



FINDINGS REPORT Island Plan

Strategic issues and options

Your Island
Your Say



ISLAND PLAN
2021-30



Government of
JERSEY

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Executive summary

Work has begun to update the Jersey's Island Plan for the next decade. As part of the early stages in preparing its new Island Plan, the Government of Jersey held a public consultation over a three-month period from 10 July 2019 to 11 October 2019 on the strategic issues and options for the plan and to give islanders an opportunity to have their say on a broad range of topics affecting the future of the island. The consultation was structured around four areas: the spatial strategy, a sustainable island environment, a sustainable island economy and sustainable island communities.

An online survey was used to gather responses via either a full technical paper (with 47 questions) and a shorter summary paper (with 27 questions). Some questions were also linked through Facebook posts to gather as many responses as possible. In total, 2,254 responses were received to the consultation from all sources. This feedback will inform the development of policies and objectives of the draft Island Plan 2021 – 2030.

Summary of consultation analysis

The following section provides a summary of the feedback from respondents to the key issues affecting the development of the new Island Plan.

Spatial strategy options

Of the seven different spatial strategy options presented in the consultation, respondents showed the most support for focusing development within St Helier, with 71% of respondents supporting this option. Many expressed support for increasing the town's density to accommodate housing need. The option of expanding the town to the south was also generally supported.

Related to this support for focusing development within St Helier, 78% of respondents expressed resistance to development in the countryside, highlighting the importance of preserving landscape character, biodiversity and agricultural land. Other options which were not popular included expanding the town to the north, expanding other out-of-town built up areas and the option of creating a new settlement or significantly expanding an existing settlement.

Land reclamation

The consultation asked what people thought about further land reclamation in the future, and probably beyond the period that would be covered by the new Island Plan. Around 55% of respondents showed support for future further land reclamation, with many considering it a means to meet development needs while protecting the countryside from development.

Nonetheless, concerns were raised on whether reclaiming land was appropriate with the projected sea level rise. Of those who disagreed with the proposal, many highlighted that it could be costly and could harm the environment and amenities.

Marine environment

More than half of respondents supported the principle of the Island Plan zoning different areas of the island's coastal waters, albeit only if the types of marine development being zoned for were necessary, economically beneficial and would not cause undue ecological harm. 35% disagreed with marine zoning altogether, expressing resistance to any marine development. They felt that zoning would be an unwelcome precursor to widespread marine development.

Offshore renewable energy

A large majority (85%) of respondents felt the Government should continue to support offshore renewable energy schemes. However, respondents highlighted the potential financial and ecological implications, as well as the potential harm, such types of development can have on valued coastal views and vistas. Of those who disagreed, most were concerned with the cost implications of renewables, as well as their appearance. Some suggested alternative renewable initiatives such as on-shore renewables and micro-generation.

Coastal and countryside landscapes and views

There was a mixed response regarding the level of protection from development which should be afforded to the island's coastal and countryside landscapes, with respondents split between those who considered that these landscape, in certain locations, should have a higher level of protection against development than currently afforded (48%), versus those who felt the same level of protection in the current plan would be adequate (46%).

Many respondents hold Jersey's special landscape character in high regard feeling that it must be protected, while others felt that overly restrictive policies limited land availability making it difficult for the island to meet its development needs, suggesting that a balance needs to be struck.

A significant proportion (42%) of respondents felt that there should be a lower level of development in the island's coastal areas and countryside than is currently allowed, with concerns that many areas of the island are becoming urbanised. Others (32%) felt that development proposals should be determined using a merits-based approach, while only very few felt that there should be more development in these areas (6%).

On views and vistas, almost all respondents (88%) felt it was either very important or important that the Government defined views to be protected from development. They felt key views defined the sense of place on the island and its history, and that preserving such views brings important social benefits.

Townscape, urban character and Conservation Areas

Over half of respondents felt it was either important or very important that new development protects and enhances St Helier's townscape character. However, many considered that a significant number of modern developments already detracted from the town's appearance. Of those who were not in favour of conserving and enhancing the existing townscape character, several proposed that the Government should instead take the opportunity to establish a modern vision for the town.

On the urban character of the island's other built-up areas, a clear majority of respondents (73%) agreed with applying a higher level of protection to specific areas in order to safeguard their character. Some identified characteristic features that they felt should be protected. Of the few respondents who disagreed, they highlighted that there should be a high level of protection across the island so that all development integrates well with its setting.

A large majority (73%) also agreed that urban landscapes and trees should have more stringent protection, with many respondents concerned about trees being lost as a result of recent development, and that any trees lost should be replaced.

A substantial majority of all respondents (90%) were keen to see the protection and enhancement of areas with distinct historic and architectural character through the introduction of Conservation Areas. Many felt, however, that it should still be possible to make reasonable modern adaptations to historical buildings even if they are located within a Conservation Area.

Some felt that introducing Conservation Areas would prevent future development of the town: proposals should instead be assessed on a case-by-case basis while others felt that there were more urgent issues for the Government to address rather than conserving historical and architectural character.

Development density and tall buildings

There was a mixed response regarding development density, with an almost equal split between those who felt that a flexible approach to density should be adopted on a case by case basis (43%) versus those who considered higher densities to be more appropriate (40%). It was generally accepted that the Island Plan needs to consider promoting building at higher densities than currently achieved in order to make more efficient use of land and to curb urban sprawl into the countryside.

A much smaller proportion of respondents (7%) felt that Government should be seeking lower densities, suggesting the current density of development was too high, with some stating that there should be policy efforts to reduce the overall population level.

44% of respondents supported allowing tall buildings. Most considered it a pragmatic solution to meeting development needs, whilst also minimising development in the countryside.

Nonetheless, around one-third (31%) of respondents felt that tall buildings should only be allowed in exceptional circumstances, while 25% felt they should not be allowed at all, highlighting concerns around impacts to the island's skyline and distinctiveness. Generally, respondents felt that, should tall buildings be allowed, they would only be suitable in specific locations within St Helier, and only a small number of respondents felt that tall buildings should be allowed in locations outside St Helier.

Transport

Most respondents (72%) felt that it was either very important or important that new development is focused on locations which minimise journey times and the need to travel. Respondents' primary concern was road congestion and people stressed that new development should not lead to more traffic. However, a quarter of respondents felt that this was less important, highlighting the small size of the island, which made travel times less relevant.

Some 86% of respondents considered it very important or important that new development is located in areas with access to good bus routes and pedestrian facilities. They highlighted the benefits of active and sustainable modes of travel for both islanders' health and air quality. Conversely, 10% of respondents did not feel it was important to connect new development to sustainable transport links, stressing that car use is more convenient than alternatives.

Just over half of respondents strongly agreed or agreed that parking standards should vary across the island depending on available travel options. They referred to successful similar initiatives in other countries. However, some stated that they felt such a policy which seeks to restrict car use might discriminate against those who could only travel by car.

There was a mixed response to the principle of car-free development, with some supporting car-free development in some locations, such as the town centre, as a way to reduce reliance on private car-use, while others (30% of respondents) objected to car-free development altogether.

Most respondents agreed that there should be priority given to pedestrians, cyclists and buses on the island's road network, with many particularly supporting this approach within St. Helier's core retail area, with less support for this approach in other areas. Many respondents were concerned with traffic congestion, especially in St. Helier, and so felt that giving priority to alternative modes could ease this. However, some felt there needs to be a balance between all forms of transport to bring people into the town centre.

Office development and the town centre

Around 46% of respondents felt that new offices should only be allowed in St. Helier, on the basis that locating in other settlements would cause loss of green space and increased traffic. Fewer respondents felt that offices should be allowed in other urban centres (17%), while others (25%) felt that proposals for office development should be judged on a case-by-case basis, recognising that there are many factors that should be taken into account.

Most respondents considered that the redevelopment of offices for other uses should either be allowed in principle or felt that proposals should be dealt with on a flexible case-by-case basis, highlighting the potential for this type of development to help meet housing needs.

Most respondents either felt that the loss of ground floor retail floorspace in St Helier's core retail area should not be allowed, in order to maintain a vibrant town centre; or that proposals for the loss of retail should be dealt with on a flexible case-by-case basis, highlighting the importance of taking a flexible approach to the changing nature of the retail sector and consumer demands.

On the issue of reducing the size of St. Helier's Core Retail Area, only 24% strongly agreed or agreed with this on the basis that other areas should be allowed to flourish. Around one-third (33%) strongly disagreed or disagreed with reducing the retail area, feeling that it is already small relative to the population level.

Hotel development and employment land

Just over half of respondents (55%) considered that new hotel development should continue to be concentrated within St. Helier where the impacts, such as traffic congestion, are focussed in areas that are already busy. Nonetheless, 27% felt that hotel development should be enabled in other locations, highlighting the economic potential for expanding tourism.

There was a mixed response to whether the redevelopment of hotels to other uses should be permitted, with equal numbers (29%) responding for and against. Those against the redevelopment of hotels felt that this contributes to the decline of tourism. A larger proportion (42%), however, felt that development proposals for the redevelopment of hotels should be judged on a case-by-case basis, commenting that the environmental impact and quality of offer should be assessed.

Over half (55%) of respondents either strongly agreed or agreed with the principle of protecting employment land and buildings from being used for other uses, highlighting the importance of such land to the economy, especially for small businesses. A smaller portion (17%) disagreed with the continued protection, stating that employment land should be released for other in-demand uses.

Use of agricultural land and renewable energy generation

Respondents were largely in favour of diversifying the use of agricultural land. Many suggested that agricultural land could be shared with other uses, including renewable energy generation (such as solar arrays) and for ecological initiatives. Nonetheless, some respondents felt that specific areas of land should be protected from development.

Of those who were resistant to diversification, they considered it vital to preserve agricultural land for local food production, which is important for food security and employment opportunities, as well as its cultural and aesthetic value to Jersey.

Agricultural buildings and accommodation

Nearly half of respondents (44%) considered that redevelopment of agricultural buildings for other non-employment uses should not be allowed, compared with 28% who were in favour of redevelopment, potentially for housing.

Respondents were generally split on how the issue of redundant and derelict glasshouses should be addressed, with around 40% believing they should be removed, and the land restored to agricultural use rather than allowing their redevelopment to other uses; although the remaining 60% of respondents suggested that they could be redeveloped in certain circumstances.

The majority of respondents felt that agricultural workers' accommodation in the countryside should not be allowed in principle or should only be allowed in exceptional circumstances. Some raised concerns that such development could be a precursor for permanent general-needs housing. Conversely, 22% favoured the provision of agricultural workers' accommodation in the countryside on the condition that it was adjacent to the farm or was temporary in nature.

Minerals and waste

To meet the island's mineral needs, the most favoured option was to continue operations at existing sites, to prevent detrimental environmental impacts. A large majority of respondents also felt that it would be fairly or very acceptable (71%) to open harbour facilities to import aggregates. They highlighted potential job creation and the continuing demand from construction.

On disposing of the island's inert solid waste, half of respondents favoured using the island's existing mineral extraction site, however, a significant proportion (37%) supported using the waste for land reclamation schemes instead, citing the potential future uses of this land as a reason.

Affordable housing and housing mix

Around 73% of respondents strongly agreed or agreed that there should be an interim review of housing demand and performance targets, to ensure needs and demands are met. On the contrary, just 14% strongly disagreed or disagreed, suggesting that the population number should be controlled instead.

On delivering affordable housing, developing sites in public ownership was widely supported as an approach (85%), although a substantial number of respondents (69%) also favoured requiring delivery of affordable homes by private developers as part of their housing developments. Comparatively, only 24% supported delivery of affordable housing through rezoning greenfield land.

Some 56% of respondents felt that the requirement to deliver a mix of housing which meets needs in terms of type and size should be applied to all housing development, compared with 4% who felt this should only apply to affordable housing. Nonetheless, a significant minority (36%) were unsure whether this requirement was needed, citing the need for community discussion; while others (4%) didn't support such a requirement for any housing development, suggesting that the market is the most appropriate mechanism for determining the mix and type of housing.

A significant majority (71%) felt that homes for older people are best delivered as part of mixed developments, commenting on the importance of creating balanced communities. Conversely, a quarter considered that purpose-built developments for older people would be best so that the location could accommodate older people.

Just over one-third (36%) of respondents felt that homes for dependent relatives located within existing buildings in the countryside should be allowed in principle; while just over half (52%) felt that they should only be allowed in exceptional circumstances, and 12% considered that they should not be allowed at all. Many respondents felt restrictions should be in place and stressed the need to preserve local character.

Approximately 38% of respondents showed support for the delivery of key workers' housing on publicly owned sites, while a greater proportion (47%) were supportive of such accommodation being delivered by private developers. Concerns were raised on the additional demand created by key workers and the housing to which they have access.

Open space and community infrastructure

Some 42% of respondents felt that the loss of open space resulting from development was acceptable where the space lost was replaced. However, a similar proportion (40%) felt that there should be no loss at all, highlighting the social value of these spaces especially in higher density areas.

The majority of respondents considered that new developments should be required to provide new open space, and that this should be delivered either within or next to the site, or alternatively developers should be required to fund improvements to existing open spaces nearby. Many stated that they wanted to see the creation of natural areas for leisure and recreation.

Around 58% of respondents supported the principle of imposing a levy on development to fund community infrastructure. These respondents considered that developers should be obligated to return value to the community in exchange for development rights. Only 28% objected to the principles of a levy, concerned that such costs would be passed onto homebuyers.

1. Introduction

1.1 Background

This report presents the findings of the Island Plan Review – Strategic Issues and Options Paper consultation (“SIOP”) which took place over the summer of 2019. It reports on the response to each of the questions asked in the SIOP consultation documents and provides a summary of the key issues raised by respondents. The report also provides a summary of the approach to consultation and engagement to date, and details the approach used to review and analyse the feedback. The findings of this report will be used to inform the preparation of the Draft Island Plan, which is scheduled for further consultation during the summer of 2020.

This report is structured as follows:

- Section 1 – [Introduction](#)
- Section 2 – [Methodology](#)
- Section 3 – [Responses](#)
- Section 4 – [Findings](#)

1.2 Strategic issues and options consultation

The Government of Jersey published the Island Plan Review - Strategic Issues and Options Consultation (SIOP) documents for consultation over a three-month period from 10 July 2019 to 04 October 2019. The consultation remained open to late submissions until midnight on 07 October 2019. A small number of letters were received after this date, all of which have been considered as part of the response analysis.

Whilst this stage of consultation is not a statutory requirement of plan development in Jersey, the value of early public engagement and consultation is recognised. This helps to ensure that the public are given the opportunity to actively contribute to the development of the plan, and that the review of the Island Plan reflects established good plan-making practice.

The SIOP consultation sought views on the key issues affecting the future development of the island and, in some cases, set out different options for addressing these in the next Island Plan. The SIOP was structured around four areas: spatial strategy options, a sustainable island environment, a sustainable island economy and sustainable island communities.

Two versions of the consultation paper were published; a full technical paper with 47 questions, and a shorter summary paper containing 27 of the same questions. These were available online and in hard copy. Questions from the consultation paper were also posted out individually, using the Government of Jersey (GoJ) Facebook account, throughout the period of consultation. In addition to the consultation questions, post cards were also distributed, at stakeholder events and parish halls, which encouraged islanders to share their views about what should be considered a priority for the future of the environment, community and economy. Islanders were also free to frame and make their own submissions to the consultation.

More than 45 engagement events were held throughout the consultation period. These were designed to give members of the public and key stakeholder groups an opportunity to find out more information about the Island Plan Review and the strategic issues and challenges that the new Island Plan will need to address. They also provided an opportunity for people to raise other issues not covered by the SIOP and to talk directly to the team undertaking the review.

The range of events held included ‘drop-in’ road shows in each of the island’s twelve parishes, public workshops, a youth engagement programme and pop-up stalls in the centre of St Helier. The team also gave focused briefings or workshops to key-stakeholders by invitation and upon request. Details of the consultation events are set out in the table below.

Engagement event	Number	Additional information
Parish drop-in	12	All 12 parishes attended
Public workshop	3	Two events at the St Helier Town Hall One event at the Royal Jersey Agricultural and Horticultural Showground in Trinity
Focused workshop/ stakeholder event	3	Chamber of Commerce, Parish of St Helier and Société Jersiaise.
Key stakeholder focused briefing	14*	National Trust for Jersey, Chamber of Commerce Building Sub-Committee, States of Jersey Development Company, Ports of Jersey, Andium Homes, Jersey Water, Jersey Access Providers Group, Jersey Access Forum, Jersey National Park, Youth Service Leaders, Children’s Commissioner, Best Start Partnership, Housing Trusts. <i>(*additional focused briefings were also offered to other key stakeholder groups.)</i>
Public events attended	2	Jersey Races and Architecture Day held. <i>(Three Jersey Film Festival events were planned but did not take place due to cancellation of main event).</i>
Town Pop-ups	4	These were held outside in the centre of St Helier at Charing Cross, Don Street, Brook Street (x 2)
Customer and Local Services drop-in (La Motte Street)	2	
Schools Roadshow	3	Secondary and sixth-form schools: Le Rocquier School and Jersey College for Girls. Tertiary education: Highlands College HNC Building Studies group. <i>(Offered to primary, secondary and tertiary education. 3/7 slots for events were taken-up at secondary and tertiary levels.)</i>
Youth events	3	Drop-in session at Move-on Café, Jersey Youth Association workshop event and the Princes Trust (Team 33) session.

2. Methodology

This section of the report provides an overview of how the responses to the consultation have been processed, collated and analysed.

2.1.1 Stage 1 – Processing and collation

Responses were received via an online survey, printed survey response form, email or in hardcopy letter format. The online survey responses and emails, including survey responses to the technical consultation document, the summary consultation document and those linked through Facebook posts, were electronically collated into a single database. Hardcopy letters were first digitised (typed up), and then collated into the same database along with the survey and email responses.

Given the structured nature of the consultation questions – each offering a series of multiple-choice answers to be selected by the respondent accompanied with a free text box for comments - the vast majority of responses followed this structure and could be easily categorised against each question. A limited number of responses did not, however, follow the structure of the consultation and were not included in the database. These were analysed separately (see Stage 4 below).

2.1.2 Stage 2 – Quantitative analysis

The structured nature of the consultation allowed for consistent quantitative analysis to each question. The quantitative analysis undertaken for each question was as follows:

- the total number of respondents who responded to the question.
- for multiple choice questions, how many responses were received to each option.
- the number and percentage each response option received as a proportion of the total number of responses to that question.
- bar charts have been used to visualise how the responses to each question have been broken down.
- the number of respondents to each question who chose to leave a comment.

2.1.3 Stage 3 – Qualitative analysis

For each question, where respondents provided comments to explain or expand upon their answer, the comments were read and then summarised, drawing out the matters which were frequently raised, or those which raise key issues for the plan to address.

The summary of comments to each question have been structured, using the multiple-choice questions or thematically, depending on the scope and nature of the responses received.

2.1.4 Stage 4 – Other comments

The consultation survey provided space to leave a general comment regarding the Island Plan Review and the consultation; as these comments did not necessarily relate to the questions asked, the responses were analysed separately. Furthermore, a limited number of hardcopy responses could not be aligned to the consultation format and these too have been analysed and reported on separately.

These general comments and other hardcopy responses were analysed qualitatively consistent with the approach set out in Stage 3 above and have been summarised.

2.1.5 Stage 5 – Post card responses

As part of the engagement and events programme, post cards were also distributed to members of the public, inviting them to express their views on what should be considered a priority for the future of the environment, community and economy. The post cards were designed to provide a quick and easy means for people to comment on the themes of the SIOP consultation and were aimed specifically towards those who held views but did not want to or feel able to engage with the detailed consultation. The responses received via the post cards have been collated, analysed and reported on in Section 5 of this report.

2.1.6 Stage 6 – Youth engagement

In recognition of the importance of engaging with children and young people on issues that affect them, in accord with the Government's key strategic priority to put children first, the consultation including the delivery of targeted schools and youth road-shows, where the Strategic Issues and Options paper was translated into participatory group exercises, aimed towards those aged between 11-24. The design of the exercises was intended to enable the student participants to express their views on issues that will affect them in a way that was accessible to them.

Whilst the themes used for the exercise were centred around the SIOP content, they do not align exactly with the structured questions of the survey and have, therefore, been analysed separately.

3. Responses

In total, 2,254 responses were received to the consultation from all sources. These are broken down as follows:

Source	Number of respondents	Proportion of respondents
Summary consultation survey	292	13%
Technical consultation survey	854	38%
Survey via Facebook	1,098	49%
Other responses	10	<1%
Total	2,254	100%

3.1.1 Organisations

The following organisations identified themselves as respondents to the consultation:

Andium Homes	Morvan Hotels Ltd
Architectural Practice	Natural Environment Team
ASL	(Growth, Housing and Environment. Government of Jersey)
Best Start Partnership	Public Health Policy
Cycle for Jersey	(Strategic Policy, Performance and Population. Government of Jersey)
Jersey Action Group	Ramsar Management Authority
Jersey Canoe Club	Ronez Limited
Jersey Chamber of Commerce	Sabella
Jersey Heritage	Seymour Hotels of Jersey
Jersey National Park Limited	Société Jersiaise
Jersey Water	Socrates Architects
JMMB – RJA & HS	St Brelade's Bay Association
KEP Planning	The National Trust for Jersey
MJCA on behalf of Granite Products	

4. Findings

This section reports on the response to the consultation from all respondents. It is structured to align with the structure of the technical consultation document and includes the response to the summary consultation document and Facebook posts when the question raised is the same. For each of the 47 questions asked, the report provides:

- details on the number of people who responded;
- how they responded to the question using the multiple-choice options;
- how many provided further text comments to set-out their reasoning;
- the key points raised by these comments.

