enable the creation of a segregated cycle path.
				Better sea defence.	Noted – it is the primary objective of the Scheme to ensure an appropriate level of property protection from future coastal flood events.
4	1	3	Historic Environment	These areas are Listed Buildings/Places e.g. the Lido, slipways, ship building and Le Dicq.	It is acknowledged that there are Listed Buildings/Places in the area and these sites are protected under the 'Planning and Building (Jersey) Law 2002'. There will be studies undertaken to understand the heritage of the area and this will be presented as part of Heritage Impact Statements and other supporting documents to minimise the impact on the to the valued heritage of the area.  The Project Team will work closely with the internal GoJ Historic Environment Team for advice, to obtain support and acceptance for the Scheme. A balance will need to be struck between the need for coastal protection and heritage preservation.
				Has cultural value – seaside/maritime heritage.	It is acknowledged that the area is valued for the seaside/maritime cultural heritage. This will be studied and presented as part of Historical Impact Statements and other supporting documents to minimise the impact on the to the valued seaside/maritime cultural heritage of the area.  The Project Team will work closely with the internal Historic Environment Team for advice, to obtain support and acceptance for the Scheme.

Workshop No.	Table No.	Sticker No.	Comment	Details	GoJ Responses
				Protected and intangible under the Planning Law and associated with the Jersey Island Geopark.	<p>It is acknowledged that there are sites designated as GSSIs are protected under the 'Planning and Building (Jersey) Law 2002'. The GSSIs are valued by the Aspiring Jersey Island Geopark. There will be design considerations to the local geology of the area, with any alterations to the rocks to be mitigated as much as possible.</p> <p>The Project Team will work closely with all stakeholders, such as the internal GoJ Directorate for the Environment, i.e. Natural Environment, who are responsible for the management of GSSIs as well as Planning and Building who are the Directorate that regulate the designated GSSIs to obtain support and acceptance for the Scheme.</p>
				More interpretation could highlight these sites.	<p>It is acknowledged that there are sites designated as GSSIs are protected under the 'Planning and Building (Jersey) Law 2002'. The GSSIs are valued by the Aspiring Jersey Island Geopark. There will be design considerations to the local geology of the area, with any alterations to the rocks to be mitigated as much as possible.</p> <p>The Project Team will work closely with all stakeholders, such as the internal GoJ Directorate for the Environment, i.e. I&amp;E Natural Environment Team, who are responsible for the management of GSSIs as well as Planning and Building who are the Directorate that regulate the designated GSSIs to obtain support and acceptance for the Scheme.</p>
4	1	4	Remove Cycle Risk	With ATL (Management Options 3 and 4) cyclists removed from busy roads.	An ATL Scheme (Management Options 3 and 4) would enable the creation of a segregated cycle path to provide an alternative route for cyclists away from busy vehicle commuter routes.
4	1	5	Ramsar	The entire area is part of the south-east coast Ramsar site, an intertidal wetland of international importance.	It is recognised that this area is a Ramsar site, which is of international importance and the Scheme will seek to support the Ramsar site in terms of education, and enhancement. Whilst there will inevitably be an impact upon the site, albeit at the edges of the site, an EIA baseline has been produced so far and this will be a live document through the project and will be developed. Measures to mitigate any impacts will be built into the Scheme and the project will also seek to enhance where practicable. In preparation for construction a full CEMP will be developed to identify and manage impacts upon the environment, not only within the marine environment but also covering the terrestrial environment too.
				Associated with Jersey Island Geopark.	Noted that the Ramsar site is valued by the Aspiring Jersey Island Geopark.

Workshop No.	Table No.	Sticker No.	Comment	Details	GoJ Responses
				Ecological/natural heritage value.	Noted – relevant studies will be undertaken to understand the ecological and natural heritage value. The Project Team will work closely with the internal Departments for Environment, Heritage and Regulation for advice and obtain support and acceptance for the Scheme.
				More interpretation is needed to highlight Ramsar.	More studies will be undertaken to understand the ecological value of the area, i.e. an EIA baseline has been produced so far and this will be a live document through the project and will be developed. This project will seek to identify opportunities for education, to highlight the Ramsar site through interpretation boards for example to explain the background to the Ramsar site and why it is of international importance.
4	1	6	East Coast Cycle Path	Separating cyclists from the coast road provides opportunities for extending/creating an East Coast Cycle Path.	An ATL Scheme (Management Options 3 and 4) would enable the creation of a segregated cycle path which would be an integral element in a future eastern cycle route.
4	1	7	Beach Access	Improved disability access.	The current beach access points will be maintained, at the very least, with inclusive access points to be incorporated as part of the Scheme. There are other disability considerations that are also being made, i.e. smooth surfaces and viewpoints with descriptions in Braille.
				Retain slipway access.	Slipways are key vulnerability points along our coast and these will be addressed within the Scheme design. Altering the finished ground levels will be considered and will likely be needed at slipways to achieve the required SoP. Maintaining access points for the emergency services (internal services and charities) is important and the Project Team will work with the emergency services to incorporate suitable access points into design.
4	1	8	Tourism/Recreation	Maintain access to recreational areas e.g. the Lido, the Dicq Shack, the Good Egg, for local and tourists to support businesses and local economy.	It is important that the needs and aspirations of the existing local businesses are incorporated into the project. This includes maintain access and general enhancement (e.g. alfresco areas). Advancing the line will create more space for separation of cyclists, commuters and patrons of the local businesses to make the area more pleasant to frequent.
4	1	9	Car Parking	Increase off road parking.	It is noted that car parking is an issue in the Havre des Pas area. An ATL Scheme (Management Options 3 and 4) could enable the creation of some car park spaces, but large-scale parking is not within the brief of the project.
				Utilise ATL space – below surface.	There are high costs associated with creating and maintain below ground space as part of ATL Scheme (Management Options 3 and 4). A cost-benefit assessment will be undertaken to investigate the viability of below ground parking provisions.

Workshop No.	Table No.	Sticker No.	Comment	Details	GoJ Responses
4	1	10	Aesthetic and Setting	Victorian and historic aesthetic of seafront has heritage value, traditional granite stone seawalls give area character.	It is acknowledged that it is the architectural setting of the area and certain buildings/places/features that are specifically valued as part of the character of the area. The visual impact of the Scheme on the setting, from all angles will be considered, with the relevant studies, to ensure the character of the area during, and post construction is maintained. The façade finish of the sea walls will also be strongly considered as this will have an impact on the overall character. The project will take reference from existing elements of the area and the wider Island for the Scheme and will not seek to construct a Scheme that is not 'of Jersey'.
4	1	11	Pleistocene Deposits	Joesph Sinel claimed that a clay deposit at Havre des Pas produced Palaeolithic tools. The clay deposit is under the gravel between the Carrière rock and Fort d'Auvergne. See Sinel's book on "Prehistoric Times And Men of the Channel Islands".	Comment and reference noted. As there are GSSIs within the area, there will be studies undertaken to understand the wider geology of the area, including the presence of Quaternary deposits. This information will be passed to the Team members undertaking the geological appraisals and heritage appraisals for due consideration.
4	1	12	Sustainability and Environment	Use of sustainably sourced, ecologically friendly building materials with a low carbon footprint is essential. This supports Jersey Island Geopark's values.	As part of the design, the Project Team will consider sustainable and lower carbon designs and use of recycled materials, such as use of recycled glass in concrete for example.
				Only use local rocks if introducing new beach pebbles/stones onto the seashore or beach.	The project is unlikely to incorporate new beach pebbles/stones, regardless material use will be considered as part of design, maintaining a local feel.
4	1	13	Shore Angling	"Mullet Rock" is a popular rock fishing location. Consultation with sea anglers might be worthwhile.	It is acknowledged that this is a popular rock fishing location. The Project Team will consider this suggestion in the design development process as part of ongoing stakeholder engagement activities.
4	1	14	Transport – Bike Parking	Maintain and improve bike parking places along the coast to encourage green travel.	While the maintenance of bike parking spaces is outside of the project scope, the addition of bike parking spaces as part of the Scheme are being considered.  The Project Team are in regular communication with internal GoJ Active Travel Planners and the Public Realm Team.
4	1	15	Infrastructure – Street Lighting	Maintain street/coast path lighting for nighttime, use sustainable, renewable energy sources where possible.	Lighting will be a design consideration, and the Project Team aim to incorporate sustainable and renewable energy sources into design.