The contextual information provided for each question can be found in the technical consultation document (see: <https://consult.gov.je/resources/portal/events/34471/accessible>).

4.1 Planning for sustainable development

Question 1: Do you believe that this framework for plan-making is capable of providing for the orderly, comprehensive and sustainable development of land, in a manner that best serves the interests of the community?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

4.1.1 Quantitative analysis

This question appeared only in the technical consultation document as Question 1. In total, 29 people responded to it. Their answers are illustrated in Table 1 and Figure 1.

	Strongly disagree	Disagree	Neither	Agree	Strongly agree	Total
Number of responses	7	5	4	10	3	29
Percentage	24%	17%	14%	34%	10%	

Table 1 Response to Question 1: Planning for sustainable development

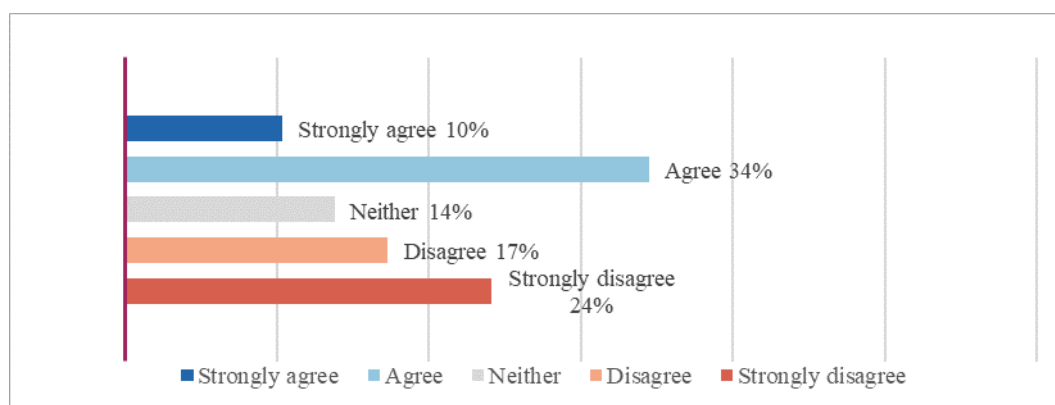


Figure 1 Response to Question 1: Planning for sustainable development

Of the 29 responses received, 44% were either in strong agreement or agreement with the capability of the framework to plan for sustainable development. Conversely, 41% were either in strong disagreement or disagreement. A further fourteen percent were neither in agreement nor disagreement.

4.1.2 Qualitative analysis

Of the 29 responses, 24 were accompanied by comments.

Strongly agree or agree

Out of the thirteen respondents who agree or strongly agree with the capability of this framework for planning development on the island, seven left comments. These comments were brief and reinforced the respondents' belief in the appropriateness of the Island Plan as an organising framework for development.

Strongly disagree or disagree

Four-fifths of those who strongly disagreed or disagreed with Question 1 (ten out of twelve) left a comment expanding on their reasoning. Government of Jersey's Natural Environment Section disagrees with the capability of this framework for its apparent failure to prioritise key environmental themes, including biodiversity, efficient use of natural resources and enhancing ecological resilience.

The St Brelade's Bay Association interpreted 'the framework' to be the Planning and Building (Jersey) Law 2002 and criticised the proposed areas suggested for the plan to address as falling outside the scope of the legal framework. They also raised concerns about poor inter-departmental working within Government enshrined in the law and criticised the lack of provisions for landscape protection as well as perceived conflicts in policy in the existing plan.

In addition, several respondents state that any framework needs to start from a restrictive population policy if it is to be successful.

Neither agree nor disagree

Of the four respondents who neither agree nor disagree with Question 1, one commented that the Island Plan is 'better than nothing' but stated that it would have to be 'fair and equitable to all'.

No choice

While they did not choose one of the options provided by the consultation document to answer Question 1, six respondents provided a comment.

Jersey Chamber of Commerce highlighted different understandings of ‘sustainable development’ and competing interests, using the example of different generations having different needs which have land use planning implications.

Other respondents stressed the need to place environmental obligations at the core of the Island Plan, suggesting a number of efforts to be pursued. These efforts include valuing the island’s natural capital and ensuring that new buildings are built sustainably. Furthermore, the National Trust for Jersey reinforces the idea that sustainability must be the central theme around which the Island Plan is prepared.

4.2 Future Jersey

Question 2: Do you think that Future Jersey represents what the Island Plan should be working towards achieving between now and 2030?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don’t know

4.2.1 Quantitative analysis

This question appeared in both the technical consultation document as Question 2, and the summary consultation document as Question 1. This question also appeared in a Facebook post. In total, 313 responses were received to this question from all sources which are set out in Table 2 and Figure 2 below.

	Strongly disagree	Disagree	Neither	Agree	Strongly agree	Total
Number of responses	31	31	80	130	41	313
Percentage	10%	10%	26%	42%	13%	

Table 2 Response to Question 2: Future Jersey

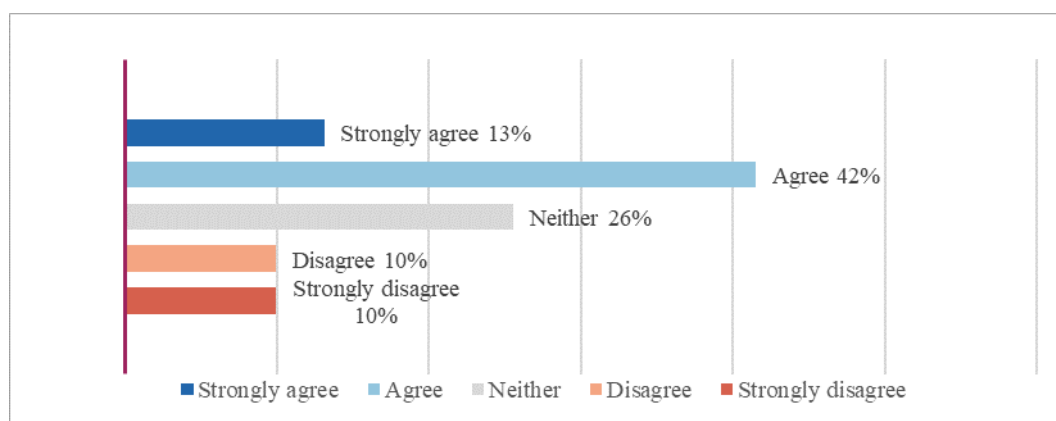


Figure 2 Response to Question 2: Future Jersey

Of the 313 responses to Question 2, 55% either agreed or strongly agreed that the Future Jersey vision represents what the Island Plan should be working towards accomplishing between now and 2030. In comparison, 20% of respondents either disagreed or strongly disagreed with this statement. As such, while 26% expressed neither agreement or disagreement, the proportion in agreement is more than double that in disagreement.

4.2.2 Qualitative analysis

Of the 313 responses to this question, 158 (50%) provided commentary elaborating on their reasons.

Strongly agree or agree

Of the 171 respondents who expressed agreement or strong agreement with Question 2, 61 expanded on their reasons.

The supplementary comments of those who strongly agreed or agreed with the question demonstrate particular support for long-term strategic planning and the inclusion of the Jersey community in this process. The value afforded Jersey's beautiful coastline, countryside and the environment in general were cited as reasons for supporting Future Jersey as an aspiration guiding the Island Plan. Others noted favourably the emphasis on a strong economy, protecting heritage and the need to deliver affordable homes. Other comments made by those responding in agreement with the vision included:

- more focus is needed on the importance of preserving the natural environment and protecting and encouraging wildlife.
- the term 'sustainable' needs to be defined and qualified, as it means different things to different people.
- a need to ensure that peoples' views are taken on board throughout the process.
- a need to include reference to the threat posed by rising sea levels.
- how the plan can consider a future economy that is not reliant on growth.

Strongly disagree or disagree

At the other end of the spectrum, of those respondents who strongly disagreed or disagreed with the vision, 51 respondents provided comments which raised some common issues.

The most common objection highlighted the need for controlling immigration before all else to alleviate pressure on infrastructure and reduce the need for housing and further development.

Another reason given for disagreeing with using Future Jersey as a guide for the Island Plan was the opinion that Future Jersey vision itself, and the process by which it was developed, is flawed. Some felt that Future Jersey failed to set a clear and coherent vision and that it is, therefore, an inappropriate tool to guide the Island Plan. Other comments included:

- disagreement with the emphasis given to the economy at the expense of the environment.
- conversely others criticised the emphasis given to the environment at the expense of the economy.
- no reference to disabled people and equalities in the Future Jersey vision.
- the Future Jersey vision is overly focused on wealth creation and should focus on a more balanced approach to the economy and quality of life and the environment.
- the Future Jersey vision should give greater consideration to climate change.

Neither agree nor disagree

Out of the 80 respondents who neither agreed nor disagreed, 38 people left a diverse range of comments.

Some respondents were unsure of what 'Future Jersey' referred to or how it related to the Island Plan, stating that there was a lack of information provided or that the vision was vague. Others criticised the lack of population growth data as a starting point from which to plan, as well as the absence of a restrictive policy for population. Furthermore, other respondents expressed concern about ensuring environmental sustainability in the face of alternative pressing societal needs, as well as pointing out that Future Jersey was published before Jersey had declared a 'climate emergency' and thus the vision needs updating. Additional comments included:

- further detail needed on the sustainability objectives of the plan, and how they will be measured and assessed.
- a need to consult with those groups who will be most affected by the plan.
- aspirations set out in Future Jersey appear ambitious, however, there is a need to ensure that the aspirations are delivered.

No choice

In addition to the above, six comments were left by those who did not respond to the question. These included:

- criticism of the broadness of the question.
- the presumption that population growth is assumed.
- the need to balance economic and environmental benefits.
- Jersey Chamber of Commerce left a detailed response, noting a number of points, including:
 - that the "My Jersey" survey response rate was low;
 - concerns around the population estimations underpinning the strategic issues and options consultation document' and
 - a need to translate Future Jersey aspirations into tangible strategies.

- The National Trust for Jersey felt that it was difficult to ascertain whether respondents to the Future Jersey consultation were fully informed regarding, for example, the historic environment and were concerned about the amount of weight given to responses to the Future Jersey consultation.

4.3 Spatial options

Question 3: What do you think about each of the following Spatial Options as a way of meeting the island's development needs (mainly homes) between 2021 and 2030?

Option 1: Increasing density within the town of St Helier

Option 2(a): Outward expansion of the town of St Helier to the north, east and west

Option 2(b): Outward expansion of the town of St Helier to the south:

Option 3: Increasing density within other built-up areas

Option 4: Outward expansion of other built-up areas

Option 5: A new settlement or significant expansion of an existing settlement

Option 6: Development in the countryside

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

4.3.1 Quantitative analysis

This question appeared in both the technical consultation document as Question 3, and the summary consultation document as Question 2. In total, responses were received from 338 respondents to this question from all sources, however, some of these respondents provided a response to only some of the options and did not provide a response to all options, and therefore the total number of responses to each option differs.

The responses to each of the options are set out in Table 3 and Figure 3.

Spatial Option		Very acceptable	Fairly acceptable	Not very acceptable	Not at all acceptable	Don't know	Total
Spatial Option 1: Concentrate development in St Helier	Number of responses	143	96	46	46	4	335
	Percentage of total responses	43%	29%	14%	14%	1%	
Spatial Option 2a: Northern expansion of town	Number of responses	46	86	96	91	2	321
	Percentage of total responses	14%	27%	30%	28%	1%	
Spatial Option 2b: Southern expansion of the town	Number of responses	104	96	53	64	3	320
	Percentage of total responses	33%	30%	17%	20%	1%	
Spatial Option 3: Increasing density in out-of-town built up areas	Number of responses	48	97	73	98	0	316
	Percentage of total responses	15%	31%	23%	31%	0%	
Spatial Option 4: Outward expansion of out-of-town built up areas	Number of responses	37	39	71	169	0	316
	Percentage of total responses	12%	12%	22%	53%	0%	
Spatial Option 5: A new settlement or the significant expansion of an existing settlement	Number of responses	28	38	66	174	7	313
	Percentage of total responses	9%	12%	21%	56%	2%	100%
Spatial Option 6: Development in the countryside	Number of responses	25	43	60	184	1	313
	Percentage of total responses	8%	14%	19%	59%	0%	100%

Table 3 Response to Question 3: Spatial options

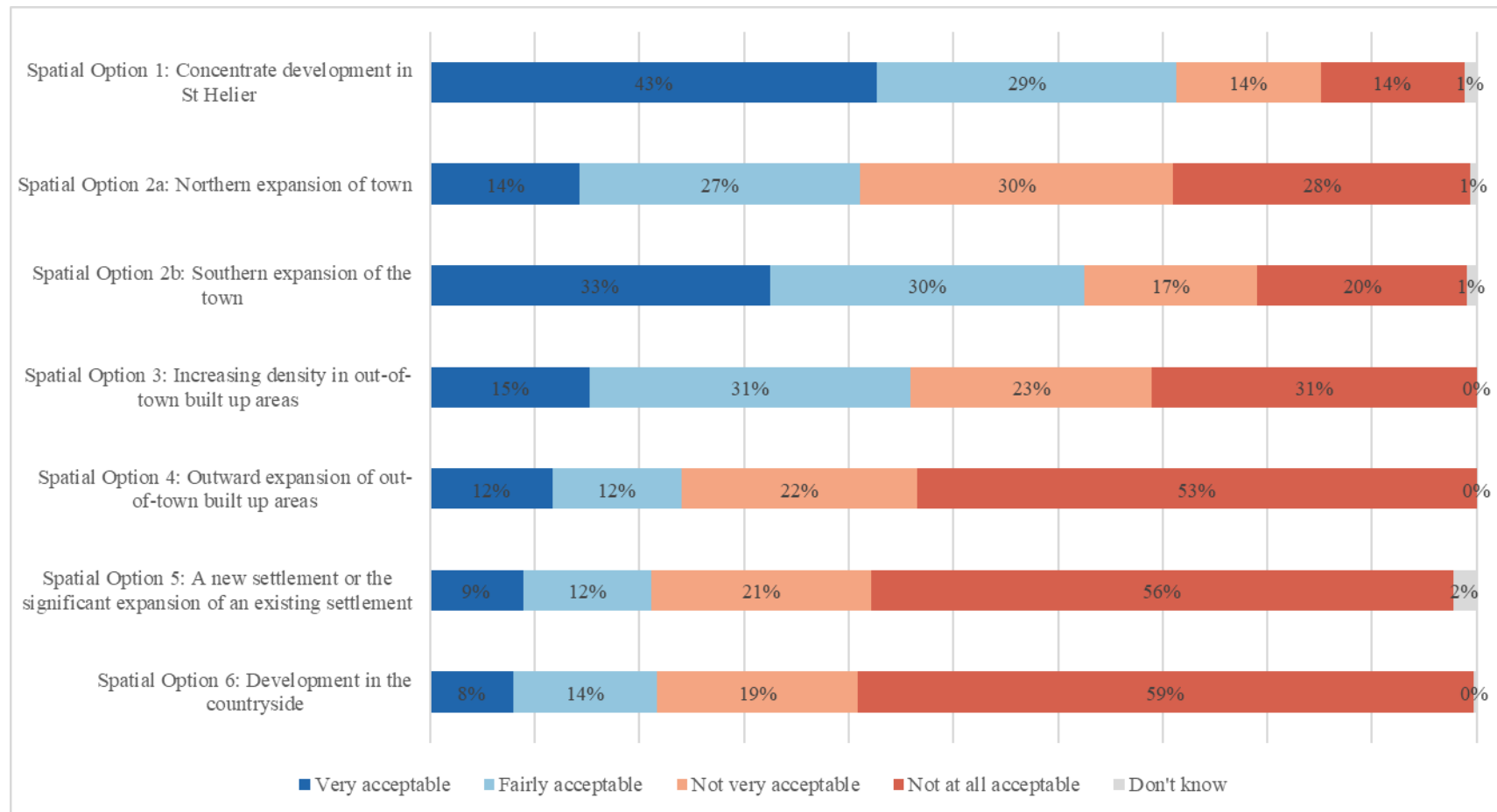


Figure 3 Response to Question 3: Spatial options

Of the seven spatial options presented, Spatial Option 1: Concentrate development in St Helier received the most positive response, with 239 out of 335 respondents, or 71%, considering it either very acceptable or acceptable. The second most favoured option was Spatial Option 2b: Southern expansion of the town, with 63% of respondents to that option finding it very acceptable or acceptable.

Option 2a: Northern expansion of the town and Option 3: Increasing density in out-of-town built up areas received a mixed response, with generally equal number of respondents to these options responding favourably or unfavourably.

All other spatial options presented (Option 4: Outward expansion of out-of-town settlements, Option 5: A new settlement or the significant expansion of an existing settlement and Option 6: Development in the countryside) received generally unfavourable responses, with Option 6: Development in the countryside receiving the most negative response at 78% or respondents considering it either not very acceptable or not acceptable at all. Notably, 59% of the 313 respondents to this option considered it to be not acceptable at all. Only 22% of respondents to this option considered it very acceptable or acceptable. Only a very small proportion of respondents to this question answered 'don't know'.

4.3.2 Qualitative analysis

208 respondents provided comments explaining their choice which represents just over 60% of respondents to the question. There was a wide range of comments which covered a number of issues with many conflicting opinions.

Development in the countryside and Green Zone

The most frequent comments focussed on a strong objection to any development in the countryside/Green Zone; this aligns with the low level of support for spatial option 6. This objection was often linked to:

- concerns around preserving the special character and landscape of Jersey;
- concerns around environmental protection and wildlife; and
- concerns around maintaining sufficient land in agricultural use for food security and to reduce the need for importing of food which is less sustainable.

Some commented that the environment and urban quality of St Helier has been degraded by development with some using the term over-development, and it was felt by some that the countryside should be protected from the same risk of over-development. Many objected to urban sprawl, and that incremental losses of the Green Zone should be avoided to stop urban sprawl.

Conversely, some respondents felt that a more even pattern of development in the countryside is acceptable, and that all areas including smaller settlements should accommodate new housing development, which will strengthen communities across the island. A suggestion was made that parishes should prepare their own Parish Plans similar to Neighbourhood Development Plans in England to guide development in their areas.

Some felt that planning restrictions on development in the Green Zone has led to unaffordable high house prices, and that more development here would help to balance the housing market in rural areas. Some would support some smaller developments and a more even distribution allowing younger people to continue to live in their communities.

Development in and around St Helier and other built-up areas

Many supported focussing developments within St Helier and other existing built up areas as being more sustainable, and that denser development could be an acceptable way to accommodate housing need without needing to develop on greenfield sites. This was linked to making best use to existing infrastructure provision, and to help avoid increased demand for travel and congestion.

While some supported focusing development in or near the town as a more sustainable option, it was felt that development needs cannot be met wholly within St Helier due to a limited capacity of sites and that a mix of spatial options would be required. Support for a combination of the spatial options was often expressed.

However, a common concern raised was the increasingly urbanised character of St Helier and that more development within the Town could further harm its character, degrade quality of life, increase traffic congestion in the town and put green spaces under threat. Linked with support for a more balanced distribution of growth in the countryside set out above, some of these respondents felt that other areas in the island should take their 'share' of development, and that directing development away from St Helier would assist in avoiding congestion in the town.

Reuse and conversion of existing buildings

Many comments focussed on the need to maximise reuse and redevelopment of existing buildings and brownfield sites before considering greenfield land and new buildings. This included suggestions that existing commercial and industrial land could be used to meet the island's housing need, and support for redevelopment of disused glasshouses and the conversion of agricultural buildings into homes in the countryside. A number of respondents noted that St Helier has many vacant buildings which should be brought back into use.

Some expressed concern about recent developments involving conversions of two or more smaller properties into single larger expensive properties, reducing housing stock and the number of more affordable smaller homes. Some suggested that planning policies should restrict excessively large houses with large gardens, and that smaller homes that are affordable and meet needs are required instead.

Housing needs and population

The second most frequently made comment criticised the lack of an understanding of population growth linked to the absence of appropriate migration controls. These respondents felt that it is not possible to choose the most appropriate spatial option as this is dependent on understanding the projected population change, and how many homes are required as a result. Some commented that there should be no new development, and that none of the options could be supported.

There were mixed responses regarding the type and mix of homes that could be supported. Many objected to high-rise development and flatted development, suggesting that flats are not desirable or appropriate for families, while others expressed support for higher density development including flats, but tall buildings were generally not supported.

Other comments

- A number of respondents expressed concern about the impact of development on the island's habitats, species and biodiversity, with some including the Natural Environment Team noting that development should be linked to green infrastructure and should improve connections to nature.
- SBBA commented that not all built-up or small urban centres should be treated the same, as each settlement has its own character and function, giving the example of St Brelade's Bay as fulfilling a particular role for the tourist sector and expressing concern around increasing the density of development.
- Development at the Port of St Helier and La Collette was supported by some. Jersey Heritage stressed that development associated with option 2b (south of St Helier) must maintain and work with the historic character of the harbour area.
- Land reclamation was mentioned as a potential solution to meeting needs for development land by some.

- The National Trust for Jersey commented that while Option 1 was likely to reduce pressure on the countryside, there is unlikely to be sufficient capacity on sites within St Helier, suggesting a combination of options 1, 2a, 2b, 3 and 4.
- There were mixed comments regarding new settlements, with a limited number of respondents suggesting that new, small self-contained villages could be supported.
- A small number of respondents felt that planning decisions should be based on a presumption in favour of development in order to boost investment.
- There is a need for good public transport to connect new development to areas where people need to travel, as well as reducing the need for people to travel in to town.
- The Natural Environment Team suggested that the most appropriate approach would be a combination of options 1 and 3 which would cause the least harm to biodiversity, however, sympathetic design, which supports wildlife, can avoid negative impacts of development more generally.

4.4 Future land reclamation

Question 4: What do you think about further land reclamation as a way of meeting the island's future development needs?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

4.4.1 Quantitative analysis

This question appeared in both the technical consultation document as Question 4, and the summary consultation document as Question 3. This question was also asked in a Facebook post. In total, 416 responses were received to this question from all sources and the results are set out in Table 4 and Figure 4 below.

	Strongly disagree	Disagree	Neither	Agree	Strongly agree	Total
Number of responses	115	66	8	112	115	416
Percentage	28%	16%	2%	27%	28%	

Table 4 Response to Question 4: Future land reclamation

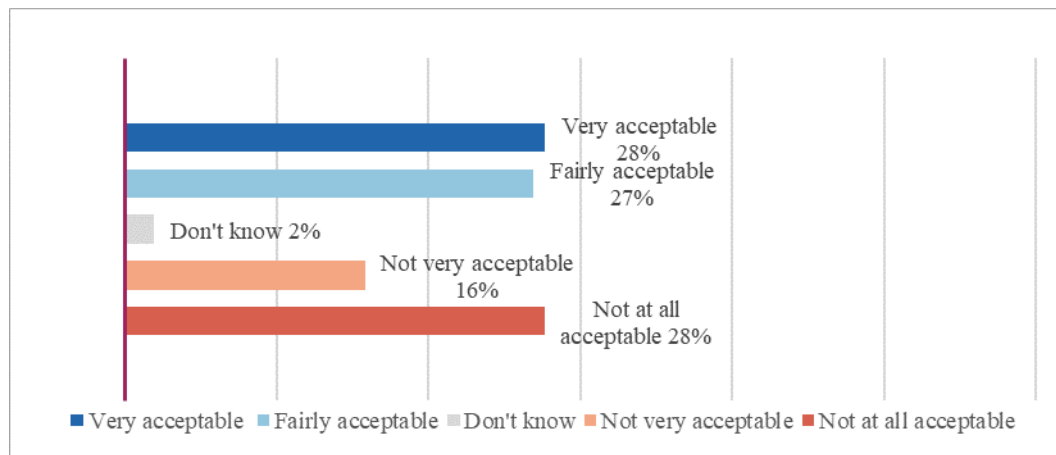


Figure 4 Response to Question 4: Future land reclamation

Of the 416 responses to Question 4, 55% either agreed or strongly agreed that further future land reclamation is a way of meeting the island's future development needs. In comparison, 44% of respondents either disagreed or strongly disagreed with this statement. Therefore, just over half of respondents agreed with the principle of further land reclamation.

4.4.2 Qualitative analysis

Of the 416 responses to this question, 261 (approx. 63%) provided commentary elaborating on their reasons.

Strongly agree or agree

Of the 227 respondents who expressed agreement or strong agreement with Question 2, 118 expanded on their reasons. The supplementary comments of those who strongly agreed or agreed with the question shows that many respondents recognise the potential value in land reclamation projects. The majority considered it as a necessary solution to mitigating the island's existing pressures, especially population growth. Respondents also considered reclamation as a means of protecting the existing countryside and sites of ecological importance, as well as relieving traffic pressure.

Several respondents provided their views on the opportunities that reclaimed land could provide. These included: creating opportunities for walking and cycling; provision of land for functions such as waste management, coastal defences, a deep-water harbour or industrial units; and the provision of affordable housing.

Nonetheless, there were differences of opinion between respondents on the following matters:

- whether or not reclaimed land should be used for built development;
- if the land were to be used for development, whether or not it should be used for the proposed recycling centre and fuel storage facilities;
- the geographic extent of the land to be reclaimed;
- whether further development on reclaimed land would add to traffic levels on the island;
- whether matters regarding population management should be considered prior to potential land reclamation.

Many expressed the view that they were supportive of land reclamation, but with the proviso that it should be carried out in an environmentally sensitive manner and with careful regard to anticipated sea level rise. Others considered that any further reclamation should enhance the

appearance of the island to benefit the local economy. Additionally, a few respondents felt that the reclaimed land should be used to benefit the public, while two respondents felt that it should be used for privately funded development.

Strongly disagree or disagree

On the other hand, of those respondents who strongly disagreed or disagreed with the principle of land reclamation, 130 respondents commented. A significant number considered that the increasing population was the primary issue and one that should be tackled prior to any land reclamation.

Some respondents felt that previous examples of land reclamation in Jersey had not been completed entirely responsibly or managed well.

There were also a notable number of comments which were resistant to further built development. Respondents held this view for different reasons: some felt it would negatively detract from the island's appearance, heritage assets and key views. Others felt it would put further pressure on local amenities, the tourist industry and the road network.

Several respondents highlighted their concerns that land reclamation would be contrary to dealing with projected rises in sea levels and the preservation of the natural marine, tidal and coastal environment. Additionally, some parties were worried about the potentially significant costs of achieving land reclamation.

Neither agree nor disagree

Seven respondents provided comments that neither agreed nor disagreed with the proposed reclamation. Whilst the question was not site specific, the majority of these commentators were concerned about the various potential environmental impacts of further land reclamation to designated Ramsar sites and the Green Zone. As such, they felt that a better understanding of these impacts would first be required.

No choice

Six respondents did not specify an answer to Question 4 but provided comments. These respondents largely raised concerns on the potential environmental impacts of land reclamation and the difficulty of accommodating development on reclaimed areas in a way that preserves the coast, in heritage and landscape terms.

4.5 Protection of the marine environment

Question 5: We should specifically identify areas in the island's coastal waters where different forms of development and use might be acceptable.

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

5.5.1 Quantitative analysis

This question appeared in both the technical consultation document as Question 5, and the summary consultation document as Question 4. This question was also asked in a Facebook

post. In total, 285 responses were received to this question from all sources, which are set out in Table 5 and Figure 5 below:

	Strongly disagree	Disagree	Neither	Agree	Strongly agree	Total
Number of responses	59	39	30	83	74	285
Percentage	21%	14%	11%	29%	26%	

Table 5 Response to Question 5: Protection of the marine environment

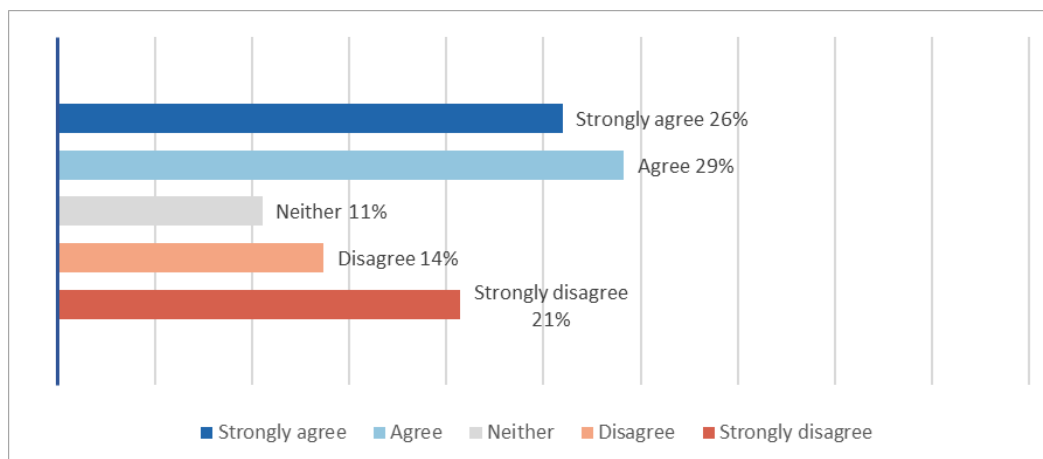


Figure 5 Response to Question 5: Protection of the marine environment

More than half of the 285 respondents (55%) agree or strongly agree that the Government of Jersey should specifically identify areas in the island's coastal waters where different forms of development and use might be acceptable. Conversely, 35% disagree or strongly disagree with this statement, while 11% neither agree nor disagree.

4.5.2 Qualitative analysis

Of the 285 respondents to this question, 145 (51%) provided commentary setting out their reasons.

Strongly agree or agree

Of the 157 respondents who agreed or strongly agreed with Question 5, 69 expanded on their reasoning and highlighted a range of considerations. Generally, support was expressed for enhancing understanding of the coastal environment in order to inform decision-making. In particular, reference was made to the need for an understanding of economic and environmental implications of marine development.

There were a number of responses that agreed but felt that there is a lack of clarity regarding the definition of 'development' in a marine context. Such comments often stressed that only very specific forms of development could be acceptable. Renewable energy opportunities, such as tidal and off-shore wind, were cited most frequently as an acceptable form of development, with other forms of development mentioned including aquaculture and land reclamation.

The notion of striking a balance between necessary development and protecting wildlife was frequently emphasised. Other commentators underlined the economic benefits that could come from developing Jersey's coastal areas – notably for tourism and recreation / healthy living.

Respondents made a number of other points, including:

- consider whether marine development can or should support visiting cruise ships which would boost the tourism economy.
- environmental implications of on-island activities / agriculture on the marine environment from surface water run-off.

Strongly disagree or disagree

Out of the 98 responses disagreeing or strongly disagreeing with the statement, 62 provided further reasoning, with the vast majority highlighting the importance of protecting the marine environment, its ecology and its natural beauty, with many stating that there should be no marine or coastal development at all in order to avoid negative environmental and ecological consequences.

The concern that identifying priority areas would later lead to further development and coastal exploitation was voiced by several respondents. Others highlighted again the lack of clarity on the definition of 'marine development' and what the zones could be, with some suggesting that coastal defences, renewable energy and aquaculture are the only forms of development likely to be acceptable.

Several respondents felt that marine development should not be a priority for Jersey, which should instead deal first with what they see as more pressing issues, such as population and the welfare system.

Respondents made a number of other points, including:

- tidal and offshore wind energy generation is too costly.
- aquaculture has negative effects on ecology.
- areas designated for development are too close to areas designated for protection.
- the effects of marine development would extend beyond the zones designated for such development and will affect areas that are not designated for development.

Neither agree nor disagree

From the 30 respondents who neither agreed nor disagreed, 14 provided commentary. The absence of a clear definition of exactly what forms of 'marine development' could occur was raised. Respondents stressed that their agreement or disagreement would depend on the nature of what marine development might include, and one respondent felt that each development proposal should be judged on its own merits. Some respondents stated that only the development of renewable energy sources would be supported.

4.6 Offshore renewable energy

Question 6: We should continue to encourage the development of offshore renewable (wind and tidal) energy.

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

4.6.1 Quantitative analysis

This question appeared in both the technical consultation document as Question 6, and the summary consultation document as Question 5. This question was also asked in a Facebook post. In total, 363 responses were received to this question from all sources which are set out in Table 6 and Figure 6 below:

	Strongly disagree	Disagree	Neither	Agree	Strongly agree	Total
Number of responses	16	15	21	99	212	363
Percentage	4%	4%	6%	27%	58%	

Table 6 Response to Question 6: Offshore renewable energy

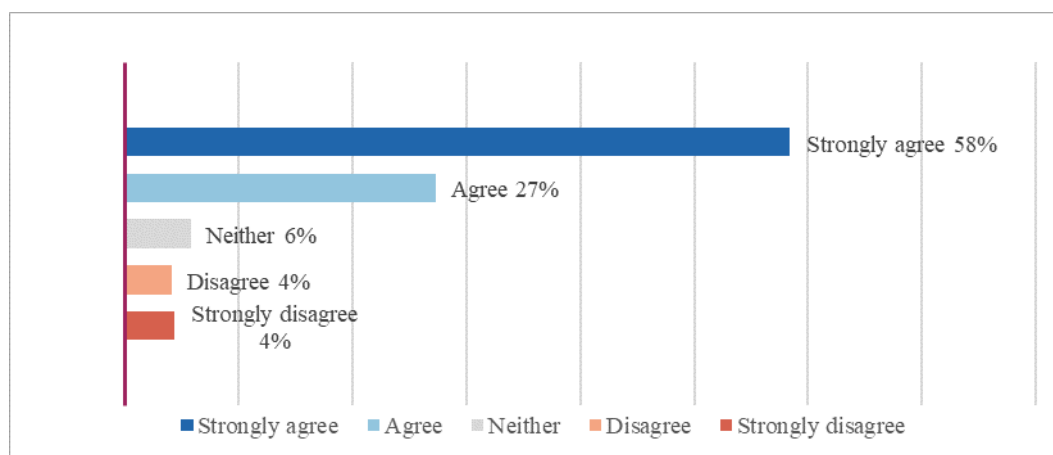


Figure 6 Response to Question 6: Offshore renewable energy

A significant majority of respondents (85%) agree or strongly agree that the Government of Jersey should continue to encourage the development of offshore renewable (wind and tidal) energy. On the other hand, 8% disagree or strongly disagree with the statement, while 6% neither agree nor disagree.

4.6.2 Qualitative analysis

Of the 363 respondents to this question, 213 (approx. 59%) provided commentary setting out their reasons.

Strongly agree or agree

From the 311 respondents who stated agree or strongly agree on Question 6, 173 respondents supplied comments.

Many of the respondents strongly believe that the Government of Jersey should already be taking action on implementing renewables. Some were not aware that off-shore renewables had already been encouraged and so felt that greater efforts could be made in this regard.

Respondents considered renewable energy sources as a way forward to address climate change, to move away from fossil fuels and to achieve carbon reduction targets. Some respondents also highlighted their view that Jersey is geographically well placed to harness wind, tide and solar energy. Several parties considered renewable energy as a viable route to securing self-sufficiency and security in energy production, as energy is currently imported. A few also recognised the potential of renewables to increase economic productivity and job creation.

On balance, some respondents also felt that there were certain challenges, highlighting concerns around the financial and ecological impacts of implementing renewable sources, as well as the infrastructure requirements. A few raised concerns on the visual impact of renewable installations.

To minimise the potential upfront investment required for renewables, some respondents provided their views on other schemes which they felt should also be implemented in addition to or as an alternative to renewables. These included small scale microgeneration (for example, domestic photo-voltaic panels) and investment in sustainable transport.

Strongly disagree or disagree

From the 31 respondents who stated disagree or strongly disagree on Question 6, 25 supplied comments.

The majority of commentators emphasised their concerns on the cost of construction and maintenance involved in renewable installations. Some were also worried about the appearance of these developments, which they felt would detract from the appearance of the island, and so would favour non-wind renewables.

Some considered that the environmental impact of offshore renewables to be greater than alternative options, such as on-shore renewable installations and district heating schemes.

Neither agree or disagree

From the 21 respondents who neither agreed nor disagreed, 12 provided commentary.

Similar to the above, these respondents were concerned about the visual impact and financial implications of off-shore wind turbines. A few were not convinced that renewable sources would be carbon neutral over their lifecycle.

Many felt that alternative renewables options should be considered first, including tidal and micro generation sources (such as domestic solar panels).

No choice

Three respondents did not specify an answer to Question 6 but provided comments. These respondents each felt that an informed approach should be taken. One suggested consideration should be given to energy security and the impact on coastal processes; another proposed establishing a renewable energy policy for the Channel Islands as a whole.

Others felt that alternative locations should be considered for wind power and called for research to be undertaken on the viability of tidal sources.

4.7 Areas for offshore renewable energy

Question 7: We should specifically identify where the development of offshore renewable energy schemes might be appropriate.

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

4.7.1 Quantitative analysis

This question appeared in the summary consultation document as Question 6 and the technical consultation document as Question 7. It also appeared in a Facebook post. In total, 352 responses were received. These responses are presented in Table 7 and Figure 7:

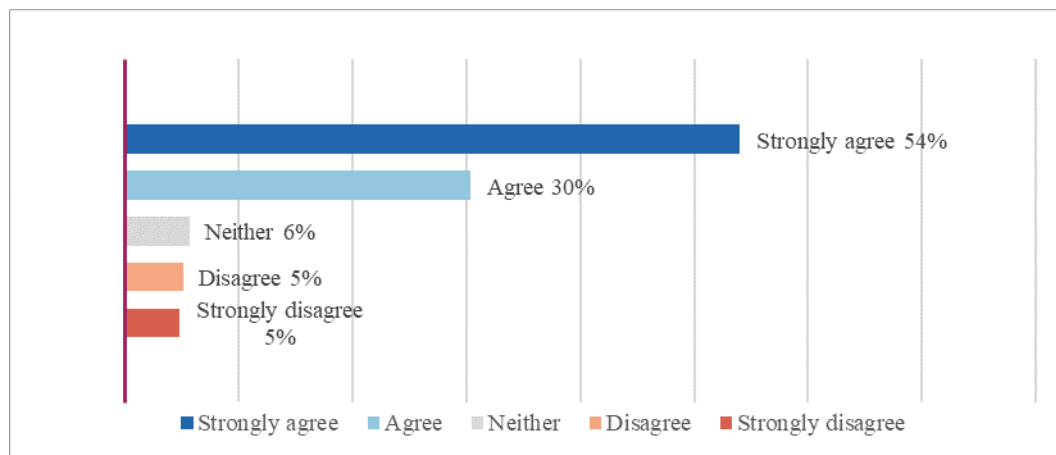


Table 7 Response to Question 7: Areas for offshore renewable energy

	Strongly disagree	Disagree	Neither	Agree	Strongly agree	Total
Number of responses	17	18	20	107	190	352
Percentage of total responses	5%	5%	6%	30%	54%	

Figure 7 Response to Question 7: Areas for offshore renewable energy

Of the 352 responses received, the great majority (84%) strongly agreed or agreed with identifying appropriate sites for the development of offshore renewable energy. In comparison, only 10% strongly disagreed or disagreed with this idea, while 6% neither agreed nor disagreed.

4.7.2 Qualitative analysis

Of the 352 respondents to this question, 151 (approx. 43%) provided commentary setting out their reasons.

Strongly agree or agree

Of the 297 respondents who strongly agreed or agreed, 118 supplied comments.

Most respondents agreed to the principle of offshore renewables in order to make the most of Jersey's natural resources, but in restricted areas. Some highlighted their preference for locations that would have the least impact on views and archaeological environments, as well as shipping routes. Others considered it important to examine the ecological harm which may be caused in installing offshore renewable energy, against the long-term gains for sustainability. Many respondents felt that sites should be chosen based on their effectiveness in harnessing energy. In addition, some parties considered that it would be important to consult with renewables specialists before pursuing any development.

A few respondents suggested that the Government should take a more strategic approach on planning for energy and other renewables installations, such as tidal energy, to ensure such development is directed in the most appropriate manner.

Additionally, some respondents were sceptical that offshore projects would be feasible for Jersey given its small size and financial resources.

Strongly disagree or disagree

Of the 35 respondents who strongly disagreed or disagreed, 20 supplied comments.

Some were resistant to the installation of offshore renewable energy due to the potential costs in comparison to other sources. They compared this to the relative cheapness of the existing nuclear energy supply imported from France. Other respondents also proposed that solar panels should be installed on existing and future buildings, as a less costly alternative to offshore renewables. A few respondents queried why it was necessary for Jersey to generate its own energy.

Neither agree or disagree

Of the 20 respondents who neither agreed nor disagreed, nine supplied comments.

These respondents mainly accepted the principle of installing renewable energy but had differing preferences on types of renewable energy. Additionally, respondents felt that the location of renewables should be optimised to capture energy and to minimise costs.

No choice

Of those who did not specify a response to the question, a few felt that there should be an appraisal of sites so that the renewables were appropriately located to minimise impacts to the marine environment and that there should be a full assessment of the ecological implications of offshore renewables.

4.8 Landscape protection

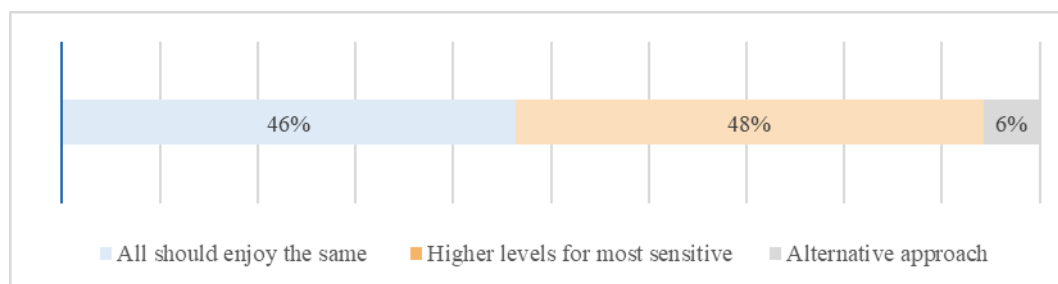
Question 8: Which of the following statements do you most agree with?