Workshop No.	Table No.	Sticker No.	Comment	Details	GoJ Responses
4	1	16	Amenities (at Le Dicq slipway)	Ensure that waste disposal for public remains accessible at access points and improve incentive to recycle.	Any new facilities constructed will be considering the whole life processes, such as maintenance operations and methods to ensure that these are as efficient as possible and do not create a long-term liability or negative outcome.
4	1	17	Amenities (at the Lido)	Maintain public toilets, keep accessible.	The Lido development is not within the scope of the coastal Scheme, however, engagement will be ongoing throughout the Scheme development with all GoJ Departments, to recognise the importance of the Lido and the associated facilities to the community and project.
4	1	18	Recreation and Environment	Create swimming zone with buoys, consider seagrass nursery for blue carbon capture.	The marking of a swimming zone would be outside of the project scope. The creation of a seagrass nursery would be considered alongside the project for blue carbon capture and BNG.
4	1	19	Water Outfall	The water outfall creates a barrier across the beach, which is difficult for pedestrians to cross, can this be moderated.	It is acknowledged that the water outfall makes it difficult for pedestrians to cross the beach in this area. Additional access locations will be considered to improve the existing limitation.
4	1	20	The Arts	Engage with local artists to include sculpturer and artwork in the coastal path to celebrate heritage and create an art trail.	The Project Team would like to incorporate the artwork of local artists into the Scheme, to celebrate heritage. The suggestion of a coastal art trail path will be considered. Engagement with local artists will be undertaken as the design develops from concept into developed and detailed design stages.
4	2	1	Corner Wall (adjacent to the former Fort d'Auvergne Hotel)	Raised level to protect rocks but how would this blend to protect point No. 2 ("build out").	The outcrop in the area adjacent to the former Fort d'Auvergne Hotel (namely "Havre des Pas") is designated as a GSSI. Where land is advanced and increased in this area it will be limited in extent, to be sufficient to achieve the primary and secondary project aims but also not so large that it impacts excessively on the rock outcrop. It is the desire of the Project Team to maintain the setting that is created by the rock outcrop.
4	2	2	Build out (existing promenade)	We think this needs the most build out with most consideration to bike lanes, pedestrians and buses.	Where the existing promenades are too narrow then extending them will be considered but only to the amount that is needed to achieve the Scheme objectives. Where critical natural features such as the rock outcrop are present then the Scheme will flex to protect these features to minimise the impacts.
				Cycle route availability.	Noted – an ATL Scheme (Management Options 3 and 4) would enable the creation of a segregated cycle path, which would be the opening of an eastern coastal cycle path. Improving the availability safety of cycling.
				Better sea defence.	It is the primary objective of the Scheme to ensure an appropriate level of property protection for residents and local businesses from future coastal flood events (1 in 200-year RP event with 2120 sea levels) in the area, as well as protect infrastructure assets for the wider island.

Workshop No.	Table No.	Sticker No.	Comment	Details	GoJ Responses
4	2	3	Build Out (to east of boardwalk)	Creating an aesthetic of that of other parishes such as St Brelade's Bay and Gorey.	St Brelade's Bay and Gorey are both good local examples that the Project Team will consider as inspiration when designing the Scheme.
				Exercise equipment and park.	Noted – the ATL Scheme (Management Options 3 and 4) would enable the creation of additional land which could be used for public space, including a park. The incorporation of exercise equipment will also be considered alongside the Scheme.
4	2	4	Enhancement	Increase the size of the platform and slipway to accommodate water sports restaurant facilities.	Slipways are important maritime structures that make a considerable contribution to the island's distinctive character, in particular its coastline, and tell us about its history and culture (designated as Grade 2 Listed Buildings). The three slipways within the extent of the Scheme are key vulnerability points for flooding and will require modifications, therefore these suggestions will be considered to see if feasible within the Scheme.  The creation of new restaurant facilities is outside the scope of the project and the area is well served for such facilities already. The Scheme will no doubt facilitate inward investment to the area.
4	2	5	Extra Facilities	There are a lot of water sports on this beach.	The Scheme has many potential secondary benefits, with one to attract inward investment to the area following the potential creation of new amenity space.
4	2	6	More Public Access	A widened promenade with cycle track, encouraging people to walk to work as to cycle as pavements on the road are so narrow.	Noted – An ATL Scheme (Management Options 3 and 4) would enable the creation of a segregated pedestrian-cycle path. It is acknowledged that the pavements inland are very narrow and can be difficult for those with additional needs (i.e. wheelchair users and prams/pushchairs).
4	2	7	Strengthen	Historic hole, weakened previously (to west of Green Street Slipway).	The existing defences have been assessed and some are in a poor condition. This is another benefit of an ATL Scheme (Management Options 3 and 4) over an AM Scheme (Management Option 2) is the project would not need to consider the long-term condition of these structures.
4	2	8	Café	Great for people coming off the bus.	Noted.
4	2	9	Café or Kiosk	If there was somewhere to purchase a drink, it would reduce crowding on Havre des Pas beach.	The Scheme has many potential secondary benefits, with one to attract inward investment to the area following the potential creation of new amenity space. Havre des Pas does already have a good selection of places to purchase drinks.
4	2	10	Improve La Collette Mound	This mound needs to be more in keeping with La Collette Gardens.	The Scheme will be considering the creating of new coastal gardens at the La Collette area and the linking of these new gardens to the existing gardens. The Project Team will liaise with the wider Departments within Government to discuss

Workshop No.	Table No.	Sticker No.	Comment	Details	GoJ Responses
				<p>The mound needs proper planting with better trees to soften the incinerator.</p> <p>Paths and trees could be put in to enjoy the view.</p>	how these new gardens can be provided along with additional soft landscaping provisions to blend these areas together.
4	2	11	Land off Green Street (owned by [Owner Name Redacted by Project Team])	The area owned by [OWNER] would be great for a multistorey car park.	The land area on Green Street covered by this comment is privately owned land and is therefore not within the scope or influence of the Scheme. The comment is noted however.
4	2	12	Lido Improvements	<p>Anti-slip – line the pool so it's safer and prettier.</p> <p>Management company needs to be reviewed and a new one voted in.</p>	The Lido development is not within the scope of the coastal Scheme; however, engagement will be ongoing throughout the Scheme development with the wider GoJ Departments to recognise that the Lido will need to be brought along with the project accordingly.
4	2	13	Pool Improvements	Could a side funding or ground project come into play to upgrade the pool within the same project.	
4	2	14	Birds	<p>Lots of migratory birds flock here.</p> <p>Should be made a point of interest in the design to aid nesting and breeding.</p>	<p>The presence of migratory birds in this area has been acknowledged. It is recognised that this area is a Ramsar site, which is of international importance and the Scheme will seek to support the Ramsar site in terms of education, and enhancement. Whilst there will inevitably be an impact upon the site, measures to mitigate any impacts, including to this habitat for migratory birds, will be built into the Scheme.</p> <p>Ahead of construction a full CEMP will be developed to identify and manage impacts upon the environment, not only within the marine environment but also covering the terrestrial environment too. Environmental enhancements will also be considered, including BNG, which includes incorporating measures in design to aid nesting and breeding.</p>
4	2	15	Connective Walkway	Consider in a later phase to have a walkway cycle track that goes right round the reclaimed land and then meets the harbour.	As this is a coastal flood alleviation Scheme, the provision for a coastal walkway cycle track around the reclaimed land at La Collette, is outside of the project scope. There are separate plans for a 1km long multiuser friendly coastal path as part of the Planning Application for 'La Collette Reclamation Site 2 (Ref. P/2023/1070)'. Given the scale of the project there will be wider engagement to encourage linkage and master planning of cycling and walking routes that lead to and from this Scheme.