- all of the island's coast and countryside should enjoy the same level of protection from development
- the island's most sensitive landscape character areas should enjoy a higher level of protection from development
- an alternative approach should be taken (*please explain*)

4.8.1 Quantitative analysis

This question appeared in both the technical consultation document as Question 8, and the summary consultation document as Question 7. In total, 261 responses were received to this question from all sources which are set out in Table 8 and Figure 8 below:

	Same level	Higher level	Alternative approach	Total
Number of responses	121	125	15	261
Percentage	46%	48%	6%	

Table 8 Response to Question 8: Landscape protection**Figure 8** Response to Question 8: Landscape protection

Of those who responded to this question, the responses were relatively evenly split between those who feel that the island's coast and countryside should enjoy the same level of protection from development (46%) as is currently afforded to it, versus those who considered that these landscapes should be afforded a higher level of protection from development (48%). A small portion (6%) believe that an alternative approach should be taken.

4.8.2 Qualitative analysis

Of the 261 respondents to this question, 109 (approx. 42%) provided commentary setting out their reasons.

All of the island's coast and countryside should enjoy the same level of protection from development

Of the 121 respondents who considered that all of the island's coast and countryside should enjoy the same level of protection from development, 43 expanded on their reasons.

Many felt that all landscapes in Jersey should be afforded a very high level of protection, with some highlighting that the island holds a special character when taken as a whole.

Respondents held landscape preservation in high regard for various reasons. Some saw it as a way to preserve the rural character of the island and to encourage new development that integrated well with the existing landscape. Several respondents highlighted that this matter was important for future generations, as well as for the current tourist industry and enjoyment of the islanders.

Additionally, a few attributed the current pressure on preserving the landscape to managing the population.

The island's most sensitive landscape character areas should enjoy a higher level of protection from development

Of the 125 respondents who considered that all of the island's coast and countryside should enjoy the same level of protection from development, 46 expanded on their reasons.

Several respondents raised the issue of limited land availability and so believed that the portion of protected landscapes should be balanced against that land needed for affordable housing and other amenities required by the population.

Some considered that the landscapes to be protected should be identified based on whether there are heritage assets of note, and through using ecosystems and landscape character appraisals.

An alternative approach should be taken (please explain)

All 15 respondents who considered that an alternative approach should be taken provided commentary.

The majority of respondents considered that different landscapes should be assessed on their own merits and weighed against other factors such as social and environmental concerns. In assessing development proposals, a few respondents suggested that standards should be applied in assessing landscape harm.

No choice

Five respondents did not specify an answer to Question 8 but provided comments.

There was some varied opinion amongst these respondents, with one considering that there needs to be high levels of protection for all remaining countryside as far as possible, while another felt that protection needed to be strengthened for existing sensitive landscapes.

A few respondents considered that development should be balanced with net gains for biodiversity through, for example, re-establishing habitats.

4.9 Development on the coast and in the countryside

Question 9: What do you think about the current level of development that is allowed around the island's coastline and in the countryside? (*please select one*)

- more development in these areas should be allowed
- less development in these areas should be allowed
- the current level of development allowed in these areas is appropriate
- each case should be dealt with on a merits-based approach
- none of the above (please explain)

4.9.1 Quantitative analysis

This question appeared in both the technical consultation document as Question 9, and the summary consultation document as Question 8. In total, 263 responses were received to this question from all sources which are set out in Table 9 and Figure 9 below:

	More	Less	Current Level	Merits based approach	None of the above	Total
Number of responses	15	111	27	84	26	263
Percentage	6%	42%	10%	32%	10%	

Table 9 Response to Question 9: Development on the coast and countryside

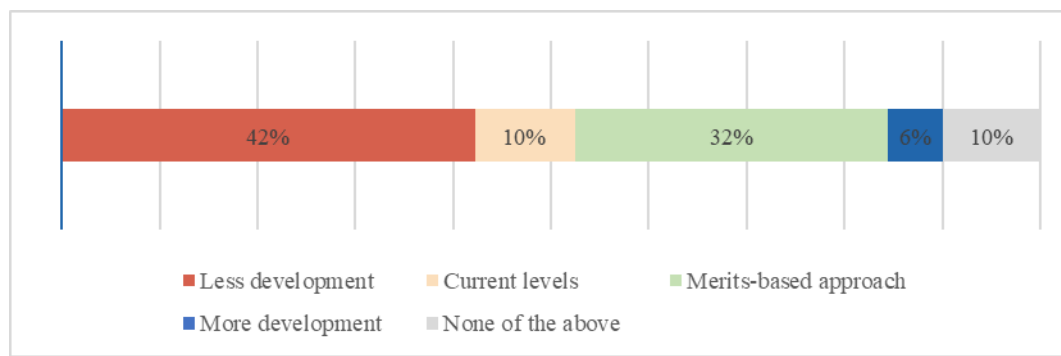


Figure 9 Response to Question 9: Development on the coast and countryside

Of those who responded to this question, most considered that there should be less development permitted around the coastline than at present (42%) or that permission should be granted for development on a merits-based approach (32%). A far smaller portion agreed that the current levels of development should be allowed (10%), while fewer believed that more development should be permitted (6%).

4.9.2 Qualitative analysis

Of the 263 respondents to this question, 117 (approx. 44%) provided commentary setting out their reasons.

More development should be allowed

Three respondents commented in support of more coastal development, with one suggesting the need for more affordable housing.

Less development in these areas should be allowed

Of the 111 respondents who considered that there should be less development in the coast and countryside, 45 respondents gave reasons for their answer.

The majority of respondents highlighted their concerns that too much of these landscapes had already been lost to development. There were several negative comments on the existing residential developments along the coastline in terms of the design and scale. As a result, respondents were concerned about the current rate of development and risks of urbanisation of the island. As such, many expressed their desire to protect the coastline and wider countryside. A few highlighted that they felt this was important for future generations and the tourism industry.

The current level of development allowed in these areas is appropriate

Of the 27 respondents who agreed with the above statement, six provided commentary, predominantly expressing resistance to further development on the basis that it would be to the detriment of the landscape.

Each case should be dealt with on a merits-based approach

Of the 84 respondents who agreed with the above statement, 31 parties provided commentary.

Some respondents took a protective view, with a few stating that the landscape should be left unspoilt. Conversely, several parties felt that decision-making should take a balanced stance depending on the purpose of development, the appropriateness of design and the potential wider social and economic benefits. Additionally, a few considered that development should be concentrated on brownfield land in order to maintain green field sites.

None of the above (please explain)

Of the 26 respondents who did not agree with any of the other options, 23 supplied commentary.

Some of these respondents were protective of the coast and so did not consider it as an appropriate place for development. Additionally, there were a few respondents who felt that management of population numbers would help with restricting development.

Others believed that the appropriateness of development is dependent on the circumstances and merits of the case. Several comments suggested that development in these areas should have wider benefits such as affordable housing, public access improvements and amenity space.

4.10 St Helier's townscape character

Question 10: How important is it to you that new development in the town of St Helier should protect and enhance the existing character of the area in which it is located?

- Very important
- Important
- Not important
- Not at all important
- Depends on the nature of the proposal and the context of the site
- Don't know

4.10.1 Quantitative analysis

This question appeared in the technical consultation document and summary consultation document. It was also asked through a post on Facebook. It received 323 responses from all sources which are set out in Table 10 and Figure 10:

	Not at all important	Not important	Don't know	Depends	Important	Very important	Total
Number of responses	41	0	3	105	61	113	323
Percentage	13%	0%	1%	33%	19%	35%	

Table 10 Response to Question 10: St Helier's townscape character

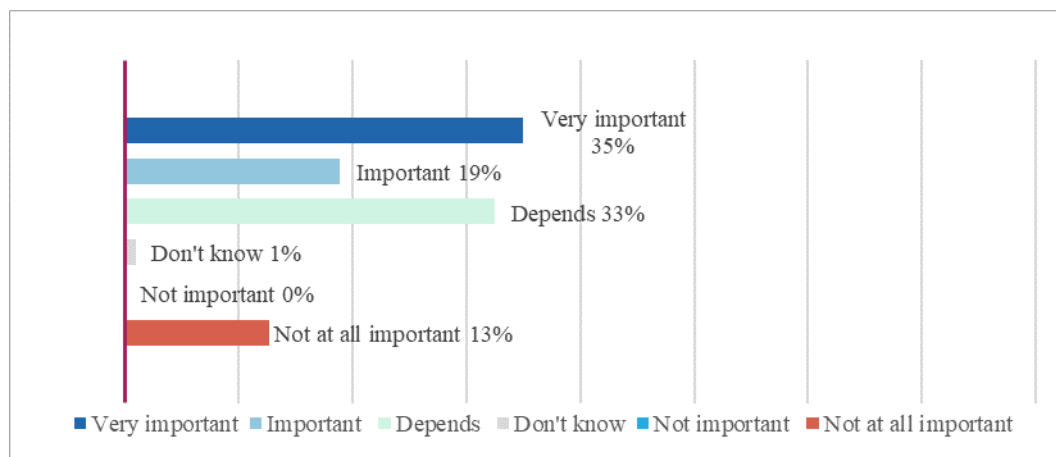


Figure 10 Response to Question 10: St Helier's townscape character

Over half (54%) of respondents felt that it was either very important or important that new development protects St Helier's townscape, while a third of respondents to this question felt that it depends on the proposals and their context. 13% felt that protecting and enhancing the townscape was not important at all, and a very small number of respondents didn't know.

4.10.2 Qualitative analysis

Of the 323 respondents to this question, 178 (approximately 55%) provided commentary setting out their reasons.

Very important or important

Of the 174 respondents who specified the above responses to Question 10, 92 supplied comments.

Respondents were predominantly in favour of enhancing St Helier's townscape character. Many drew attention to the distinct appearance of the town and historic buildings which play a major part in its character. A few, therefore, felt that iconic buildings should be protected.

A large number of respondents felt that some existing modern development detracts from the streetscape of St Helier and has significantly eroded the town's appearance, giving it an ad-hoc feel. Additionally, some respondents highlighted their dislike of tall buildings and the resulting increase in density, suggesting that it has impacted on the enjoyment of the town and wellbeing.

In light of these comments, several respondents called for new development to have more distinctiveness and to be sensitive to the existing character of St Helier. Overall, they considered that the focus should be on achieving a cohesive townscape. Additionally, a few respondents proposed that there should be an expansion in green infrastructure alongside new development.

Not important or not at all important

No respondents answered with 'not important', and 41 responded 'not at all important'. Of the 41 respondents who specified 'not at all important' to Question 10, 24 provided comments.

Many of these respondents expressed negative views regarding the existing character of St Helier. Some felt that it had a mismatched character, or no character at all. A few others felt that the key historic value of the town had already been diminished.

Other respondents considered that the vision for the town should be more focused on trying to create a new and modern character for St Helier. As part of this, a few felt that it was important to have a mix of modern and historic buildings.

Depends on the nature of the proposals and the context of the site

Of the 105 respondents who specified the above response to Question 10, 55 supplied comments.

Many respondents stated that they felt much of the town's character had already been lost or does not have a strong character that should be retained. In light of this, several respondents felt that there was opportunity for the town to create a new character, set sustainability objectives, and focus on meeting future needs.

Some respondents considered it important to identify which buildings are worthy of preservation, such as on heritage or energy efficiency grounds, and which should be replaced. Additionally, respondents considered that it may be appropriate for new development proposals to complement the existing character, while in other cases, they could establish a new design approach.

There were both positive and negative views on the mix of modern and historic buildings within St Helier. Some were wary of any additional tall buildings. A few felt that the matter of population growth should be brought into consideration when planning new development in the town.

Don't know

Of the three respondents who responded 'don't know' to Question 10, two provided comments. One considered that distinctive places within St Helier should be protected; the other proposed creating a better relationship between St Helier and the Waterfront.

No choice

Of those who did not specify a response to the question (5), respondents provided mixed views on different topics. A few raised the matter of identifying sensitive areas for protection such as historic assets. Others suggested that the townscape would be enhanced when improvements to public realm and pedestrian areas are considered.

4.11 Conservation Areas

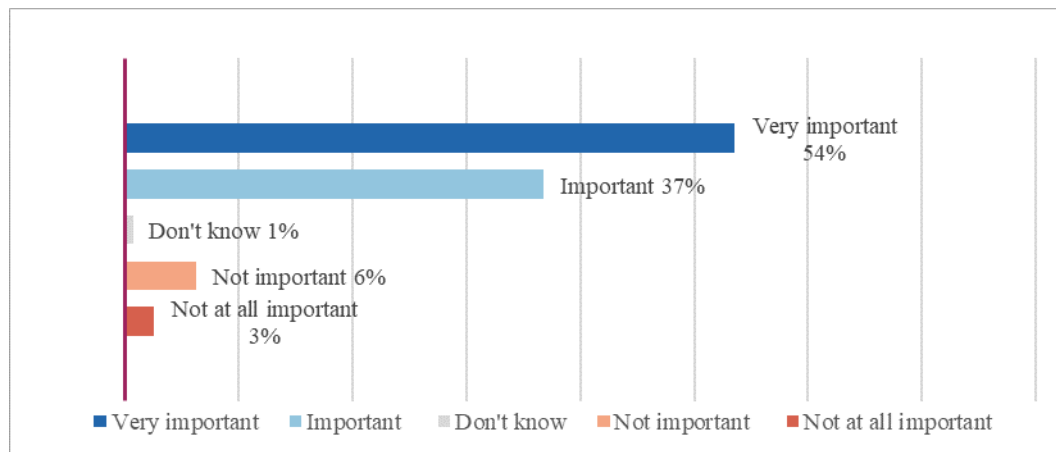
Question 11: Where an area has a distinct historic and architectural character, how important to you is it that it is protected and enhanced?

- Very important
- Important
- Not important
- Not at all important
- Don't know

4.11.1 Quantitative analysis

This question appeared in the technical consultation document as Question 11 and summary consultation document as Question 10. It received 269 responses from both sources which are set out in Table 11 and Figure 11:

	Not at all important	Not important	Don't know	Important	Very important	Total
Number of responses	7	17	2	99	144	269
Percentage	3%	6%	1%	37%	54%	

Table 11 Response to Question 11: Conservation Areas**Figure 11** Response to Question 11: Conservation Areas

Nearly all respondents to this question (90%) felt that it was either very important or important that in areas with distinct historic and architectural character, this character is protected and enhanced. The remaining respondents felt that this was either not important or not important at all (9%) and only a very small number of respondents didn't know (1%).

4.11.2 Qualitative analysis

Of the 269 respondents to this question, 111 (approx. 41%) provided commentary setting out their reasons.

Very important or important

Of the 243 respondents who specified the above responses to Question 11, 90 supplied comments.

Most respondents generally considered that it is important to preserve the island's heritage assets in order to retain its distinctive character. Nonetheless, many felt that it should be possible to make reasonable modern adaptations to historical buildings, even if they are protected, so that they are usable and energy efficient.

Additionally, several respondents were very keen to see the implementation of Conservation Areas. They considered this important to recognise the special architectural heritage of the island for residents, tourists and future generations. Some respondents felt that there was an urgent need for Conservation Areas to be established as they considered there had been some unsympathetic modern developments in recent times. If unmanaged, this could risk the loss of the island's character and sense of identity. They would prefer to see more characterful and sympathetic development proposals going forward.

On the other hand, some respondents consider it unnecessary to retain all historic buildings and that protections should be afforded to a limited number of examples of merit only.

Not important or not at all important

Of the 24 respondents who specified the above responses to Question 11, 16 supplied comments.

Many considered that development proposals involving historic buildings should be decided on a case-by-case basis. This is because respondents felt that implementing a more protective regime would prevent the forward development of the town.

Some respondents felt that there were more urgent needs, such as providing affordable housing and essential amenities, as opposed to protecting buildings.

Additionally, a few parties considered that not all old buildings were of significant merit and so should not be protected.

Don't know

Of the two respondents who specified the above responses to Question 11, both supplied comments. They each highlighted the subjectivity of determining which buildings are valued by the community and which by the Government.

No choice

Of those who did not specify a response to the question but provided a comment, each expressed support for the proposed Conservation Areas. They highlighted particular places and characteristics that they felt should be afforded protection in policy.

4.12 Urban character

Question 12: To what extent do you agree or disagree with the statement?

Specific parts of the island's built-up area - outside of the Town of St Helier - should enjoy a higher level of protection from development to safeguard their character?

- Strongly agree
- Agree
- Neither
- Disagree
- Strongly disagree

4.12.1 Quantitative analysis

This question appeared in the technical consultation document only. It received 26 responses and the results are set out in Table 12 and Figure 12:

	Strongly disagree	Disagree	Neither	Agree	Strongly agree	Total
Number of responses	1	1	5	9	10	26
Percentage	4%	4%	19%	35%	38%	

Table 12 Response to Question 12: Urban character

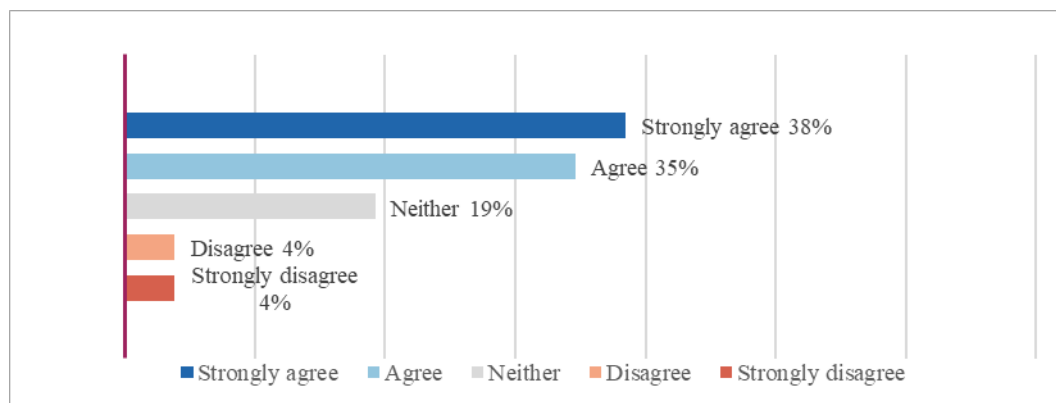


Figure 12 Response to Question 12: Urban character

The majority of respondents to this question (73%) either strongly agreed or agreed with the statement that built-up areas outside of St Helier should enjoy a higher level of protection to safeguard their character. The remaining respondents disagreed or strongly disagreed with this (8%) and only a very small number of respondents responded with neither (1%).

4.12.2 Qualitative analysis

Of the 26 respondents to this question, 13 (50%) provided commentary setting out their reasons.

Strongly agree or agree

Of the 19 respondents who specified the above responses to Question 12, eight supplied comments.

All respondents agreed with the principle of applying a higher level of protection to specific parts of the island's built-up area. A few respondents highlighted that they feel the characteristic urban areas define the unique feel of Jersey and consider it an important part of the island's heritage.

Some respondents raised matters that they considered should be included in the criteria for identifying protection areas. Their suggestions included protection for historic and architectural assets, green infrastructure, habitat corridors and open space.

Strongly disagree or disagree

Of the two respondents who specified the above responses to Question 12 one supplied comment. They chose this response as they considered that there should not be a relaxation of development control in certain areas, while others were more highly protected, since it is still possible to achieve high quality modern developments that integrate well with their setting.

Neither agree or disagree

Of the five respondents who specified the above response to Question 12, two supplied comments. One proposed that there should be specific guidelines to ensure all new development integrates well with its setting. The other respondent considered that the value of buildings and features should be determined by the island and local community.

No choice

Of those who did not specify a response to the question (two), one respondent considered that the current Island Plan lacks recognition of the distinct character areas and so proposed clearer design guidance. The other respondent felt that, instead of considering character, there should be greater emphasis on achieving carbon neutrality and ecological protection.

4.13 Development density

Question 13: Which of the following statements do you most agree with?
(please select one)

- we should seek lower densities than we do now, recognising that this would need more land to deliver the development we need.
- we should seek higher densities of development, recognising that this would need less land to deliver the development we need.
- we should adopt a flexible approach and assess each site on a case-by-case basis.
- none of the above.

4.13.1 Quantitative analysis

This question appeared in both the technical consultation document as Question 13 and the summary consultation document as Question 11. It received 273 responses in total from all sources, and the results are provided in Table 13 and Figure 13:

	Seek lower densities	Seek higher densities	Case-by-case basis	None of the above	Total
Number of responses	18	109	117	29	273
Percentage	7%	40%	43%	11%	

Table 13 Response to Question 13: Development density

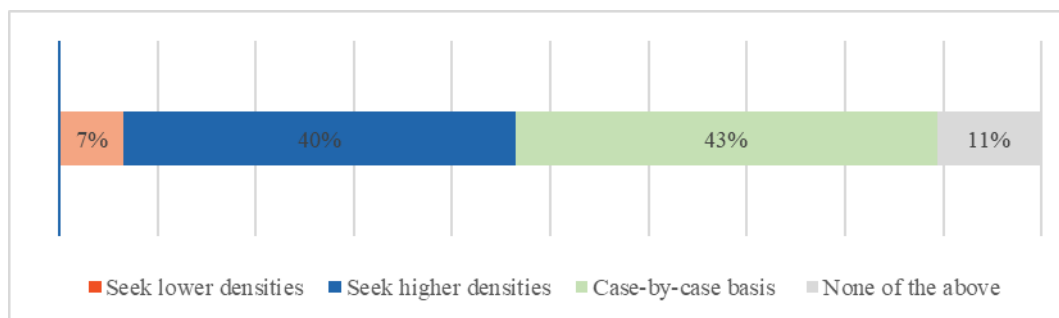


Figure 13 Response to Question 13: Development density

The most popular choice for respondents to this question was for development densities to be determined on a case-by-case basis (43%) followed closely by higher densities (40%). A small proportion felt that we should be seeking lower densities (7%) while 11% didn't support any of the three options.

4.13.2 Qualitative analysis

Of the 273 respondents to this question, 129 (approx. 47%) provided commentary setting out their reasons.

We should seek lower densities than we do now, recognising that this would need more land to deliver the development we need

Of the 18 respondents who specified the above response to Question 13, eight supplied comments.

Many respondents considered that the current density of people and buildings is too high, with a few stating that they felt there was a sense of cramming. Some expressed the view that there should be efforts in policy to reduce the population. Others felt that density levels could be sustained, rather than increased or decreased.

A few respondents highlighted that they would prefer to see lower density developments in order to accommodate larger residential plots with gardens for families.

We should seek higher densities of development, recognising that this would need less land to deliver the development we need

Of the 109 respondents who specified the above response to Question 13, 53 supplied comments.

Many respondents agreed with this proposition and stated that it was necessary to accept the need to limit the number of built up areas and thus higher density development to make a more efficient use of space. Support was expressed for this in St Helier and other settlements. Several parties felt that this approach was important to prevent the sprawl of development and preserve the island's distinctive countryside and Green Zones for the benefit of residents and tourists.

Some parties raised views on the nature of new development within settlements. A few felt that it should be an opportunity to address the island's housing needs, in order to provide high quality, affordable accommodation for all residents. There were also several suggestions for tall buildings to be considered. Additionally, in terms of design, many respondents felt that the new development should be attractive in appearance and include energy efficiency measures, as well as micro renewables.

As well as built development, some respondents considered that green infrastructure should be integrated creatively, with a few highlighting the benefits for wellbeing.

On the other hand, a few still felt that the island is already densely populated. On this basis, a couple of respondents felt that the growing population should be addressed before higher density development is considered.

We should adopt a flexible approach and assess each site on a case-by-case basis

Of the 117 respondents who specified the above response to Question 13, 38 supplied comments.

Most respondents considered that the Government should not adopt a prescriptive island-wide approach on development density. Given the individual character of the parishes, many felt that higher densities would be appropriate in certain places and not in others. A few also highlighted that available infrastructure should be considered when planning higher densities, as well as the integration of green infrastructure. Additionally, some commented to state that higher density development should not undermine space standards for housing.

Some parties felt that certain types of development should be given priority including affordable homes and accommodation for families. Respondents also considered that the number of large homes with sizeable plots should be limited.

Additionally, there were some respondents who felt that this policy approach could not be considered in isolation to population management.

None of the above

Of the 29 respondents who specified the above response to Question 13, 24 supplied comments.

Many of the respondents were concerned that there is already a presumption that the population will increase significantly and in an uncontrolled manner. As such, there were several suggestions for the population to be controlled in order to avoid the need for further built development.

Other respondents proposed that decisions should be made on a case by case basis, with one suggesting that settlements should be assessed on their capacity to support further development and another proposing the adopted of more workable density requirements.

As an alternative to green field development, one respondent proposed that there should be a review of vacant or underused sites.

No choice

Of those who did not specify a response to the question (six), a few proposed that developments should be assessed on a case by case basis, depending on the immediate townscape and landscape.

Others suggested that closer consideration should be given to population management and the size of properties which the island can reasonably support, given limited space.

4.14 Tall buildings

Question 14: Which of the following statements do you most agree with?

(please select one)

- we should allow the development of tall buildings.
- we should only allow the development of tall buildings in exceptional circumstances.
- we should not allow the development of tall buildings.

1.14.1 Quantitative analysis

This question appeared in both the technical consultation document as Question 14 and the summary consultation document as Question 12. It received 361 responses in total from all sources, and the results are provided Table 14 and Figure 14:

	Allow tall buildings	Only in exceptional circumstances	Do not allow tall buildings	Total
Number of responses	160	112	89	361
Percentage	44%	31%	25%	

Table 14 Response to Question 14: Tall buildings

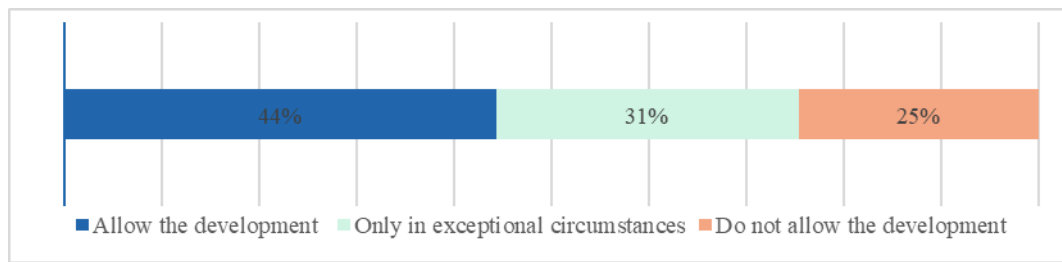


Figure 14 Response to Question 14: Tall buildings

The most popular choice for respondents to this question was for tall buildings to be allowed at 44%, while 31% felt that tall buildings could be allowed but only in exceptional circumstances. A quarter of respondents, however, felt that tall buildings should not be allowed.

4.14.2 Qualitative analysis

Of the 361 respondents to this question, 189 (approx. 52%) provided commentary setting out their reasons.

We should allow the development of tall buildings

Of the 160 respondents who specified the above response to Question 14, 89 supplied comments.

Respondents who agreed with the development of tall buildings predominantly held this view as they considered it as a pragmatic solution to managing the growing population and protection of the countryside and coastline, as building taller required less greenfield land to meet development needs. Some also felt that the existing urban areas are not overly attractive and so it would not be visually damaging for tall buildings to be built within this context.

A number of respondents agreed with this option only on condition that tall buildings are limited to the town and other built-up areas. Additionally, several others felt that the tall buildings should be of an attractive design so that they would contribute positively to the skyline and form iconic landmarks. Respondents proposed that there should be a limit on maximum building height, so that they would not appear out of place with existing development. A few also suggested that the buildings could incorporate green walls and roofs to soften their appearance.

In addition, a few suggested that tall buildings could offer affordable or social housing.

We should only allow the development of tall buildings in exceptional circumstances

Of the 112 respondents who specified the above response to Question 14, 46 supplied comments.

Amongst respondents, there were mixed views on the appearance of tall buildings, with many expressing concerns on the height and appearance of these buildings, particularly with regard to views of the island's skyline.

Several respondents queried the proposed height of the tall buildings and stated that they felt there should be a height restriction. Additionally, many respondents considered that the location of the tall buildings would be key, with some suggesting that they should be positioned discretely and in a way that would not have a harmful impact on the skyline.

We should not allow the development of tall buildings

Of the 89 respondents who specified the above response to Question 14, 50 supplied comments.

Several respondents considered tall buildings as unattractive and, therefore, harmful to the appearance of the island and its historic character. Some drew attention to examples of existing tall buildings in the island which they considered substantially detracted from the appearance of the area. Additionally, many respondents felt that tall buildings would seem out of character and would erode the island's uniqueness.

A few believed that thought should first be given to managing population numbers, so that tall buildings may not need to be considered.

No choice

Of those who did not specify a response to the question, a few considered that tall buildings could provide a solution to supplying lower cost accommodation in order to manage urban sprawl.

4.15 Location of tall buildings

Question 15: If the development of tall buildings were allowed, which of the following statements do you most agree with?

- we should allow the development of tall buildings in certain parts of the Town of St Helier (please specify)
- we should allow the development of tall buildings throughout the Town of St Helier
- we should allow the development of tall buildings in other parts of the island, including town and elsewhere

4.15.1 Quantitative analysis

This question appeared in both the technical consultation document as Question 15 and the summary consultation document as Question 13. This question was also asked in a Facebook post. It received 284 responses in total from all sources, and the results are provided in Table 15 and Figure 15.

	Allow in certain parts of St Helier	Allow throughout St Helier	Allow in other parts of the island, including St Helier	Total
Number of responses	141	104	39	284
Percentage	50%	37%	14%	

Table 15 Response to Question 15: Location of tall buildings

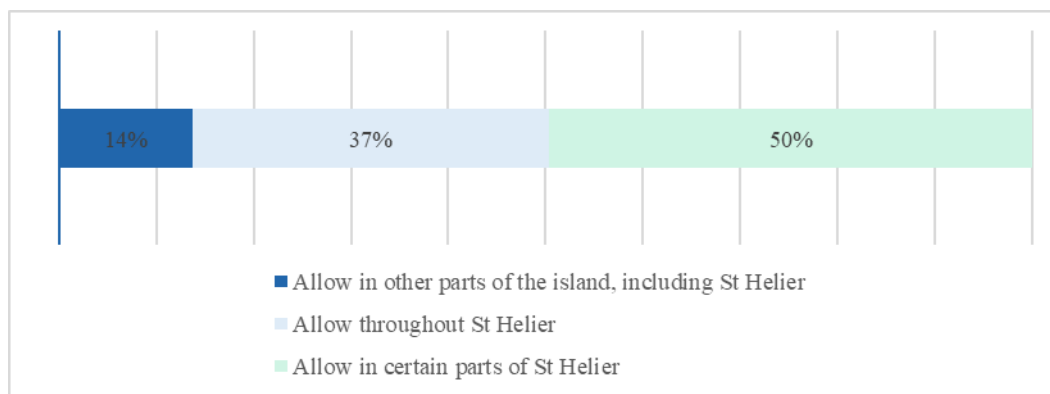


Figure 15 Response to Question 15: Location of tall buildings

Half of all respondents to this question felt that, if tall buildings were allowed, they should allow them only in certain parts of St Helier. Over a third felt that tall buildings should be allowed throughout St Helier, while only 14% felt they should be allowed in other parts of the island as well as St Helier.

4.15.2 Qualitative analysis

Of the 284 respondents to this question, 212 (approx. 75%) provided commentary setting out their reasons.

We should allow the development of tall buildings in certain parts of the Town of St Helier (*please specify*)

Of the 141 respondents who specified the above response to Question 15, 95 supplied comments.

There were a range of opinions in response to this question. Many respondents highlighted that they would prefer the tall buildings to be located where they would be least obtrusive. On this basis, there were some suggestions that this could be achieved by locating them adjacent to existing tall buildings to form clusters and where they front hills or cliffs so that they integrate better with the landscape. Nonetheless, there was mixed opinion on whether the buildings should be located at the waterfront or not.

Some proposed the financial district and central urban areas of St Helier. Others highlighted that they would not want the tall buildings to impact on the appearance of historic assets.

We should allow the development of tall buildings throughout the Town of St Helier

Of the 104 respondents who specified the above response to Question 15, 35 supplied comments.

Many considered that tall buildings should be limited to St Helier given that it is already urbanised, and it would be preferable to preserve the rest of the island free from the visual impact of tall buildings. Nonetheless, similarly to above, respondents still felt that tall buildings should only be permitted if they complemented their surroundings.

We should allow the development of tall buildings in other parts of the island, including town and elsewhere (*please specify*)

Of the 39 respondents who specified the above response to Question 15, 31 supplied comments.

There was varied in opinion as to whether tall buildings would be appropriate in other parts of the island.

Some respondents considered that tall buildings could be supported on the basis that the character of the island could be maintained, including its ecological and historic assets. A few highlighted that they felt tall buildings in other parishes should be considered, given the population density of existing urban centres and the subsequent pressure on infrastructure.

In terms of location, there were some suggestions for the locations of tall buildings in St Helier, but also in some smaller settlements, as well as the coastline. Specific suggestions included: Les Quennevais (St Brelade), parts of St Saviour (including Five Oaks and Maufant), St Clement and St Mary.

No choice

Of those who did not specify a response to the question (51), respondents predominantly expressed their total resistance to tall buildings on the island. Several felt that they would appear out of place on Jersey.

Some parties stated that they could accept tall buildings, but only in certain locations and of limited height (five to six storeys was favoured among respondents).

A few felt that immigration and population should first be managed, before tall buildings are considered.

4.16 Views and vistas

Question 16: How important is it to you that we define views and vistas that are protected from new development?

- Very important
- Important
- Depends on the nature of the proposals and the context of the site
- Don't know
- Not important
- Not at all important

4.16.1 Quantitative analysis

This question appeared only in the technical consultation document. It received 26 responses, and the results are provided in Table 16 and Figure 16:

	Not at all important	Not important	Don't know	Depends	Important	Very important	Total
Number of responses	0	0	0	3	5	18	26
Percentage	0%	0%	0%	12%	19%	69%	

Table 16 Response to Question 16: Views and vistas

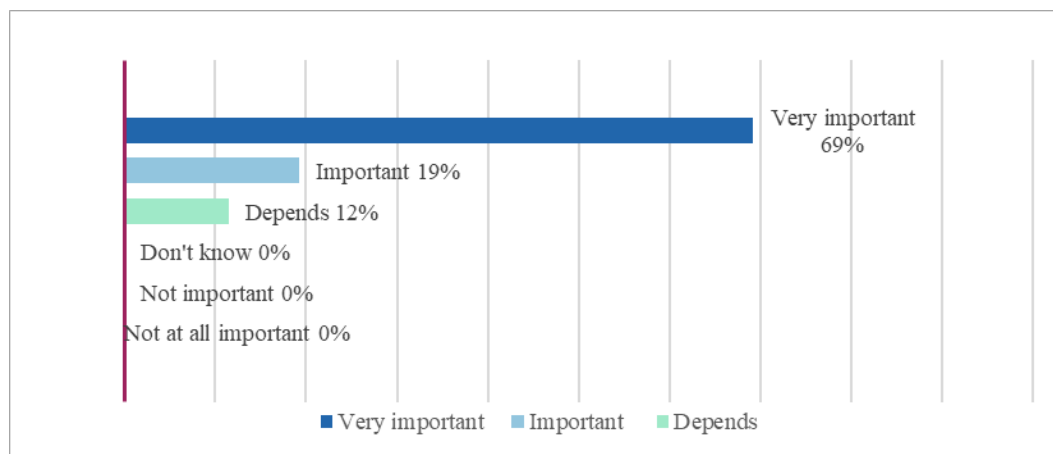


Figure 16 Response to Question 16: Views and vistas

Nearly all respondents to this question (88%) felt that it was either very important or important to define views and vistas to be protected from development. The remaining respondents to this question felt that whether views and vistas should be defined is dependent on the nature of development proposals and their context. None of the respondents to this question felt that it was not important or didn't know.

4.16.2 Qualitative analysis

Of the 26 respondents to this question, 16 (approx. 62%) provided commentary setting out their reasons.

Important or very important

Of the 23 respondents who specified the above responses to Question 16, 13 supplied comments.

A few respondents highlighted the type of views that they would like to see protected. These included vistas of historic assets and the countryside. Specific place suggestions included: Fort Regent, Mont Orgueil and views of Conway Tower from St Brelade's Bay and its rural setting.

Some respondents felt key views in Jersey defined the sense of place of the island and its history. As such, they considered that preserving the views brought important social benefits.

Depends on the nature of the proposals and the context of the site

Of the three respondents who specified the above response to Question 16, one supplied comment highlighting that the need to provide housing should outweigh the desire to protect views and vistas.

No choice

There were two respondents who did not specify a response to the question. One felt that urban landscapes and trees should be better protected (perhaps mindful of Question 17 which follows and covers this); the other highlighted the difficulty in defining a view.

4.17 Urban landscapes and trees

Question 17: What do you think about the current planning protection of urban landscapes and trees?

- needs more restrictions
- current restrictions are about right
- needs fewer restrictions
- don't know

4.17.1 Quantitative analysis

This question appeared in only the technical consultation document. It received 26 responses, and the results are provided in Table 17 and Figure 17:

	Needs more restrictions	Current restrictions are about right	Needs fewer restrictions	Don't know	Total
Number of responses	19	4	0	3	26
Percentage	73%	15%	0%	12%	

Table 17 Response to Question 17: Urban landscapes and trees

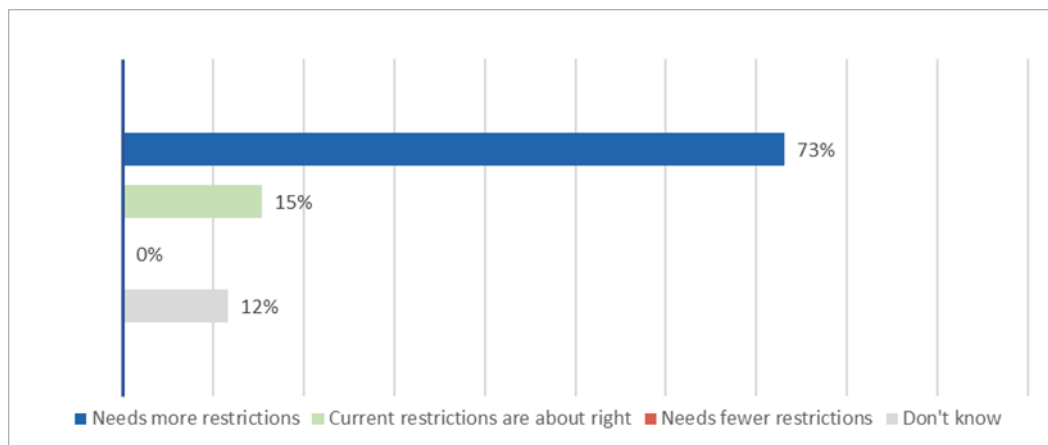


Figure 17 Response to Question 17: Urban landscapes and trees

Nearly all respondents to this question (88%) felt more restrictions are needed to protect urban landscapes and trees compared with the policies in the existing Island Plan. None of the respondents felt that fewer restrictions are needed, while 12% didn't know.

4.17.2 Qualitative analysis

Needs more restrictions

Of the 19 respondents who specified the above response, 14 provided comments.

Many respondents considered that there had already been a significant loss of trees on the island as a result of development. They, therefore, felt that there should be a clearer and

more robust process in protecting trees through the planning system. Developers should also be required to plant new trees.

Several also felt that there should be genuine efforts to plant more trees and 'green' public spaces in Jersey.

Current restrictions are about right

Of the four respondents who selected the above response, two provided comments. One considered that the current checks and balances are sufficient, while another queried the judgement of the Government in applying the existing policy.

Don't know

Of the four respondents who selected the above response, one commented that there should be every effort to preserve existing mature trees, as well as introduce planting into developments.

No choice

Of those who selected none of the above options, one respondent considered that the current difficulties in interpreting adopted Policy BE3 on the Green Backdrop Zone could be aided by better defining the urban landscapes and trees to be protected.

4.18 Planning more to travel less

Question 18: How important is it to you that new development in the island is located in places that might enable people to travel less or to make shorter journeys?

- Very important
- Important
- Not important
- Don't know

4.18.1 Quantitative analysis

This question appeared in both the technical consultation document as Question 18 and the summary consultation document as Question 14. Additionally, a link to answer the question was posted on Facebook. In total, there were 304 responses to this question. These responses are laid out in Table 18 and Figure 18 below:

	Very important	Important	Don't know	Not important	Total
Number of responses	138	76	9	81	304
Percentage	45%	27%	3%	25%	

Table 18 Response to Question 18: Planning more to travel less

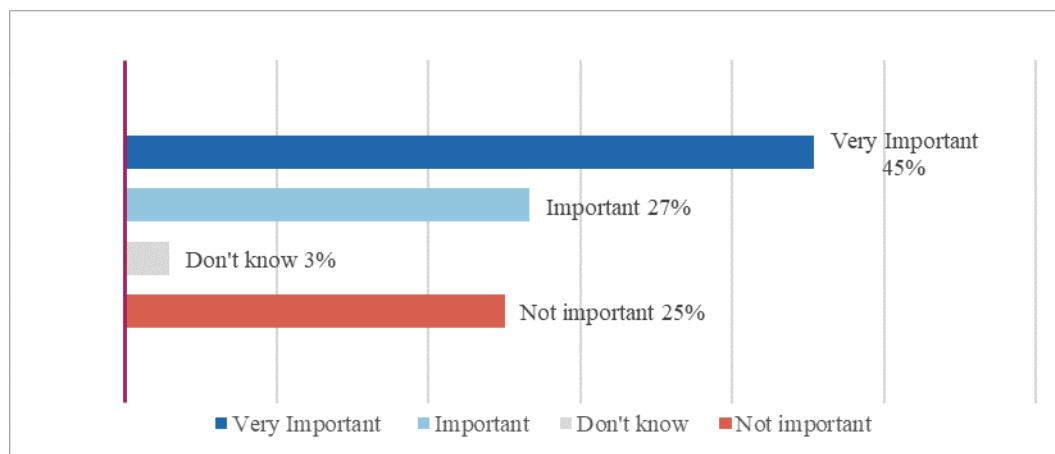


Figure 18 Response to Question 18: Planning more to travel less

Taken together, a large majority of respondents (72%) responded that it is very important or important that new development in the island be located in places that might enable people to travel less or to make shorter journeys. Conversely, 25% felt this issue as 'not important', while 3% chose 'don't know'.