Workshop No.	Table No.	Sticker No.	Comment	Details	GoJ Responses
6	1	1	Urgency/Need for the Work	To understand the importance and need for this work. Finer detail to be refined at a later stage.	The coastal flood model consists of coastal wave modelling, overtopping modelling and inland flood extent mapping and shows there that there is a need for the extent of the Scheme to achieve the primary objective of protection to properties and assets from a 1 in 200-year event in 2120. Furthermore, some areas within the Scheme have already experienced, coastal flooding during high tide and storm events.
6	1	2	The Lido	Value of the Lido to the community and the number of stakeholders involved. How could this be protected?	The Lido development is not within the scope of the coastal Scheme; however, engagement will be ongoing throughout the Scheme development with all GoJ Departments to recognise that the Lido will need to be brought along with the project accordingly.
6	1	3	Parking	Design to include increased parking to allow for an increase in visitors to the area.	It is acknowledged that there are problems with limited parking available in the area. With an ATL Scheme (Management Options 3 and 4), the Project Team, would look to incorporate the creation of some additional car park spaces where feasible and practical.
6	1	4	Promenade Improvements	To improve this area for residents and visitors. Build biodiversity into Scheme.	It is acknowledged that the area is appreciated for its natural landscape. Additionally, the Scheme is situated within the south-eastern Ramsar site. Environmental enhancements will be considered, including BNG as part of sustainable design of the Scheme.
6	1	5	Heritage	Supporting and enhancing Victorian style and heritage.	It is acknowledged that the Victorian-era architecture and wider heritage of the area is part of the character is well valued. The visual impact of the Scheme on the setting, from all angles will be considered, with the relevant studies, i.e. a LVIA, to be undertaken. This will ensure the character of the area during, and post construction is maintained (and post construction, enhanced). The façade finish will also be strongly considered as this will have an impact on the overall character.
6	1	6	Design	Could areas be a boardwalk (near the Lido)?	An ATL Scheme (Management Options 3 and 4) would not incorporate a boardwalk adjacent to the existing promenade as this would not offer the required level of protection (also comes with significant long-term costs associated with maintenance).
				Would this be sufficient to manage flood defences?	
6	1	7	Dicq Slip	Blockage at Dicq, ideally would like a continuous line for sustainable transport and green space.	As part of an ATL Scheme (Management Options 3 and 4), a continuous segregated cycle-pedestrian path would be constructed through the Scheme. There would be some green space to incorporated into the surrounding areas. This would make active travel journeys through the Scheme safer and more appealing.

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6	1	8	Commute Through La Collette	Is there a way to provide continuous access through La Collette to join commuters to work/ St. Helier?	There already exists a route through La Collette that runs between the Incinerator and the JEC Power Station and the plan for the project would be to utilise and improve this route. The Project Team will be liaising with internal GoJ Active Travel Planners to explore how improvements to the route can be made where the existing shared cycle paths traverse through the La Collette area.
6	1	9	Garden Continuity	Provide connectivity to gardens. Green infrastructure for biodiversity as per Bridging Island Plan (2022 to 2025)	As part of an ATL Scheme (Management Options 3 and 4), there is the opportunity to create new garden areas, and the ambition will be to improve connectivity with the existing La Collette Gardens and through to Fort Regent and the new Scheme gardens.
6	1	10	Local Zone (to the east of Le Dicq Slipway)	Locally focused/green transport.	As part of an ATL Scheme (Management Options 3 and 4), a continuous segregated cycle-pedestrian path would be constructed through the Scheme. With an ATL Scheme, there would be some green space incorporated into the surrounding areas to act as a buffer zone to maintain privacy and keep the area residentially focused.
				Beach access, cycle paths etc.	It is acknowledged that it is important to maintain beach access. The Project Team aim to maintain the existing levels of access at the very least, with improvements (including to accessibility) where feasible.
6	1	11	Economic/Tourism Zone (Central Part of the Scheme)	Ensure support for hospitality/local businesses.	The local businesses in the area are valued. The Project Team will engage regularly with the Jersey Hospitality Association (JHA) and local businesses to gather their input into the Scheme as it develops to exploit the greatest opportunities for the area.
6	1	12	Environmental/Green Zone (to the west of Green Street Slipway)	To provide environmental benefits – coastal planting etc.	With the Scheme being situated within the south-eastern Ramsar site and for sustainability of the Scheme, environmental enhancements, e.g. coastal planting and other measures to create BNG will be considered.

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6	1	13	Offshore Options	What are the options? – costs/environmental issues, impact on Ramsar.	Following a long-list (and short-list) optioneering approach, a number of potential alternative options have already been considered (as part of the long-list) and have been deemed not suitable for a variety of reasons, i.e. an offshore breakwater is not suitable due to the significant impact on the environment (and other impacts) that comes with this option. Furthermore, the Ramsar site is of international importance and the Scheme will seek to support the Ramsar site in terms of education, and enhancement. Whilst there will inevitably be an impact upon the site, albeit at the edges of the site, an EIA baseline has been produced so far and this will be a live document through the project and will be developed. Measures to mitigate any impacts will be built into the Scheme and the project will also seek to enhance where practicable. In preparation for construction a full CEMP will be developed to identify and manage impacts upon the environment, not only within the marine environment but also covering the terrestrial environment too.
6	1	14	Eel Friendly Design	Land Resource Management (LRM) are looking to protect the European eel. Could the Scheme be designed to allow for safe access for eels and ensure movement inland. Working together (with the LRM Team) to create efficient design.	The Project Team are in regular contact regarding the project with the internal GoJ Directorate for the Environment, i.e. Natural Environment. The Project Team are aware that the LRM Team within Natural Environment are proposing to improve protections for the European Eel ( <i>Anguilla Anguilla</i> ) and we have already discussed the eels with them and will continue to engage through the detailed design stages to ensure that migration routes are maintained and enhanced.
6	1	15	BNG Opportunities	Opportunity to incorporate BNG into the Scheme, e.g. green infrastructure, natural flood defences, creation/restoration of habitats etc.	With the Scheme being situated within the south-eastern Ramsar site and for sustainability of the Scheme, environmental enhancements, e.g. coastal planting (such a seagrass nursery) and other measures to create BNG will be considered. As part of an ATL Scheme, there is the opportunity to incorporate green infrastructure (green space) into the Scheme on the additional land. This follows the GoJ Bridging Island Plan (2022 to 2025), Policy SP3 - Placemaking. This document recognises that green infrastructure brings benefits such as improved health and wellbeing, enhanced biodiversity and resilience to climate change. It is recognised that green infrastructure is important for more densely populated areas like Havre des Pas and Greve d'Azette. With the Scheme (Management Options 3 and 4), the Scheme would look to improve connectivity to other areas including La Collette Gardens and onwards to South Hill.
6	2	1	Cycle Network	ATL – potential great improvement to eastern cycle network. Too narrow and dangerous at present time.	As part of an ATL Scheme, a continuous segregated cycle-pedestrian path would be constructed through the Scheme. This would make active travel journeys through the Scheme safer and more appealing is considered that more people

Workshop No.	Table No.	Sticker No.	Comment	Details	GoJ Responses
				People would cycle more, consequently.	would choose to cycle for leisure and commuting. This would improve traffic flow inland by providing safer alternative routes for cyclists.
6	2	2	Public Realm Space	Could be a more vibrant area.	A secondary benefit of the Scheme will be to encourage inward investment to the area. An ATL Scheme will create new amenity space for the area that will make it more attractive for inward private investment.
6	2	3	ATL vs. AM	ATL is the preferred option as it comes with secondary benefits whereas AM does not come with any.	There are number of secondary benefits (e.g. a segregated cycle path and green space) that comes with an ATL Scheme (Management Options 3 and 4), whereas AM (Management Option 2) does not facilitate such benefits. The Project Team will be undertaking an economics appraisal of the short list options, with ATL Schemes having the potential to create greatest benefit.
6	2	4	Wildlife Connectivity	Increased opportunity with ATL to connect La Collette Gardens along seafront to east.	As part of ATL, there would be the option to create green space on the land reclaimed and connect La Collette Gardens along the seafront. Linkages to areas outside of the Scheme will be considered as part of an ATL Scheme.
6	2	5	Sewage Outfall	ATL option comes with the secondary benefit of improving the capacity of the existing sewage outfall.	Innovative ways of using the space created by the ATL are being looked into, which includes facilitating the creation of a cavern style facility at the existing Le Dicq Pumping Station to increase resilience within the liquid waste network and reduce occurrences of spilling via the outfall during storm conditions. This would have environmental benefits, which would be particularly beneficial given the Scheme is situated within a Ramsar site.
6	2	6	The Lido Setting	Really important to maintain the setting of the Lido from all angles in the Scheme.	It is acknowledged that the setting of the Lido is well valued. The visual impact of the Scheme on the setting, from all angles will be considered, this includes maintaining the setting of the Lido from all angles in the Scheme.
6	2	7	Ecological Baseline Data	Holistic approach to gather data ecologically from Noirmont to La Rocque/Gorey to consider cumulative impacts of Epoch 1 and Havre des Pas Scheme.	Ecological studies have already been undertaken and will continue to be undertaken as part of the project. Wider ranging studies are outside the scope and requirements for this project. Data that feeds into this Scheme development includes that from existing environmental monitoring which already takes place island-wide.
6	2	8	Construction Activities	Concerns with noise and dust.	The construction works will be covered by a CEMP. A CEMP describes how activities undertaken during the construction phase of development will be managed to avoid or mitigate environmental or nuisance impacts, and how those environmental management requirements will be implemented.

Workshop No.	Table No.	Sticker No.	Comment	Details	GoJ Responses
				Concerns with disruption to businesses and beach users.	The phasing of the construction will be devised with cognisance of the tourism industry in particular and seeking to minimise the impact on this important industry. Measure such as shifting working areas along the frontage away from certain key areas, such as around the Lido in the months between May and September will be considered. This will be planned as part of the programme for ongoing stakeholder engagement activities with local businesses throughout the entire project programme.
				Communication to property owners – pending potential building impact damage is very important.	Within the optioneering process the impacts or potential impacts on existing properties will be considered. An ATL Scheme (Management Options 3 and 4) would enable the more impactful construction activities to be further away from properties to mitigate such concerns. In addition, there are different construction methods that can be adopted that will further mitigate such risks.
6	2	9	Impact of Project on Construction Industry	On island source of workforce will have an impact on the existing industry – consequently external construction workers from off-island maybe needed, particularly so there is no impact on other projects (due to a labour shortage).	The Scheme is a major project and will require a large workforce working on the project full time while the Scheme is under construction. The coastal Scheme will be no doubt just one of many construction projects underway and the Government is now seeking to improve the wider supply chain management process such that the industry can plan accordingly.
6	2	10	Licence to Dump Inert Waste	Ensure FEPA Licence is arranged early on to dump inert waste onto Scheme.	The Project Team are aware that under the FEPA 1985 (Jersey) Order 1987, a FEPA Licence will need to be obtained and this will be done.
6	2	11	BNG	Consider how BNG could be incorporated into the Scheme – particularly as it is a public Scheme.	BNG will be important for environmental sustainability of the Scheme. Therefore, environmental enhancements will be considered to achieve BNG.
6	2	12	Property Price (Benefit Cost Ratio)	How has £1.3 billion been derived?	The £1.3 billion was derived during the development of the SMP (see <a href="http://www.gov.je/smpreport">www.gov.je/smpreport</a> ) (Ref. 1). The £1.3 billion represents the cash damages associated with direct property loss, indirect losses to infrastructure, non-residential property, indirect damages to health, vehicles as well as other costs such as temporary accommodation and traffic disruption for a 1 in 200-year RP flood event affecting Coastal Management Unit (CMU) 1.8 - Havre des Pas.
6	2	13	Flood Insurance	Post construction of Scheme, property owners should be able to get (flood) insurance.	Post construction of the Scheme, the inland flood hazard maps will be updated to reflect the new levels of protection afforded the area. This will be communicated to the wider insurance markets via industry bodies to ensure that this enhanced protection is understood. Consequently, post construction of Scheme, property owners should be able to get flood insurance.

Workshop No.	Table No.	Sticker No.	Comment	Details	GoJ Responses
6	2	14	Pump Station Upgrades for Inland Water Evacuation	Gateways to allow ecology to pass from terrestrial to marine environment.	As part of the design of the Scheme, considerations will be made to allow ecology to pass from terrestrial to marine environment. The Project Team are in regular contact regarding the project with the internal GoJ Directorate for the Environment, i.e. the I&E Natural Environment Team. The Project Team are aware that the LRM Team within Natural Environment are planning to enhance protections for species such as the European Eel ( <i>Anguilla Anguilla</i> ). The Project Team will fully engage with the Natural Environment Team to ensure that provisions for ecology corridors to be incorporated in the design.
6	3	1	Wall Height and Privacy	I live ground floor at La Mondine. I will be devastatingly impacted by a rise in the wall height and a promenade. My view and privacy will be lost entirely and understandably very worried about my property value. I am not opposed to a proper sea wall rather than garden walls but not at a higher level. After discussion, if I am to be affected the promenade over any wall increase would still impact but less so than an increase in wall height. The uses of the promenade would need to be restricted. No benches in front of my apartment or tourist trains or buildings.	It is acknowledged that sea views are highly valued by residents and property owners of seafront properties. The Scheme design development will consider these concerns fully to minimise as much as possible the impacts and to introduce measures to mitigate these concerns. An example of this would be for the incorporation of garden/green zones between existing properties and any new promenades to ensure that privacy is protected.  Additional measures such as limiting the use of benches along certain sections of the Scheme will be incorporated such that people move through certain areas and have fewer stop off locations.
6	3	2	Promenade	We'd all love a nice promenade from Green Island to town, but at what cost?	Any Scheme needs to be supported by a full cost benefit analysis and a Scheme that spans from Green Island to town would be no different. The current Scheme stops at La Grande Charriere Slipway, however, in Epoch 2 (2040 to 2070) there would be the need to address the coastline from Green Island to La Grande Charriere Slipway. If an ATL Scheme (Management Options 3 and 4) is constructed as part of this Scheme then it would be more likely that an Epoch 2 Scheme would be similar and provide an extension to any new promenade.
				Is this a priority compared with other investments?	Given the potential damages from coastal flood events by 2120, 'Do-Nothing' is not a considered an option. It is a requirement for all expenditure to be supported by strong business cases which are measured against wider investment requirements. When considering the risks associated with coastal flooding then this is considered to be a high priority for the Island.