4.18.2 Qualitative analysis

Very important or Important

Of those who responded with 'very important' or 'important', 104 respondents provided comments. The most frequently occurring topic in the comments was that of traffic congestion. Some respondents felt that roads in Jersey are already used to capacity and, therefore, any new development should not lead to more cars being on the roads. Related to this, those who expressed support for this statement linked shorter journeys to active travel: walking and cycling. The opportunities for active travel to alleviate congestion caused by private vehicles were highlighted, as well as the positive contribution of this form of mobility to environmental sustainability and health agendas.

Several comments called for improvements to public transport provision across Jersey. Predominantly, people asked for an expansion to the bus network and improvements to its service to reduce private car use.

Other comments made by those who responded positively included:

- the small size of the island making it ideal for an electrified transportation network.
- the need to provide more charging points for electric cars.
- the need to enhance cycle infrastructure provision.

Not important

Of the 81 people who selected 'not very important' in response to Question 18, 51 left a comment. A common reason cited was the small size of the island, which meant that all trips are inherently short. On this basis, respondents felt that issues were of greater importance with a number of commentators focusing on population growth and immigration as a problem and expressing negative opinions towards an assumed need for development. Other comments included:

- the suggestion of restricting all-day parking in town;
- the need to provide amenities outside of St Helier to remove the need to travel into the town;

- highlighting the contribution of the school-run to congestion and suggesting that a greater number of school buses should be provided to reduce congestion.

Don't know

Of the nine people who responded with 'don't know', four left comments. The St Brelade's Bay Association queried the wording of the question. Another commentator felt that a number of interrelated factors are at play and that travel that can be made sustainable has benefits and should be supported.

Other comments

In addition, seven comments were left by respondents who opted not to choose a response from the drop-down options offered in the consultation document and are not included in the overall figures.

Three of these comments focused on the need for immigration or population control. Another respondent felt it was important to provide infrastructure for sustainable and active modes of travel as well as boosting broadband and mobile network coverage to reduce the need to travel altogether.

4.19 Accessibility

Question 19: How important is it to you that new development in the island is located in places where people can access good bus routes, cycle paths and footpath routes?

- Very important
- Important
- Not important
- Don't know

4.19.1 Quantitative analysis

This question appeared as Question 19 in the technical consultation document and as Question 15 in the summary consultation document. The question was also available to answer via a Facebook post. In total, there were 301 responses across all sources, as set out in Table 19 and Figure 19 below:

	Very important	Important	Don't know	Not important	Total
Number of responses	214	45	12	30	301
Percentage	71%	15%	4%	10%	

Table 19 Response to Question 19: Accessibility

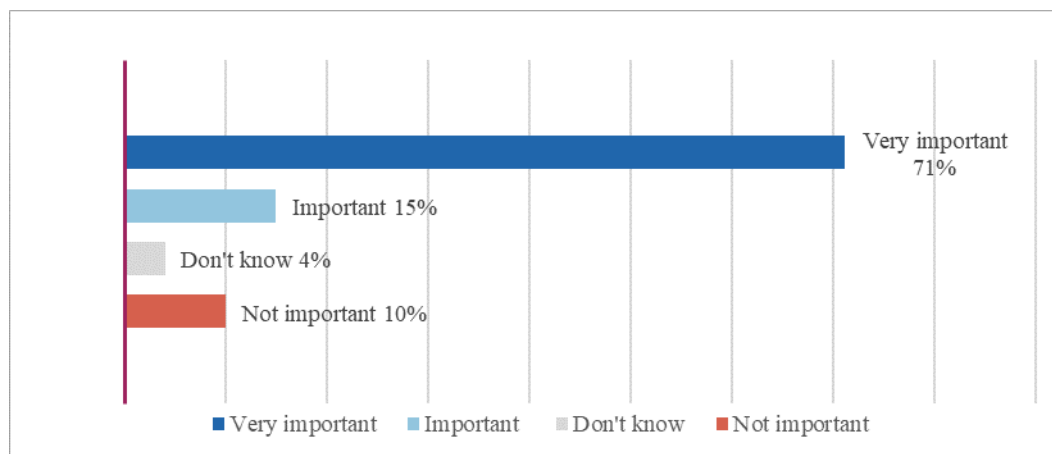


Figure 19 Response to Question 19: Accessibility

Locating new development in the island in sites where residents can access good bus routes, cycle paths and footpaths is deemed a very important issue by almost three-quarters of respondents to this question (71%). In addition to the 214 respondents who felt it was 'very important', a further 45 respondents felt it was 'important', bringing total proportion of respondents who felt this was either important or very important to 86%.

Only 10% of people selected 'not important' and 4% chose 'don't know'. 145 respondents also provided a comment against their response.

4.19.2 Qualitative analysis

Very important or important

Of the 259 respondents who selected 'very important' or 'important', 116 left comments explaining their choice. Responses generally echoed those given to Question 18, highlighting the positive contribution of public transport, cycle- and footpaths to islanders' health, local air quality and broader environmental sustainability. The Natural Environment Team suggested that proposals for new development should be *required* to include access improvements (in line with the Access Strategy), additionally emphasising the potential of new cycle and footpaths to support habitat connectivity. Several other respondents also picked up on the potential to require developers to improve access and travel infrastructure.

Comments included a number of suggestions as to how the island might promote public transport and active travel. These included increasing the frequency and coverage of bus routes, reducing the need for road sharing between cyclists and drivers, encouraging electric bicycles, and creating an island tram system.

A variety of commentators expressed other points, including:

- that for cars to become less important, there need to be quality alternatives on offer throughout the island.
- using smaller buses outside peak hours.
- implementing a bus service specifically for over 55s.
- questioning the assumption in favour of new development at all.

Not important

Of the 30 respondents who selected 'not important', 18 left a comment. A common theme for these respondents was the convenience and efficiency of car use, and scepticism regarding the extent to which alternative methods of transport can replace private cars (especially in rural parts of the island).

Others criticised the amount of money being spent on cycle paths, stating that these funds should instead be used to repair the island's roads. Once again, some respondents focused on what they saw as the underlying assumption that Jersey should have new development. For these respondents, immigration and 'population control' (in its broadest sense) was cited as a means to reduce the need for more development.

Don't know

Of those who responded with 'don't know', three left comments. One respondent felt that while infrastructure was important, its provision cannot always be guaranteed.

No choice

In addition to those who responded to the question above, a further six respondents left comments who did not provide a response to the question. Of these, three raised concerns about population and immigration control while the other respondents felt that new development should be delivered alongside new and enhanced cycle infrastructure and footpaths.

4.20 Parking standards

Question 20: To what extent do you agree or disagree with the statement: *"We should set car parking standards for different parts of the island based on the choice of travel options that might be available"*?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

4.20.1 Quantitative Analysis

This question appeared only in the technical consultation document. It received 21 responses, which are shown in Table 20 and Figure 20.

	Strongly agree	Agree	Neither	Disagree	Strongly disagree	Total
Number of responses	3	8	5	4	1	21
Percentage	14%	38%	24%	19%	5%	

Table 20 Response to Question 20: Parking standards

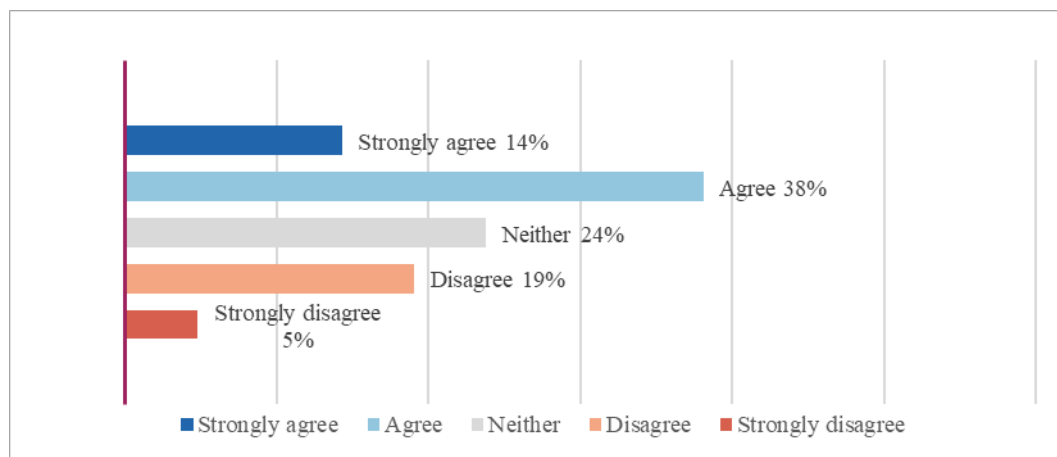


Figure 20 Response to Question 20: Parking standards

With regards to developing specific parking standards for different parts of the island, three respondents strongly agreed and eight respondents agreed with the statement. Conversely, one respondent strongly disagreed and four respondents disagreed. Additionally, five respondents neither agree nor disagree. Overall, 52% responded favourably, while 24% responded negatively.

The overall response rate for this question is relatively low compared with other questions.

4.20.2 Qualitative analysis

Strongly agree and agree

Of the eleven respondents who strongly agree or agree with setting car parking standards for different parts of Jersey based on the available travel options, seven provided comments. Two respondents referenced systems in other countries they consider successful – the mini bus service in Hong Kong and bicycle parking in Utrecht, the Netherlands – suggesting that they may be relevant to Jersey. Other suggested ideas included underground parking and a park and ride scheme.

Strongly disagree and disagree

Of the five respondents who strongly disagree or disagree with Question 20, four left comments to explain. St Brelade's Bay Association strongly disagreed with the statement, and felt that area context is more important than choice of available travel options, using St Brelade's Bay to exemplify the point that restrictive parking policies could cause social divisions. Other commentators highlighted that not everyone is able to use alternatives to private cars, labelling the policy discriminatory.

Neither

Of those who neither agreed nor disagreed with the statement, one respondent had concerns around the breadth of the question, highlighting the possible difficulties of shopping without a car. Another stated that planning for the future should not be around car use.

No choice

A further three respondents left a comment without having responded to the question. These comments included the need to provide infrastructure necessary to support alternatives to private car use as well as other measures that might reduce the overall need for parking, such as car-share schemes.

4.21 Car-free development

Question 21: Which of the following statements do you most agree with?

- we should allow car-free development in certain parts of the Town of St Helier (*please specify*)
- we should allow car-free development throughout the Town of St Helier
- we should allow car-free development in other parts of the island, including town and elsewhere (please specify)
- we should not allow car-free development

4.21.1 Quantitative analysis

This question appeared only in the technical consultation document. It received 23 responses, as seen in Table 21 and Figure 21:

	Certain parts of St Helier	Other parts of the island	Throughout St Helier	No car-free development	Total
Number of responses	5	7	4	7	23
Percentage	22%	30%	17%	30%	

Table 21 Response to Question 21: Car-free development

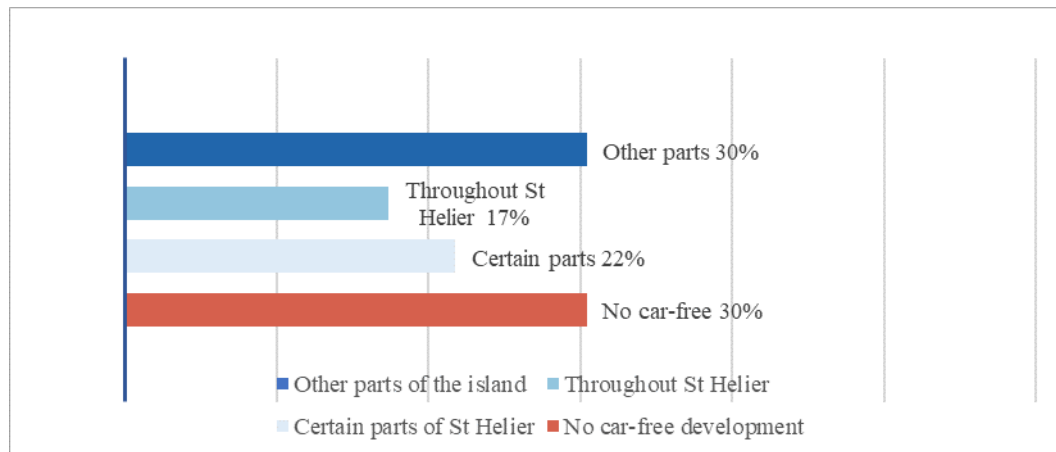


Figure 21 Response to Question 21: Car-free development

Of the 23 responses, five agreed most with allowing car-free development in certain parts of St Helier; four were most in agreement with allowing car-free development throughout St Helier; seven agreed most with allowing car-free development in other parts of the island, including the town and elsewhere; and, lastly, seven felt that car-free development should not be allowed.

Acknowledging the low number of responses to this question, almost one-third of responses were against allowing car-free development at all, while almost two-thirds were in favour of allowing such development in at least a certain part of the island.

Of the 23 responses to this question, nineteen provided comments explaining their choice, and two respondents provided a comment without responding to the question.

4.21.2 Qualitative analysis

We should allow car-free development in certain parts of the Town of St Helier

The town core was identified as an appropriate place for car-free development by one respondent, who added that the town core should be enlarged and redefined as part of the Island Plan Review. However, the fact that car-free development presents an issue for some less able-bodied people was also raised. The potential of semi-pedestrianised areas, as opposed to entirely “car-free” ones, was also raised.

We should allow car-free development throughout the Town of St Helier

The need to greatly improve infrastructure provision to reduce private vehicle reliance was raised as a pre-requisite for car-free development. A further comment referenced the possibility that people may increasingly choose homes without cars, while another questioned how realistic it would be to support car-free development outside of St Helier.

We should allow car-free development in other parts of the island, including town and elsewhere

In common with responses to Question 20, one commentator referred to the European cities of Utrecht and Copenhagen, suggesting that the Island Plan could learn from planning in these cities in terms of planning for car-free development. Others stressed that living in car-free housing developments should be optional and accompanied by strong investment in alternative modes of transport or sited along existing transport routes.

One respondent expressed the view that those who are willing to live in car-free developments should be rewarded with an increase in communal green space.

We should not allow car-free development

A common concern was raised that car-free housing developments would lead these residents to park their cars in urban areas, increasing pressure on public car parks. The St Brelade's Bay Association referenced policies in Japan and Bermuda which restrict the use of cars for certain areas, suggesting this could be appropriate in St Brelade's Bay.

No choice

In addition to the above, two respondents left comments but did not respond to the question. Both comments stressed the need to consider broader measures to reduce reliance on petrol and diesel private car use, including promoting alternative transport methods, such as public transport, electric vehicles and car-share schemes.

4.22 Competing use of road space

Question 22: To what extent do you agree with each of the following statements?

- a) We should give greater priority to pedestrians, cyclists and buses on the roads and streets of St Helier's core retail area.
 - b) We should give greater priority to pedestrians, cyclists and buses on the Town of St Helier's network of roads and streets.
 - c) We should give greater priority to pedestrians, cyclists and buses on the island's wider network of roads, lanes and streets outside St Helier.
- Strongly agree
 - Agree
 - Neither agree nor disagree
 - Disagree
 - Strongly disagree
 - Don't know

4.22.1 Quantitative analysis

This question appeared in both the technical consultation document, as Question 22, and the summary consultation document, as Question 16. It was also available to answer via a Facebook post. In total, 365 people responded to this question, however, not all respondents provided a respond to all options, therefore, the number of respondents for each option differs. These responses are set out below in Table 22 and Figure 22.

	Strongly disagree	Disagree	Neither	Agree	Strongly agree	Total
Option A						
Number of responses	35	24	32	75	196	362
Percentage	10%	7%	9%	21%	54%	100%
Option B						
Number of responses	39	50	40	64	167	360
Percentage	11%	14%	11%	18%	46%	100%
Option C						
Number of responses	49	56	39	59	156	359
Percentage	14%	16%	11%	16%	43%	100%

Table 22 Response to Question 22: Competing use of road space

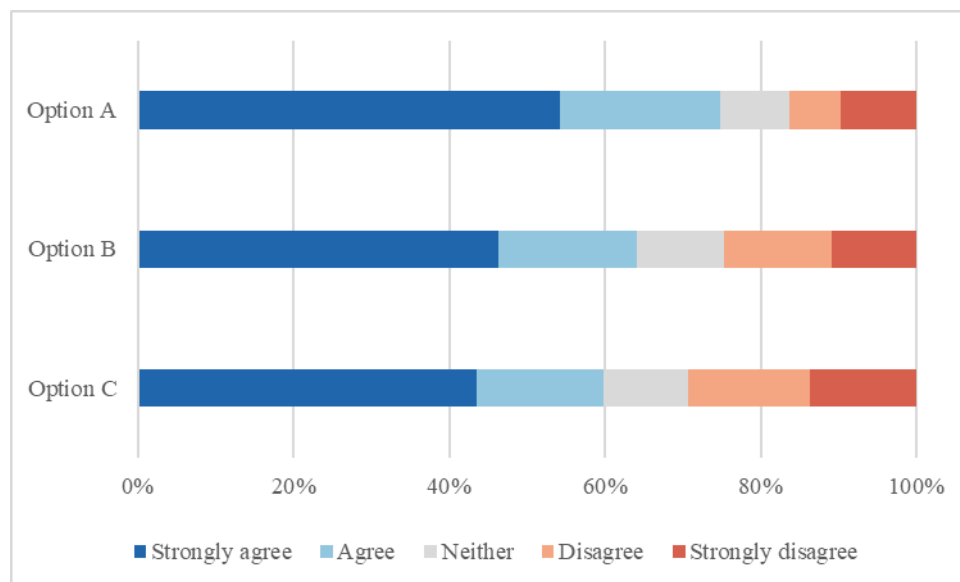


Figure 22: Question 22 Competing use of road space

There was a generally positive response to giving pedestrians, cyclists and buses more prioritisation with an average of 66% respondents agreeing or strongly agreeing across the three options.

On an individual basis, Option A: *'We should give greater priority to pedestrians, cyclists and buses on the roads and streets of St Helier's core retail area'* received the most positive feedback from respondents with 54% strongly agreeing and 21% agreeing.

Option B and Option C received slightly less positive responses, with 46% and 43% strongly agreeing with the statements respectively.

4.22.2 Qualitative analysis

Of those who responded to Question 22, 206 respondents provided comments to explain their responses. These comments raised the following common themes.

Negative impact of private vehicles and the benefits of alternative modes of transport

A frequently expressed opinion, echoed in a number of responses to other questions related to travel and transport, was that Jersey - and St Helier in particular - is already heavily congested. Therefore, many people agreed or strongly agreed with giving greater priority to pedestrians, cyclists and buses on the island's road network (although different levels of support were given to the different modes of transport). Reference was often made to the positive effects associated with reducing vehicular congestion, including improved air quality issues and lower levels of greenhouse gas emission volumes.

Comments also highlighted the associated benefits of active transport for the healthy lifestyles, as well as possibly for wildlife, by encouraging the creation of a widespread network of green lanes for cyclists and pedestrians. Again, some commentators referenced particular cities and countries in Europe and beyond as examples of places which have a higher share of 'healthier' and more sustainable modes of transport.

Striking a balance between different modes

Ensuring an appropriate balance between different forms of transport, including cars, was an important point for respondents. Suggestions included widening the roads and/or installing separate cycle paths so that roads do not need to be shared by multiple users.

Some highlighted safety issues for cyclists arising from sharing roads with cars, while pedestrians highlighted safety issues and the inconvenience caused by cycling. Others expressed concern about the amount of road space being given over to cyclists and/or pedestrians.

An additional point of note was the support expressed by some for a differentiated approach to certain groups of drivers – principally those with disabilities or families with young children.

Restrictions on the private car harming retail

A number of respondents explicitly linked efforts to prioritise buses, walking and cycling over driving with a decline in the retail sector of St Helier. These respondents suggested that limiting or restricting car use and parking and expanding pedestrianised zones and increasing cycle provision discourages shoppers from visiting the town centre.

Some respondents drew on the notion of ‘striking a balance’, expressing a desire for the benefits brought about by prioritising alternative modes of transport, but also keen to ensure that shoppers could still reach town by car.

The ‘crusade’ against the car

Some expressed disagreement with the desire to support other modes of transport other than the private car, stating that giving more road space to cyclists and pedestrians is inequitable. Others raised concerns about cycling more generally as a mode of transport. Other highlighted the benefits of electric vehicles.

Population

A limited number of respondents raised concerns around population growth, and that greater controls on population would be a better way to resolve transport issues.

4.23 New office development

Question 23: Which of the following statements do you most agree with?

- We should only allow the provision of significant new office development in the Town of St Helier.
- We should allow the provision of significant new office development in other urban centres, e.g. Red Houses/Les Quennevais.
- We should deal with proposals for the development of offices on a flexible case-by-case basis.
- None of the above (*please explain*).