Workshop No.	Table No.	Sticker No.	Comment	Details	GoJ Responses
6	3	No sticker	Rocks	How would the ATL option work around the rocks at Le Dicq slipway?	The outcrop in the locality of Le Dicq Slipway have been designated as GSSIs, protected under The Planning and Building (Jersey Law 2002). Therefore, the construction of the ATL Scheme around this area of the rocks would have to be very sensitively designed. This would be achieved through a extending the promenade as minimally as possible, avoidance of key geological features (i.e. dyke) and the supporting the promenade with mass concrete rather than support being drilled into the outcrop.
6	3	No sticker	Existing Garden Walls	Concerns about integrity of existing garden walls (not formal sea defences).	Many of the existing walls to seafront properties are non-engineered structures built on top of lower sea defence structures and are in varying states of repair. The condition of and status of these structures forms one of the drivers for the development if this Scheme.
6	3	No sticker	Vegetation Growth	Vegetation growth through the existing garden wall is a concern.	
6	3	No sticker	Property Price	Concern about the impact that new defences would have on property prices.	It is acknowledged that particularly with seafront properties, there are concerns with the impact of the Scheme on property value. At the workshop, it was acknowledged that some property owners are struggling to obtain flood insurance. This situation would have an impact on property valuations.
				Would there be any compensation to property owners?	The provision of well-engineered coastal flood protection, with improved amenity space would likely not have any negative impact of valuations.
6	4	1	Privacy	Concerns about height of wall and impact that a footpath/cycle path would have on privacy	The crest height of any new defences will be derived following the completion of detailed coastal wave modelling, overtopping modelling and inland flood extent mapping. The height of the wall will be as required to protect the area from flooding. To counter concerns associated with privacy, an ATL Scheme would incorporate a garden buffer zone between existing properties and the proposed promenade which would preserve privacy for residents.
		2	Promenade Area	No development.	With an ATL Scheme (Management Options 3 and 4), the area to the east of Le Dicq Slipway the design will ensure that this zone keeps a 'residential feel'. Features such as benches and areas for congregation will be limited in certain areas of the Scheme to maintain the less developed feel, particularly the section east of Le Dicq slipway.
				Restrictive.	
				No cafés.	

Workshop No.	Table No.	Sticker No.	Comment	Details	GoJ Responses
6	4	3	Promenade Area	Can we have access to garden private to us?	As part of an ATL Scheme (Management Options 3 and 4), in order to maintain privacy in front of properties that have a seafront view at present, there would be a width of the land created green space to act as a separate the promenades from existing seafront properties. The intention will be that these are planted areas and not grassed areas where people may otherwise congregate.
6	4	4	Access to Beach	Private access to promenade.	Inclusion of access from existing properties to a new promenade area would be considered. This may be a private path that serves several properties and allows resident access from property to the new promenade only and not general public access.
				Access to beach.	It is acknowledged that beach access is important. The Project Team look to maintain the existing levels of public beach access and where possible improve, with some accessibility considerations.
				No public access to gardens.	In order for the purpose of private gardens to maintain privacy to residents of present seafront property, there would be no general public access to the buffer green corridor.
6	4	5	Setting of the Lido	No change.	It is acknowledged that the setting of the Lido is well valued. The visual impact of the Scheme on the setting, from all angles will be considered, this includes maintaining the setting of the Lido from all angles in the Scheme.
6	4	6	View in Privacy	Would rather keep view rather than privacy and options with promenade okay if view impact can be minimised.	It is acknowledged that sea views are very valuable assets to seafront properties. The crest height of any new defences will be derived following the completion of detailed coastal wave modelling, overtopping modelling and inland flood extent mapping. In developing the design concepts such concerns will be considered.
6	4	7	Train	No Terry the Train or similar please.	With an ATL Scheme, the designs to the east of Le Dicz Slipway will aim to maintain the existing residential feel. A tourist train attraction is not being considered by the project and would be discouraged.
7	1	1	Lido Protection	Protect and enhance.	The Lido development is not within the scope of the coastal Scheme; however, engagement will be ongoing throughout the Scheme development with all GoJ Departments to recognise that the Lido will need to be brought along with the project accordingly.
				Maintenance – slippery steps.	
				Lease length and investment for enhancement.	
7	1	2	Planting Enhancement	Screen the incinerator.	The incinerator at La Collette, and additional soft landscaping associated with the facility is outside of the project scope.
7	1	3	Pedestrian/Cycle Improvements	Pedestrian and cycle access.	Noted – the ATL Scheme would enable the creation of a segregated pedestrian-cycle path.

Workshop No.	Table No.	Sticker No.	Comment	Details	GoJ Responses
7	1	4	Managed Retreat	Secondary seawall to protect road and infrastructure by managed retreat through the loss of coastal buildings.	The project is the delivery of stated Government Policy for the coastal scheme area and there are no plans to revisit this policy as the project is the delivery of policy.  The policy options for the Havre des Pas CMU are AM / ATL, as presented and detailed by The SMP issued in 2020.
7	1	5	European Eels (or <i>Anguilla anguilla</i> )	How will drainage be developed to permit the migration of European eels?	The Project Team are in regular contact regarding the project with the internal GoJ Directorate for the Environment, i.e. the I&E Natural Environment team. The Project Team are aware that the LRM Team within Natural Environment are proposing to improve protection for the European Eel ( <i>Anguilla Anguilla</i> ). The project design will include provision to maintain and improve migration routes for this species.
7	1	6	Slipways	Accessibility – preserve them.	Slipways are key vulnerability points along our coast and these will be addressed within the Scheme design. Altering the finished ground levels will be considered and will likely be needed at slipways to achieve the required SoP.
				Heritage element – same all around the island	Slipways are important maritime structures that make a considerable contribution to the Island's distinctive character, in particular its coastline, and tell us about its history and culture (designated as Grade 2 Listed Buildings). The three slipways within the extent of the Scheme are key vulnerability points along our coast and these will be addressed within the Scheme design. Altering the finished ground levels will be considered and will likely be needed at slipways to achieve the required SoP. Maintaining access points for the emergency services (internal services and charities) is important and the Project Team will work with the emergency services to incorporate suitable access points into design.
7	1	7	Sea Level Rise	Consider engineering for mid-range scenarios of 2.5m SLR.	The primary objective of the Scheme is to protect the area against flooding for a 1 in 200-year event considering sea levels in 2120, based on the Intergovernmental Panel on Climate Change (IPCC) Representative Concentration Pathways (RCPs) 8.5 Scenario, which represents between 0.8 and 1.0m of SLR over the next 100-years. Any Scheme needs to consider SLR but also be economically viable and consideration of scenarios c.2.5m would be excessively conservative and not considered necessary at this stage.
7	1	8	Vegetated Strandline	Mobile sand is a rare and unusual habitat type with a very interesting flora and invertebrate (pioneer salt marsh/sand dune species).	An EIA will be produced for the project so far and this will be a live document through the project and will be developed. The varying habitats will be reviewed by environmental studies and those of importance will be documented and if there are impacts then mitigation measures will be developed. Ahead of construction a full CEMP will be developed to identify and manage impacts upon the environment.

Workshop No.	Table No.	Sticker No.	Comment	Details	GoJ Responses
7	1	9	Interpretation Centre	Education about coastal processes and important flora and fauna	The site is within the south-eastern Ramsar site, which is of international importance and the Scheme will seek to support the Ramsar site in terms of education and enhancement. Education (including about coastal process and important flora and fauna) will be part of the wider ongoing stakeholder engagement activities. School visits are already planned for November 2024. The Project Team are also keen to follow examples of education activities, which have been a success for other coastal alleviation projects.
7	1	10	Modelling Impact	Through changing the shape of the coastline.	It is appreciated that there are concerns with the impacts of the shape of the coastline as a result of land reclamation (as part of an ATL Scheme). The degree of advancement is considered small and uniform along the length of the Scheme, rather than a further large-scale land projection. As such negligible impacts are expected by small scale advancement, however, as part of the project design process coastal modelling will be undertaken to understand the impacts on tidal flows and currents.
7	1	11	Changing Periodicity of Tides	Coastal squeeze impacts on intertidal species and spatial extent.	With SLR and advancing the line there will be some coastal squeeze as a result, however, the balance between affording proper coastal flood protection, with sea wall heights and form, plus levels of beach loss will be made. With an ATL Scheme there will be some beach loss, however, many sections of the existing defences are sloped revetment walls that project into the beach area. A new wall would be more vertical this sloped area would be then within the new footprint of the defence and allow less beach to be needed to achieve the flood protection requirements and secondary benefits for an ATL Scheme.
7	1	12	Carbon Benefits of Reducing Flood Events	Data on carbon cost benefits of doing nothing (and deal with flood drainage) versus spending money (and carbon) on building defences.	A carbon assessment will be undertaken as part of the optioneering process, and this will be performed for the short list options of Doing Nothing, AM and ATL.
7	1	13	Creation of Intertidal Habitat	Through flood protection measures (biodiversity improvement).	It is recognised that this area is a Ramsar site, which is of international importance and all habitats and the species associated with the habitats within the area will be assessed. The Scheme will seek to support the Ramsar site in terms of environmental enhancement. Whilst there will inevitably be an impact upon the site, albeit at the edges of the site, an EIA baseline has been produced so far and this will be a live document through the project and will be developed. Measures to mitigate any impacts will be built into the Scheme and the project will also seek to enhance where practicable.

Workshop No.	Table No.	Sticker No.	Comment	Details	GoJ Responses
7	1	14	Landscape Issues	Impact assessment to help determine appropriate approaches to sea defences.	It is acknowledged with the project, that the defences will cause an impact on the visual appearance of the wider area. Therefore, the visual impact of the Scheme on the setting, from all angles will be considered, with the relevant studies, i.e. LVIA. This will ensure the character of the area during, and post construction is maintained. The façade finish of the defences will also be strongly considered as this will have an impact on the overall character.
7	1	15	Protection of Geological SSIs	Protecting integrity of Geological SSIs.	The importance of various rocks and tidal features has been acknowledged by attendees of the stakeholder workshops and there are outcrops with the Scheme extent that have been designated as GSSIs. Studies to understand the geology of the area will be undertaken and this will be presented as part of the EIAs. There will be design considerations to the local geology of the area, with any alterations to the rocks to be mitigated as much as possible. The Project Team will work closely with the internal GoJ Directorate for the Environment, i.e. the I&E Natural Environment, who are responsible for the management of GSSIs as well as Planning and Building who are the Directorate that regulate the designated GSSIs to obtain support and acceptance for the Scheme.
7	1	16	Sea Levels	Consideration of increased melting of Greenland and Antarctic ice sheets on sea levels.	The design will follow the coastal wave modelling, overtopping modelling and inland flood extent mapping considering sea level rise following projections by the IPCC based on the RCP 8.5 50% Pathway Scenario (SLR of 0.82m by 2120). This is the median SLR projection for the conservative carbon emission scenario "business as usual", which aligns with international best practice and is appropriate. It is accepted that ocean and ice sheets will continue to melt dynamically, at an increased rate. The RCP 8.5 is a best practice approach that considers this increased rate of melting of ocean and ice sheets. IPCC scientists that have derived the SLR RCP projected models have concluded that currently there is insufficient evidence that sea level rise is likely to rise substantially above the assessed range (RCP 8.5).
7	1	17	Critical Infrastructure	Prioritisation of protection of critical public infrastructure over private property.	Both critical public infrastructure (e.g. roads) and private property is important. The completed Scheme will provide protection from coastal flooding and this will be for all property and amenity within current flood zones. Impacts to public infrastructure and private homes will both have significant negative impacts to the whole island economy and the properties that will be protected by these measures are homes to people that essentially fund these types of Schemes through taxation.

Workshop No.	Table No.	Sticker No.	Comment	Details	GoJ Responses
7	2	1	Traffic Flow	Can this be improved? – one way system or pedestrian areas?	Direct changes to the road network are outside the scope of the coastal Scheme. There will be improvements seen as a result of the Scheme as there will be new cycle routes created and the safer active transport corridor will encourage more people to travel by bike, rather than cars. The Scheme will be seeking secondary benefits beyond the coastal protection; however, these will be centred around what can realistically be achieved by a coastal Scheme.
7	2	2	Review of Existing Wall	What confidence do we have on using existing wall?	In the short term the existing coastal defences, where these are actual engineered defences, are regularly inspected and maintained. The driver for this coastal Scheme is the increasing sea levels due to climate change, which the existing defences have not been designed to counter. For an ATL Scheme the existing walls will be left in place and not reused as this is not considered practical. To reuse the defences and the materials would require a complete temporary defence system to be created whilst walls are demolished, processed and reconstructed. This process would be cost prohibitive and not practical for such large-scale works.
				Can it be reused?	
7	2	3	Advance The Line	Concerns of environmental issues of encroaching forward.	It is acknowledged that there are environmental concerns with reclaiming land. It is recognised that this area is a Ramsar site, which is of international importance and all habitats and the species associated with the habitats within the area will be assessed. The Scheme will seek to support the Ramsar site in terms of environmental enhancement. Whilst there will inevitably be an impact upon the site, albeit at the edges of the site, an EIA baseline has been produced so far and this will be a live document through the project and will be developed. Measures to mitigate any impacts will be built into the Scheme and the project will also seek to enhance where practicable. In preparation for construction a full CEMP will be developed to identify and manage impacts upon the environment.
7	2	4	Compensation (Environmental)	Can we secure compensatory habitat for ATL area – other areas of the island?	It is acknowledged that there are environmental concerns with reclaiming land, particularly in terms of habitat loss. Additionally, it is recognised that this area is a Ramsar site, which is of international importance and all habitats and the species associated with the habitats within the area will be assessed. The Scheme will seek to support the Ramsar site in terms of environmental enhancement.
7	2	5	Visual	East area visually less appealing than Havre des Pas frontage – important to improve visual appeal of the area.	The Scheme will seek to improve the Havre des Pas and Greve d'Azette coastal frontage and where existing large massing of buildings is present directly on the seafront, an ATL Scheme will seek to soften this, provide better access to the coastal frontage and provide new green areas to bring the area to a more naturalistic setting.