4.23.1 Quantitative analysis

This question appeared only in the technical consultation document as Question 23. The responses of the 24 respondents are set out below in Table 23 and Figure 23:

	Allow only in St Helier	Allow in other urban centres	Case-by-case basis	None of the above	Total
Number of responses	11	4	6	3	24
Percentage	46%	17%	25%	13%	

Table 23 Response to Question 23: New office development

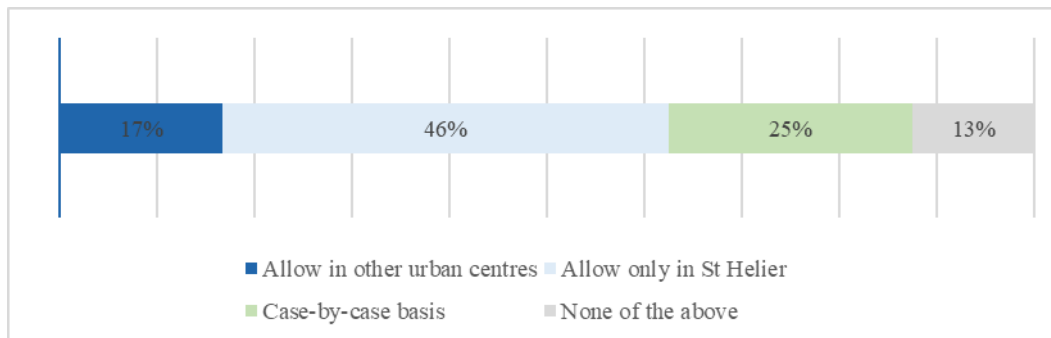


Figure 23 Response to Question 23: New office development

Regarding new office development, almost half of respondents (46%) responded that significant provision of such development should only be allowed in St Helier. The second most popular statement (25%) was that proposals should be dealt with on a case-by-case basis.

Seventeen percent of respondents supported the provision of significant new office development in other urban centres on the island. Thirteen respondents chose 'none of the above' statements.

The relatively low number of respondents (24) is noted.

4.23.2 Qualitative analysis

Sixteen comments were left in response to Question 23.

We should only allow the provision of significant new office development in the Town of St Helier

Just over half (54%) of respondents who agreed most with this statement left a comment. Comments here suggested that urban areas outside of St Helier are not equipped to support significant new office development, without resulting in the loss of existing green space and increasing cross-island traffic.

The idea of differentiating between sectors was raised, together with the suggestion that new offices to house financial companies should stay in St Helier, but other types of offices could potentially be built elsewhere.

We should allow the provision of significant new office development in other urban centres, e.g. Red Houses/Les Quennevais

Two of the respondents who agreed most with the statement above left a comment. Both respondents highlighted the positive effect that new office developments outside of St Helier could have on traffic and the total number of trips being made by car.

We should deal with proposals for the development of offices on a flexible case-by-case basis

Half of the respondents who agreed most with the statement above left a comment, acknowledging the complexity of this issue and advocating careful consideration of the impacts of each new office proposal.

None of the above

All three of the respondents who chose to agree with 'none of the above' left a comment. One demanded that further development be halted, another stated that Jersey already has a surplus of office buildings, and the other criticised poorly designed buildings for eroding Jersey's sense of place.

No choice

Two comments were left by respondents who did not select one of the options offered. Both stated support for a flexible approach as long as population trends, office size and location are used to inform decisions.

4.24 Redevelopment of offices

Question 24: Which of the following statements do you most agree with?

- we should continue to allow the conversion or redevelopment of secondary offices to new uses.
- we should not allow the conversion or redevelopment of secondary offices to new uses.
- we should deal with proposals for the redevelopment of offices on a flexible case-by-case basis.
- none of the above (*please explain*).

4.24.1 Quantitative analysis

This question was asked only in the technical consultation document as Question 24. In total, 23 responses were received. These responses are shown in Table 24 and Figure 24.

	Allow	Do not allow	Case-by-case basis	None of the above	Total
Number of responses	11	1	10	1	23
Percentage	48%	4%	43%	4%	

Table 24 Response to Question 24: Redevelopment of offices

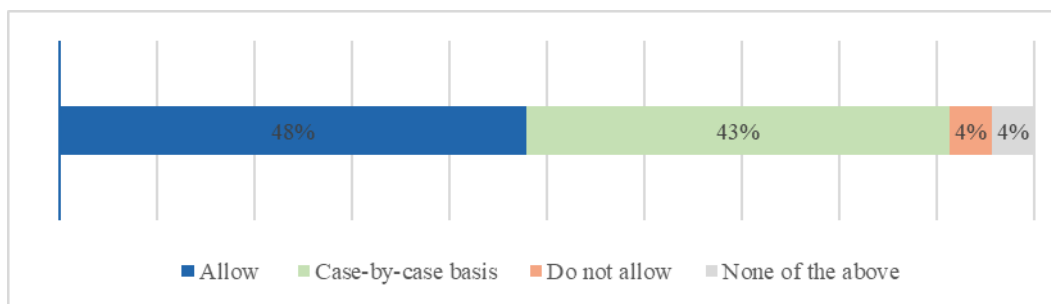


Figure 24 Response to Question 24: Redevelopment of offices

Responses to Question 24 were relatively evenly split between two statements: 48% agreed most with continuing to allow the conversion or redevelopment of secondary offices to new uses; 43% agreed most with adopting a flexible case-by-case approach to office redevelopment proposals.

Four percent of respondents did not support the conversion or redevelopment of secondary offices to new uses and 4% chose 'none of the above'.

The relatively low number of respondents (23) is highlighted.

4.24.2 Qualitative analysis

Twelve respondents provided comments to explain their response to Question 24.

Of those who agreed that the conversion or redevelopment of secondary offices to new uses should continue to be supported, the dominant theme arising from these comments was the significant role redevelopment of offices can have for meeting housing demands.

One respondent who did not support conversion or redevelopment, stated that the conversion/redevelopment of offices to new uses is reducing the supply of employment land and thereby creating a speculative market. Others highlighted the importance of considering the negative and positive outcomes of each proposed case.

4.25 Town centre uses

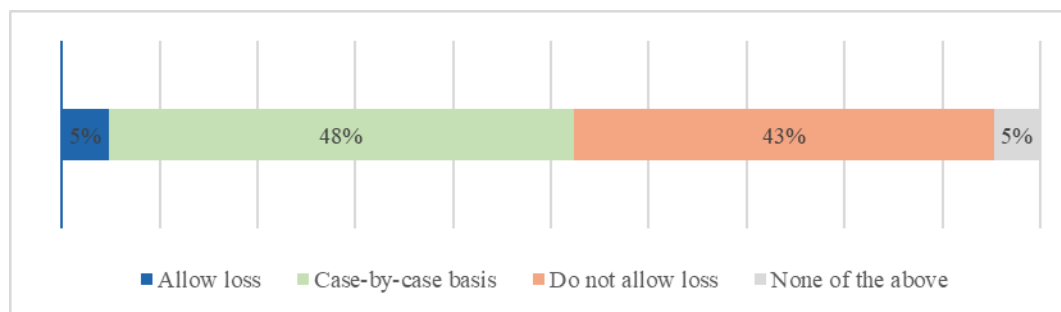
Question 25: Which of the following statements do you most agree with?

- we should not allow the loss of ground floor retail floorspace within St Helier's Core Retail Area.
- we should allow the loss of ground floor retail floorspace within St Helier's Core Retail Area.
- we should deal with proposals for the development in St Helier's Core Retail Area on a flexible case-by-case basis.
- none of the above (*please explain*).

4.25.1 Quantitative analysis

Question 25 was only asked in the technical consultation document. It received 21 responses in total, as illustrated by Table and Figure 25.

	Allow loss	Do not allow loss	Case-by-case basis	None of the above	Total
Number of responses	1	9	10	1	21
Percentage	5%	43%	48%	5%	

Table 25 Response to Question 25: Town centre uses**Figure 25** Response to Question 25: Town centre uses

Of the 21 responses to Question 25, almost half (48%) supported the statement that proposals for development in St Helier's Core Retail Area should be dealt with on a flexible case-by-case basis. Similar levels of support (43%) were given to the statement that loss of ground floor retail floorspace within St Helier's Core Retail Area should not be allowed.

Five percent of respondents selected that retail floorspace loss should be allowed, while a further five percent agreed most with 'none of the above'.

It is worth noting the relatively low number of respondents (21) to this question.

4.25.2 Qualitative analysis

Fourteen comments were left in response to Question 25. Comments in favour of protecting ground floor retail within St Helier's Core Retail area stressed the importance of ground floor retail space for sustaining vibrant and lively towns. One respondent commented that deliberately allowing the loss of retail floorspace did not make sense.

Of those who felt that proposals should be made on a case-by-case basis, the overarching theme was that changing consumer demands necessarily require a flexible response. With the decline of high street shopping in favour of shopping online, respondents suggested that alternative uses would be preferable to empty shops.

The National Trust for Jersey highlighted the role of heritage-led regeneration, while another respondent expressed support for retail areas to accommodate new residential developments.

4.26 Size of town centre

Question 26: The size of St Helier's Core Retail Area should be reduced to allow the development of new uses in those areas.

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

4.26.1 Quantitative analysis

Question 26 appeared only in the technical consultation document. The 21 responses it received are set out in Table 26 and Figure 26:

	Strongly disagree	Disagree	Neither	Agree	Strongly agree	Total
Number of responses	5	4	7	5	0	21
Percentage	24%	19%	33%	24%	0%	

Table 26 Response to Question 26: Size of town centre

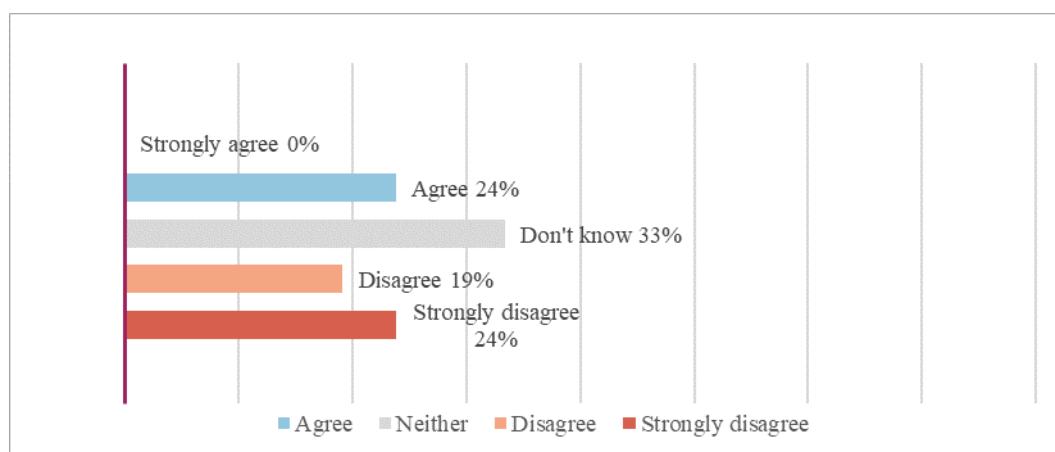


Figure 26 Response to Question 26: Size of town centre

Of the 21 responses to Question 26, 43% were either in strong disagreement or disagreement with reducing the size of St Helier's Core Retail Area in order to allow the development of new uses. With only 24% of responses agreeing with this proposal, the proportion of unfavourable views is almost double that of favourable ones. However, a third of respondents chose 'don't know'.

4.26.2 Qualitative Analysis

Fourteen comments were provided in response to Question 26.

Of those who agreed with the approach to reducing the size of the town centre, two commented, highlighting the importance of promoting the health of ecological networks, and that the plan should allow different parts of St Helier to flourish.

Seven of twelve respondents who strongly disagreed or disagreed with the proposal to reduce the size of the Core Retail Area provided a comment. Respondents stated that the

Core Retail Area is already a relatively small size – one which is key to supporting the vibrancy of the town. A further concern was raised about reducing the Core Retail Area while simultaneously increasing the number of residents in St Helier, which could lead to the town becoming a ‘dormitory’ settlement.

Neither agree nor disagree

Three of seven respondents who neither agree nor disagree with the proposal left a comment one of whom asked for a more flexible approach to development in the Core Retail Area.

No choice

A comment was left by the National Trust for Jersey, who were the only respondent not to choose any of the given options. Their comment simply reiterated their desire to highlight heritage-led regeneration.

4.27 New hotel development

Question 27: Which of the following statements do you most agree with?

- we should continue to enable and protect the role of the Town of St Helier as the primary centre for hotel development.
- we should continue to enable new hotel development in other urban locations in the island, e.g. St Brelade’s Bay, St Aubin and Gorey.
- we should deal with proposals for the development of hotels on a flexible case-by-case basis throughout the island.

4.27.1 Quantitative analysis

Question 27 appears only in the technical consultation document. The 22 responses it received are set out below in Table 27 and Figure 27:

	Protect St Helier as primary centre	Enable in other urban locations	Case-by-case basis	Total
Number of responses	4	6	12	22
Percentage	18%	27%	55%	

Table 27 Response to Question 27: New hotel development

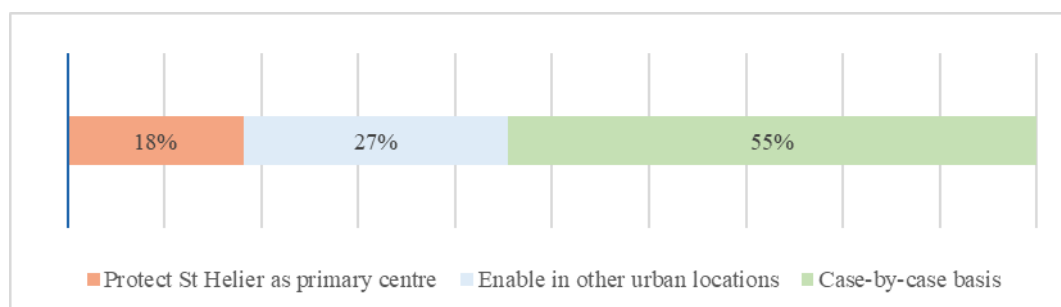


Figure 27 Response to Question 27: New hotel development

Over half of respondents (55%) supported adopting a flexible case-by-case approach to new hotel development. Eighteen percent agreed most with protecting the role of St Helier as the primary centre for hotel development, while 27% agreed most with enabling hotel developing in other urban sites on the island.

The low number of respondents is acknowledged.

4.27.2 Qualitative analysis

Fourteen comments were left in response to Question 27.

Of those respondents who felt that St Helier should continue as the primary centre for hotel development, comments highlighted the impact of development on the environment as the main reason. This option would focus the majority of tourist impact and congestion in town, which was considered to be preferable to other, more sensitive locations. One comment suggested that tourists are shifting away from large hotels and towards small, bespoke offerings, such as those listed in Airbnb; these more diverse forms of tourist accommodation also need consideration in the plan.

Of those who supported new hotel development in other urban locations in the island, comments advocated the economic potential of expanding tourism and tourist accommodation across Jersey.

Many respondents who supported dealing with hotel proposals on a flexible case-by-case basis throughout the island left a comment. As with Questions 23, 24 and 25, it was suggested that careful consideration of benefits and drawbacks should be undertaken.

4.28 Redevelopment of hotels

Question 28: Which of the following statements do you most agree with?

- we should continue to allow the conversion or redevelopment of hotels to new uses.
- we should not continue to allow the conversion or redevelopment of hotels to new uses.
- we should deal with proposals for the redevelopment of hotels on flexible case-by-case basis.

4.28.1 Quantitative analysis

Question 28 is asked only in the technical consultation document. It received 24 responses, which are presented in Table 28 and Figure 28:

	Continue to allow	Not continue to allow	Case-by-case basis	Total
Number of responses	7	7	10	24
Percentage	29%	29%	42%	

Table 28 Response to Question 28: Redevelopment of hotels

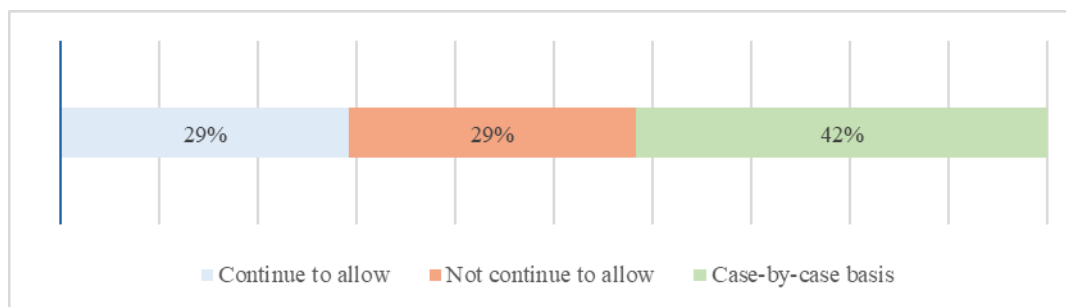


Figure 28 Response to Question 28: Redevelopment of hotels

Of the 24 responses received to Question 28, 42% agreed most with considering proposals for the redevelopment of hotels in a flexible case-by-case manner. On the matter of whether or not to allow the conversion or redevelopment, opinions were evenly split: 29% were in favour, while 29% were against it.

The low number of respondents is noted.

4.28.2 Qualitative analysis

Eighteen comments were left in response to Question 28.

Respondents who supported the conversion or redevelopment of hotels to new uses left comments expressing varying degrees of support for conversion or redevelopment.

Of those who did not support the conversion or redevelopment of hotels to new uses, four provided comments, focusing particularly on resistance to the loss of hotels for residential development, linking this historic pattern of conversion as a contributor to the decline of the tourism sector locally.

Respondents who supported adopting a flexible approach on a case-by-case basis raised a number of points including concerns about environmental impacts, the poor quality of some existing hotels, and the importance of meeting hotel and residential needs.

4.29 Protection of employment land and buildings

Question 29: To what extent do you agree with the following statement?

We should continue to protect employment land and buildings from loss to other (non-employment) forms of development.

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

4.29.1 Quantitative analysis

This question was posed in both the summary and technical consultation documents: as Question 17 in the former and Question 29 in the latter. Additionally, it was asked in a

Facebook post. A total of 299 responses were received. These responses are set out in Table 29 and Figure 29:

	Strongly disagree	Disagree	Neither	Agree	Strongly agree	Total
Number of responses	19	32	82	111	55	299
Percentage	6%	11%	27%	37%	18%	

Table 29 Response to Question 29: Protection of employment land and buildings

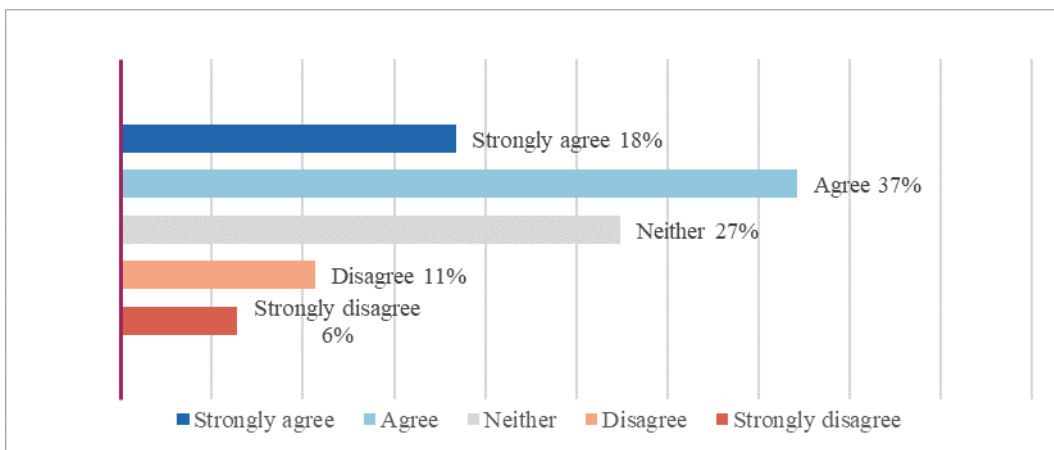


Figure 29 Response to Question 29: Protection of employment land and buildings

Of the 299 responses received, 55% strongly agreed or agreed with continuing to protect employment land and buildings from loss to other (non-employment) forms of development. In comparison, 17% strongly disagreed or disagreed with the given statement, while 27% neither agreed nor disagreed.

4.29.2 Qualitative analysis

Strongly agree or agree

Of the 166 respondents who strongly agreed or agreed with the continued protection of employment land and buildings, 57 left comments. A commonly recurring theme in these comments was the importance of protecting employment land and buildings due to their valuable contributions to the island's economy. Significant resistance to the loss of agricultural land, in particular, was expressed. Additionally, specific mention was made of safeguarding small businesses, as well as preventing the loss of hotels and associated decrease in tourism. Other points included:

- resistance to luxury housing replacing employment land and buildings.
- a fear of losing the island's farming heritage.
- the suggestion that each case be considered based on its own merits and drawbacks, with a presumption in favour of developing brownfield sites.

Strongly disagree or disagree

Of the 51 respondents who strongly disagree or disagree with the continued protection of employment land and buildings, 29 left a comment. A number of respondents stated that land not in use should be converted to in-demand uses, such as residential.

Neither agree nor disagree

Of the 82 respondents who neither disagree nor agree with the continued protection of employment land and buildings, 26 left comments. The majority of these comments expressed support for a flexible case-by-case approach to land use.

No choice

Seven comments were left by respondents who did not select one of the given responses. A number of these comments emphasised the importance of protecting employment land and buildings as a means to safeguard employment opportunities for islanders.

4.30 Protection of agricultural land

Question 30: To what extent do you agree with the following statement?

We should continue to protect agricultural land from development.

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

4.30.1 Quantitative analysis

This question was asked in both the technical consultation document, as Questions 30 and the summary consultation document as Question 18. In the summary document, the three statements are combined under one question, where respondents are asked to select their level of agreement with each of the statements. However, in the technical document, the three statements comprise three different questions (Question 30, Question 31 and Question 32).