Workshop No.	Table No.	Sticker No.	Comment	Details	GoJ Responses
7	2	6	Setback Walls	Could setback wall be used here?	Setback walls as part of the AM option may potentially be considered for here (Greve d'Azette). However, this would be difficult given the space constraints and the interfacing with existing private properties and building structures.
7	2	7	The Lido	Access to the Lido needs to be maintained.	The construction phasing will be developed such that access to the Lido is maintained during construction.
7	2	8	Shack/Café	Really popular area – can be central to access routes to encourage more use of a designed solution.	With the ATL Scheme, there is the potential for a continuous coastal path from La Collette to La Grande Charriere Slipway which will enable complete access to Le Dicq area. The Scheme will seek to improve the area's connectivity and access.
7	2	9	Safe Transport	Can we encourage safe transport links as part of the Scheme – pedestrians/cycle rather than traffic.	Noted – the ATL Scheme would enable the creation of a segregated pedestrian-cycle path. The new coastal path would not be for motorised vehicles.
7	2	10	Cycle Path Connectivity	Connectivity of cycle path, really important here – needs to be continuous to give full benefit.	An ATL Scheme would provide a continuous coastal promenade and cycle path that links from the La Collette cycle path, through to La Grande Charriere Slipway. In Epoch 2 there will be the opportunity for further extension eastwards towards Green Island.
7	2	11	Gardens	Gardens/wildlife areas would be good here.	The Scheme will seek to undertake environmental enhancement. The Project Team are also keen to follow examples of environmental enhancement activities, which have been a success for other coastal alleviation projects. For example, another coastal scheme has incorporated wildflower and grass seeding and bee-post installation to support bee populations. In the eastern area of the Scheme, with the ATL Scheme, there are concept plans for gardens. The design Team will also look into how wildlife areas can be incorporated here.

Workshop No.	Table No.	Sticker No.	Comment	Details	GoJ Responses
7	2	12	Green Space Corridor	Gardens/rewilding to create corridor is a good idea – could be a large park on ATL area.	With the ATL Scheme, there is the opportunity to create green space. It is acknowledged that green space is much needed in this area. The Millenium Town Park is a recent champion public realm Scheme with the creation of green space. This would follow the GoJ Bridging Island Plan (2022 to 2025), meeting a number of policies, including 'Policy GD6 - Design quality', 'Policy NE2 - Green infrastructure and networks' and 'Policy SP3 - Placemaking'. The Island Plan recognises that green infrastructure brings benefits such as improved health & wellbeing, enhanced biodiversity and resilience to climate change. It is recognised that green infrastructure is important for densely populated areas like Havre des Pas and Greve d'Azette. The Island Plan also references how the transformation of the Millennium Town Park, has had a 'significant, positive impact on the surrounding area' and is a 'focal point for the community'. The project will seek to use Millenium Town Park as a local example of how valuable well designed green space is in densely populated area and that this would be a suitable land use in this part of the Scheme.
7	2	13	Joined Up Planning	Can we promote crats/arts/ cafés as part of planning policy?	The Project Team are keen to encourage enhancement to the area. This includes promotion of crafts/arts/cafés in the appropriate locations. For example, opportunities for the crafts and arts will be considered, i.e. art for temporary fencing, space for local markets (similar to the French Markets that are held in the Royal Square and at the Weighbridge) and sculpture trails.
7	2	15	Toilets	Need to be improved as part of Scheme.	There are existing facilities available at Green Street, Le Dicq and La Grande Charriere Slipways. The Scheme will liaise with the Government Department that operates these facilities to seek improvements, such as possibly changing facilities and inclusive change facilities etc.
				Can we include facilities for dog poo on beach or promenade?	Such facilities will be incorporated in the Scheme at beach access points.
7	2	16	Planting/Pollinator Path	Could wildflowers/pollinators be planted in reclamation area? – could be transformed.	The Scheme will seek to undertake environmental enhancement. The Project Team are also keen to follow examples of environmental enhancement activities, which have been a success for other coastal alleviation projects. For example, another coastal scheme overseas has incorporated wildflower and grass seeding and bee-post installation to support bee populations. In the eastern area of the Scheme, with the ATL Scheme, there are concept plans for gardens. The design Team will also look into how wildlife areas can be incorporated here.
7	2	-	Transport Options	Improve transport options/cycleway is key.	Noted – an ATL Scheme would enable the creation of a segregated pedestrian-cycle path, which will reduce traffic flows.

Workshop No.	Table No.	Sticker No.	Comment	Details	GoJ Responses
7	2	-	Traffic Alternatives	Traffic alternatives are essential.	Noted – an ATL Scheme would enable the creation of a segregated pedestrian-cycle path, which will reduce traffic flows.
7	2	-	Sustainable Living and Transport	Need to put infrastructure in place to support more sustainable living and transport.	Noted – an ATL Scheme would enable the creation of a segregated pedestrian-cycle path, which will reduce traffic flows.
7	3	1	Flooding	Many properties are behind the main properties on the road.	Noted, the Scheme will be to provide protection to the coastal frontage and the exposed properties behind the initial property line. Behind the road of Havre des Pas Road the land drops by 1 to 2m from the coast road level, therefore this area is vulnerable to flooding.
7	3	2	Freshwater Inland Flooding System	Consider a freshwater drainage Scheme to mitigate inland flooding.	The proposed Scheme aims to achieve the primary objective of protection to properties and assets from a 1 in 200-year event in 2120. Where improvements are required to support the in-land flood risk reduction measures then these will be considered in conjunction with the drainage Teams. Discussions are ongoing with all Teams responsible for flood risk management in I&E to ensure that all benefits from Scheme can be realised.
7	3	3	Upgraded Drainage Facilities	Upgraded sewage system needed – benefit of an ATL option.	Innovative ways of using the space created by ATL are being looked into. This includes for the upgrading of drainage facilities, i.e. creating cavern style attenuation facilities in locations such as Le Dicq to reduce the number of occasions that the drainage system spills during storm events. The latter would have environmental benefits, which would be particularly beneficial given the Scheme is situated within a the south-eastern Ramsar site.
7	3	4	Road Closures	Do nothing, will mean increased road closures.	In the theoretical event that the 'do-nothing' option was to be followed, with increased coastal flooding, there would be an increased frequency of road closure events at high tide, due to this type of infrastructure asset being at risk of being flooded or flooded. The roads of 'Havre des Pas' and the 'A4 La Greve d'Azette' are heavily used so closures of these roads would be significantly disruptive.
7	3	5	Cycle Path – Segregated	Difficult with traffic to cycle. Even inner roads are congested.	Noted – an ATL Scheme would enable the creation of a segregated cycle path, which will reduce cycle traffic on these roads.
7	3	6	Issues with Privacy Anticipated	Concerns with property owners' response to privacy.	It is acknowledged that with an ATL Scheme, a key concern for residents and owners of seafront properties is the impact on privacy. Initial designs have considered this concern and an ATL Scheme would include a garden space to act as a buffer between seafront properties and the promenade would be kept private to ensure privacy to the properties. The area would be kept with "a private feel", with no plans tourist trains or noisy entertainment facilities.

Workshop No.	Table No.	Sticker No.	Comment	Details	GoJ Responses
7	3	7	The Lido	Post-construction, the Lido should be offered to private enterprise to maintain.	The Lido and operation of the facility is not part of the scope of the project. The comment is noted and such suggestions have already been communicated to relevant Government Departments.
7	3	8	Ramsar	Make the Scheme an opportunity to educate the public on the Ramsar zone.	The site is within the south-eastern Ramsar site, which is of international importance and the Scheme will seek to support the Ramsar site in terms of education, and enhancement. Education for the public will be part of the wider ongoing stakeholder engagement activities. School visits are already planned for November 2024. The Project Team are also keen to follow examples of education activities, which have been a success for other coastal alleviation projects.
7	3	9	GSSI	Make the Scheme an opportunity to educate the public on the recently designated GSSI zones.	There are outcrops within the Scheme area that were designated as GSSIs earlier this year (2024). The Scheme will look at ways that the design of the Scheme can incorporate measures to educate the public on the geology of these outcrops and the wider area into the design, i.e. with information boards. There is the opportunity here to work with interested groups such as Aspiring Jersey Island Geopark and the Geology Section of Société Jersiaise to educate the general public on the value of the geology. Additionally, education is part of the concept of UNESCO Global Geoparks
7	3	10	Façade Finish	Finish is important for setting.	The façade finish will also be strongly considered as this will have an impact on the overall character.
7	3	11	Wall Height	What exactly is needed?	The crest height of any new defences will be derived following the completion of detailed coastal wave modelling, overtopping modelling and inland flood extent mapping. The height of the wall will be as required to protect the area from flooding. Notwithstanding this, should there be an excessive impact in an area then the design could be developed for incremental increases, e.g. considering 2075-year sea level rise in certain sections of the Scheme extent, rather than going to 2120 sea level projects immediately. Advancing the line will have the benefit of allowing the design to consider secondary walls, as water quantities allowed over the wall by the design can be adjusted to allow the wall height to be lower than they would need to be if a secondary wall was not included.
7	3	12	Eels	Access to streams inland.	The Project Team are in regular contact regarding the project with the internal GoJ Directorate for the Environment, i.e. the I&E Natural Environment team. The Project Team are aware that the LRM Team within Natural Environment are proposing to make the European Eel ( <i>Anguilla Anguilla</i> ) a protected species to

Workshop No.	Table No.	Sticker No.	Comment	Details	GoJ Responses
				Becoming a protected species.	protect local European eel populations. This means that additional design considerations, particularly with drainage, will need to be incorporated to create efficient design to support this population. The Project Team will continue to engage with the LRM Team to obtain guidance for ensuring the design is eel friendly.
7	3	13	Victorian Gardens	Needs to be preserved.	An ATL Scheme would seek to link the promenade and potentially new coastal gardens to the existing La Collette Gardens, thereby enabling these to be preserved and access provisions improved.
7	3	14	Birds	Area used by Brent Geese and Egrets (migrating birds).	The presence of migratory birds in this area has been acknowledged. It is recognised that this area is a Ramsar site, which is of international importance and the Scheme will seek to support the Ramsar site in terms of education, and enhancement. Whilst there will inevitably be an impact upon the site, including albeit at the edges of the site, an EIA baseline has been produced so far and this will be a live document through the project and will be developed. Measures to mitigate any impacts, including to this habitat for migratory birds, will be built into the Scheme and the project will also seek to enhance where practicable. In preparation for construction a full CEMP will be developed to identify and manage impacts upon the environment, not only within the marine environment but also covering the terrestrial environment too. Environmental enhancements will also be considered, including BNG, which includes incorporating measures in design to aid nesting and breeding.
				Turnstones present in Dicq area.	
				Birds will adapt to construction.	
7	3	15	Inclusivity/Disabled Beach Access	Is the space big enough for a ramp.	The Project Team are keen to incorporate accessibility/inclusivity improvement measures into the Scheme to improve beach access to islanders and visitors with additional needs. There will also be engagement alongside the design process with relevant charities, e.g. 'Healing Waves' and 'Beach Mobility' to inform them of the design development.
				Would inclusivity/disabled beach access be better to Le Dicq Slipway?	
7	3	16	Scheme Joining Up	How would the Scheme be connected onwards?	The western extent of the Scheme will link to the La Collette Gardens to improve links to the La Collette and Snow Hill Gardens and ultimately Fort Regent. In addition, at this western extent the current cycle/pedestrian link between the Energy for Waste (EFW) facility and the Jersey Electricity Company (JEC) Power Station will be the link point to the west and improvements will be sought to this link to the harbour areas. In the east the Scheme will end at La Grande Charriere Slipway and the Project Team is in communication with the sustainable transport Team and the cycle route network Team to develop the networks to connect better to this Scheme and the 1 mile of new coastal path that will be created. In the future there will be the opportunity to continue an ATL Scheme eastwards towards Green Island.

Workshop No.	Table No.	Sticker No.	Comment	Details	GoJ Responses
7	3	17	Amenities	More beach kiosks on reclaimed land.	The Project Team are keen to encourage enhancement to the area. With an ATL Scheme, reclaimed land created will enable such facilities to be developed, along with the development of former facilities along the existing promenade adjacent to Green Street. The Project Team will be engaging with private businesses through the development to communicate the plans and this would hopefully facilitate further inward private investment to revitalise the area.
7	4	1	Privacy/Additional Protection	Being a resident on the coast, privacy would be important, however the benefit of an advanced line defence would provide the extra protection we would need with the rising tides and overtopping.	It is acknowledged that with the ATL Scheme, a key concern for residents and owners of seafront properties is the impact on privacy. Initial designs have considered this concern and an ATL Scheme would include a garden space to act as a buffer between seafront properties and the promenade would be kept private to ensure privacy to the properties. The area would be kept with a "naturalistic calm" setting, particularly the areas from Le Dicq to La Grande Charriere.
7	4	2	Cycling/Pedestrian	Commute to work of a morning or afternoon could be improved by way of advanced line, connecting down to Havre des Pas. Currently the main road is very busy and narrow. Also pedestrians struggle on the existing paths, which are very narrow as it is, so advancing the line would provide a much safer pedestrian walkway.	Noted – an ATL Scheme would enable the creation of a segregated cycle-pedestrian path. At present, the roads are very difficult to cycle along as it is very busy and narrow. The pavements are also very narrow. ATL would allow for a much safer pedestrian walkway, especially for wheelchair users and those with prams and pushchairs. Therefore, commutes/general journeys for those to/from the east could be significantly improved with the provision of a segregated cycle-pedestrian path.
7	4	3	Ramsar	Opportunity to include adequate signage showcasing the Ramsar site.	The site is within the south-eastern Ramsar site, which is of international importance and the Scheme will seek to support the Ramsar site in terms of education, and enhancement. Education for the public, including the provision of adequate signage showcasing the Ramsar site will be part of the wider ongoing stakeholder engagement activities.
				Consultation with Ramsar management group is necessary to ensure any conflicts with the site are managed.	Engagement with the Ramsar management group has already commenced and members of the Jersey Ramsar Management Advisory Group (N JRAG) were invited to and attended the workshops. There will be ongoing engagement with the group throughout the project.
7	4	4	Sand Management	Would like to see modelling to understand how water and sand/sediment movement may be affected in surrounding areas, particularly in the southeastern corner.	It is appreciated that there are some concerns with the displacement of water, sand/sediment movement in the surrounding areas (as part of an ATL Scheme). The coastal model that is being updated to support the Scheme will model this and details of the output will be summarised and communicated to stakeholders via the GoJ website and newsletters.

Workshop No.	Table No.	Sticker No.	Comment	Details	GoJ Responses
7	4	5	Protecting the Lido	During possible storms, advancing the line around the Lido, would ensure protection to the Lido.	Noted – we are not seeking to alter the setting of the Lido.