Question 30 received 315 responses, which are set out in Table 30 and Figure 30. Given the interlinked nature of questions 30, 31 and 32, the comments left by respondents to these questions explaining their answers have been analysed together – please see section 4.32.2.

	Strongly disagree	Disagree	Neither	Agree	Strongly agree	Total
Number of responses	13	31	32	85	154	315
Percentage	4%	10%	10%	27%	49%	

Table 30 Response to Question 30: Protection of agricultural land

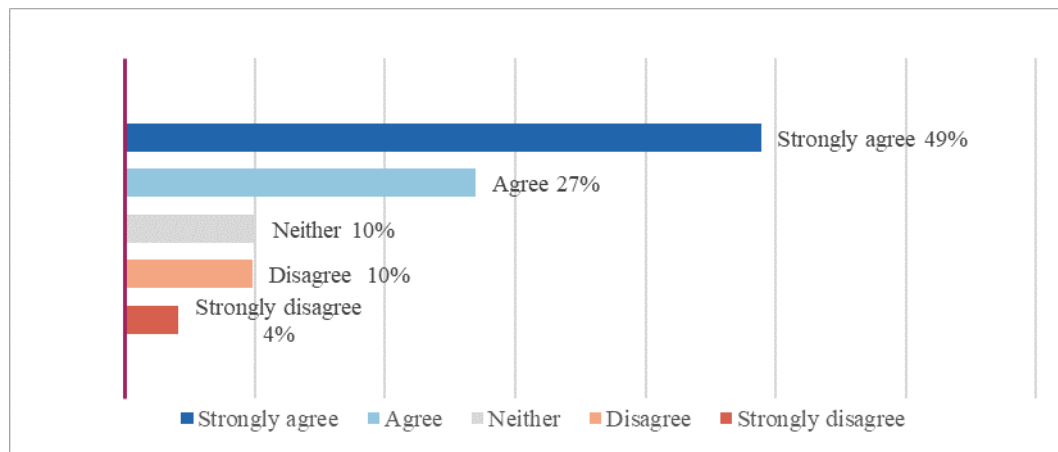


Figure 30 Response to Question 30: Protection of agricultural land

More than three-quarters (76%) of respondents to Question 30 strongly agree or agree with the continued protection of agricultural land from development. In comparison, only 14% of respondents strongly disagree or disagree, while 10% neither agree nor disagree.

The high percentage of respondents who 'strongly agree' (49%) indicates the protection of agricultural land to be a topic of importance to respondents.

4.31 Flexible use of agricultural land

Question 31: To what extent do you agree with the following statement?

The use of agricultural land should be more flexible, to allow other types of development and activity – related to agriculture, such as farm tourism or environmental management – to take place.

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

4.31.1 Quantitative analysis

Question 31 received 301 responses across the summary consultation, technical consultation and Facebook post. Responses are presented in Table 31 and Figure 31:

	Strongly disagree	Disagree	Neither	Agree	Strongly agree	Total
Number of responses	20	24	23	129	105	301
Percentage	7%	8%	8%	43%	35%	

Table 31 Response to Question 31: Flexible use of agricultural land

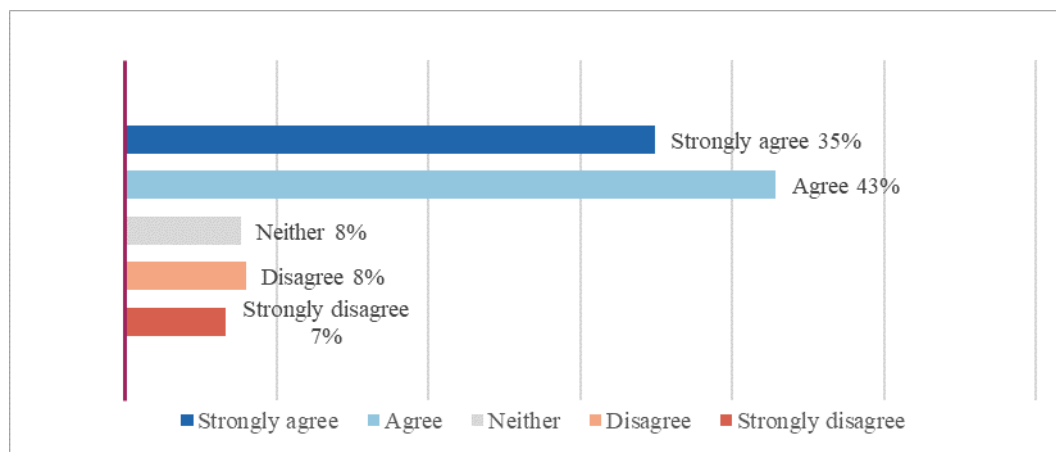


Figure 31 Response to Question 31: Flexible use of agricultural land

As with Question 30, responses to Question 31 were generally in strong agreement or agreement: 78% of respondents agreed with more flexible use of agricultural land. On the other side, 15% strongly disagreed or disagreed with allowing other types of development and activity related to agriculture to take place on agricultural land. A further 8% neither agreed nor disagreed.

4.32 Use of agricultural land for renewable energy generation

Question 32: To what extent do you agree with the following statement?

The use of agricultural land should be more flexible to allow renewable energy generation to take place.

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

4.32.1 Quantitative analysis

Across the summary and technical consultation documents, as well as Facebook, Question 32 received 297 responses. These responses are presented in Table 32 and Figure 32:

	Strongly disagree	Disagree	Neither	Agree	Strongly agree	Total
Number of responses	31	43	46	98	79	297
Percentage	10%	14%	15%	33%	27%	

Table 32 Response to Question 32: Use of agricultural land for renewable energy generation

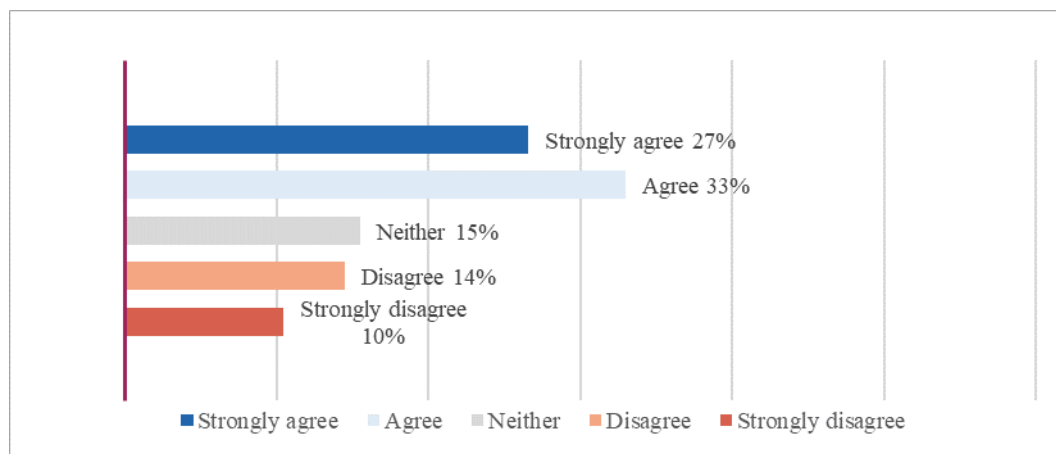


Figure 32 Response to Question 32: Use of agricultural land for renewable energy generation

While most responses (60%) to Question 32 were in strong agreement or agreement with allowing renewable energy generation to take place on agricultural land, the proportion of respondents in agreement was lower than in response to Question 30 and Question 31. Similarly, the proportion of respondents (24%) in strong disagreement or disagreement with this statement is relatively higher. In addition, 15% of respondents neither agree nor disagree.

4.32.1 Qualitative analysis – Questions 30, 31 and 32

Given that Questions 30 to 32 are closely related on the topic of agricultural land use, the written responses have been analysed together.

In favour of diversification

Respondents were predominantly in favour of the diversification of agricultural land, with some highlighting that it was important that planning remains flexible to meet changing land use needs. A few respondents highlighted benefits of diversification: to help maintain agricultural employment on the island and to make use of land which has degraded. Nonetheless, there were differing views on how the land should be diversified.

Many were in favour of solar arrays being constructed on agricultural land. They considered it as an important step to securing the island's energy security and addressing climate change.

However, some felt that there should also be consideration for the land to be shared with other uses. Some respondents suggested that land could be shared with existing agricultural operations. Several respondents also suggested ecological initiatives such as tree and grassland planting.

A few respondents cautiously agreed to the diversification of agricultural land, on the basis that specific areas of this land would be protected from development. Others felt it would be important for business cases to be made for diversification activities to ensure that they would be viable, alongside existing agricultural businesses. A few others highlighted that they would not want to see the spread of dwellings and residential curtilages into agricultural areas. Additionally, a few respondents suggested that any diversification uses should be temporary so that the land could be returned to agriculture if required.

Resistant to diversification

Some respondents considered that it was vital to preserve agricultural land in order for the island to be self-sufficient in food production and to reduce the carbon footprint by avoiding food imports. Others felt that it was important to maintain employment opportunities in the

agricultural industry. It was also considered that agricultural land contributes positively to the biodiversity of the island, as well as in its aesthetic value for tourists.

Additionally, there were several respondents who were not keen on the appearance of terrestrial solar arrays and considered that they would negatively impact the landscape. Some also held the view that they would not achieve carbon reductions. As such, a few respondents proposed that solar panels should instead be installed exclusively on buildings.

Other comments

Many respondents highlighted their concerns on current unsustainable agricultural practices on the island. As such, they proposed that agricultural activities should avoid the use of harmful chemicals and instead employ sustainable crop production and grazing practices.

4.33 Protection of agricultural buildings

Question 33: Which of the following statements do you most agree with?

When agricultural buildings are redundant from agricultural use, do you think that:

- we should not allow them to be redeveloped for other, non-employment uses.
- we should allow them to be redeveloped for other, non-employment uses (such as the provision of homes).
- other.

4.33.1 Quantitative analysis

Question 33 was asked only in the technical consultation document. It received 25 responses, which are laid out below in Table 33 and Figure 33:

	Allow redevelopment	Do not allow redevelopment	Other	Total
Number of responses	7	11	7	25
Percentage	28%	44%	28%	

Table 33 Response to Question 33: Protection of agricultural buildings

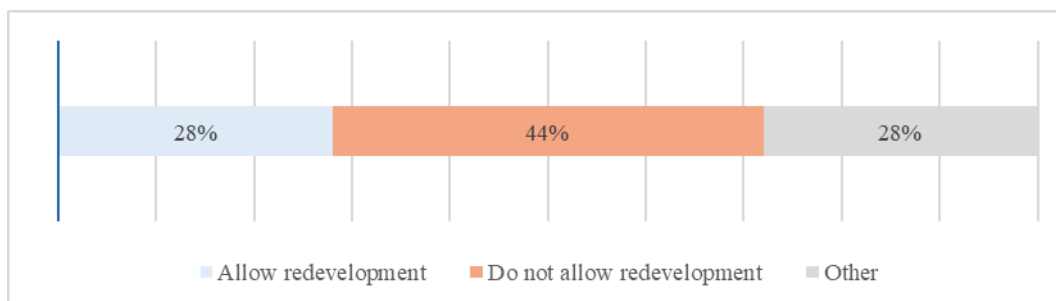


Figure 33 Response to Question 33: Protection of agricultural buildings

Of the 25 responses to Question 33, nearly half (44%) were opposed to allowing the redevelopment of agricultural buildings to other, non-employment uses. There was an even split between respondents who stated that agricultural buildings should be allowed to be redeveloped to other uses and those who selected 'other' (seven respondents each).

There was a relatively low number of respondents to this question.

4.33.2 Qualitative analysis

We should not allow them to be redeveloped for other, non-employment uses

Of the eleven respondents who agreed most with not allowing redundant agricultural buildings to be redeveloped for non-employment uses, seven provided comments.

Reasons for agreeing most with this statement included that agricultural buildings regularly contain bat and bird roosts, which would be negatively impacted through redevelopment, as well as the unacceptability of transforming employment land into non-employment land.

We should allow them to be redeveloped for other, non-employment uses (such as the provision of homes)

Of the seven respondents who responded that agricultural buildings should be allowed to be redeveloped for non-employment uses, four left comments. Redeveloping agricultural land to alternative uses should not result in new agricultural developments being built on greenfield sites.

Other

All seven respondents who responded with 'Other' left a comment. Several respondents felt that proposals should be assessed on a case-by-case basis with great consideration given to the possible environmental impact on surrounding areas and wildlife. Others suggested that the cost of demolishing any redundant agricultural buildings should be borne by the landowner.

No choice

Of those who didn't pick one of the options but left a comment, these highlighted the importance of minimising environmental impacts arising from redevelopment.

4.34 Redundant and derelict glasshouses

Question 34: Which of the following statements do you most agree with?

When glasshouses become redundant for agricultural use and/or derelict:

1. they should be removed and the land restored to agricultural use.
2. there should be a presumption in favour of their re-use for employment/commercial uses.
3. they should be allowed to be redeveloped for other, non-agricultural uses (such as the provision of homes).
4. they should be allowed to be redeveloped for other, non-agricultural uses (such as the provision of homes), but only where the level of development is sufficient to cover the cost of removal of the glasshouses and the remainder of the land restored.
5. another approach should be taken.

4.34.1 Quantitative analysis

Question 34 was available to in both the technical and summary consultation documents, in addition to a Facebook post. It received a large number of responses; 339 in total and these responses are set out below in Table 34 and Figure 34:

	Removed and land restored to agricultural	Presumption for employment/commercial	Redeveloped for non-agricultural	Redeveloped for non-agricultural only in certain cases	Another approach	Total
Number of responses	131	37	59	64	48	339
Percentage	39%	11%	17%	19%	14%	

Table 34 Response to Question 34: Redundant and derelict glasshouses

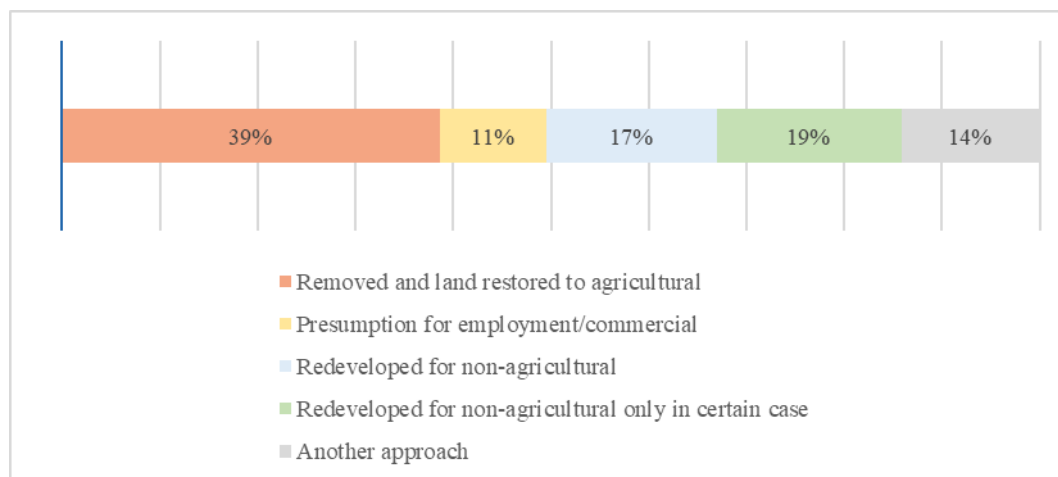


Figure 34 Response to Question 34: Redundant and derelict glasshouses

Of the 339 respondents, 39% (or 131 responses) agreed most with the statement that glasshouses should be removed when they become redundant and/or derelict, and the land restored to agricultural use. This statement received 20% more support than the second most popular statement: that they should be allowed to be redeveloped for non-agricultural uses *only* when the level of development is sufficient to cover the cost of glasshouse removal and with the remainder of the land restored.

The third most popular choice (17%) was that redundant or derelict glasshouses should be redeveloped for other, non-agricultural uses (such as the provision of homes).

The fourth and fifth most popular responses were 'another approach' (with 14% of the responses) and that there should be a presumption in favour of their re-use for employment/commercial uses.

4.34.2 Qualitative analysis

Land should be restored

Of the 131 respondents who most agreed with removing redundant glasshouses and restoring the land to open greenfield agricultural use, 61 left comments. There was widespread support for prioritising agricultural land uses. Many respondents felt that it was important that land is restored to its former use. A number of respondents opposed further development in the countryside, where most derelict glasshouses are located.

Some respondents suggested that owners of derelict glasshouses are deliberately ‘holding out’ to get planning permission to redevelop the land and benefit economically, leaving sites in poor condition, which was criticised.

Presumption in favour of reuse

Of the 37 respondents who most agreed that there should be a presumption in favour of re-using redundant glasshouses in employment/commercial uses, thirteen left a comment. Respondents were generally resistant towards redeveloping the land for residential use because it was thought that this would lead to further greenfield development, as well as encouraging farmers to deliberately allow dereliction to secure future development.

Redeveloped for other uses

Of the 59 respondents who most agreed with redeveloping redundant glasshouses for non-agricultural uses, sixteen left comments. A number of these respondents emphasised the need for affordable housing in Jersey, and the potential contribution this disused land could make towards meeting demand.

Redeveloped for other uses to pay for land restoration

Those who most agreed with allowing the redevelopment of redundant glasshouses for non-agricultural uses, but only where the level of development was sufficient to cover the costs or restoration and where leftover land was restored, highlighted the potential perverse incentive for farmers to allow disuse and dereliction, and stressed that this must be avoided.

Another approach

Of the 48 respondents who responded that another approach should be taken, 47 left a comment. A common theme arising from these comments was the prudence of a case-by-case approach to derelict glasshouses. Respondents stated that the appropriate outcome for each glasshouse depends on its immediate geographic context: for example, is the glasshouse located near to a built-up area or in remote countryside.

Various respondents suggested that the land be used for solar panels to generate clean, green energy.

4.35 Agricultural workers’ accommodation

Question 35: Which of the following statements do you most agree with?

1. we should allow the development of agricultural workers’ accommodation in the countryside.
2. we should only allow the development of agricultural workers’ accommodation in the countryside in exceptional circumstances (for example, where there is a need for someone to be on site for animal welfare).
3. we should not allow the development of agricultural workers’ accommodation in the countryside.
4. none of the above.

4.35.1 Quantitative analysis

Question 35 was available only in the technical consultation document. It received 23 responses. These 23 responses are presented in Table 35 and Figure 35:

	Not allow	Only in exceptional circumstances	Allow	None of the above	Total
Number of responses	4	12	5	2	23
Percentage	17%	52%	22%	9%	

Table 35 Response to Question 35: Agricultural workers' accommodation

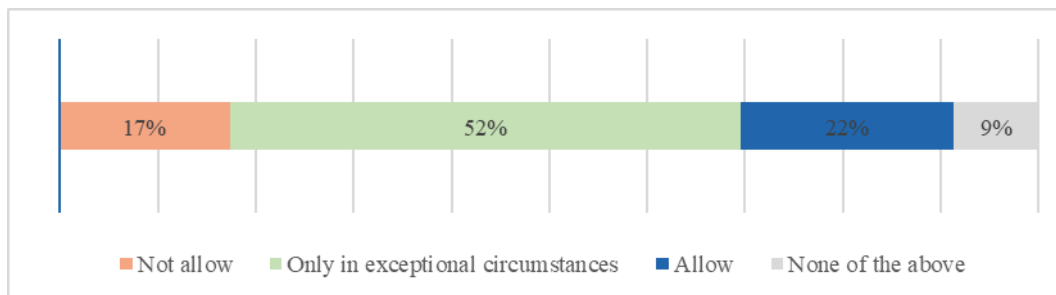


Figure 35 Response to Question 35: Agricultural workers' accommodation

More than half of respondents (52%) agreed most with the statement that the development of agricultural workers' accommodation in the countryside should be allowed only in exceptional circumstances. Similar percentages were against (17%) and in favour (22%) of allowing the development of workers' accommodation. A further nine percent didn't agree with any of the options provided.

4.35.2 Qualitative analysis

Respondents who supported development of agricultural workers' accommodation in the countryside commented that such support is on the condition that accommodation be built on land adjacent to the employment site and/or that buildings be temporary in nature.

Of the respondents who felt that development of agricultural workers' accommodation in the countryside should only be allowed in exceptional circumstances, their comments reinforced the importance of exceptional circumstance. One respondent cited the potential risk of agricultural workers' accommodation being a gateway for landowners to obtain permission for more permanent housing in the countryside which should be avoided.

Other comments received included:

- general objection to agricultural workers' accommodation in the countryside.
- the appropriateness of proposals will vary depending on context.
- the need to distinguish between accommodation for permanent workers and seasonal workers.
- the need for a comprehensive review of existing agricultural workers' accommodation.

4.36 Planning for minerals

Question 36: What do you think about each of the following options as a way of meeting the island's need for minerals?

- **Option 1:** Continue local crushed rock and sand extraction, within the environmental constraints of the existing sites.
- **Option 2:** Continue local crushed rock and sand extraction, and to enable the expansion of the existing sites.
- **Option 3:** Create facilities at St Helier Harbour to enable future importation of aggregates to offset any reduction in local supply.

4.36.1 Qualitative analysis

This question appeared in both the technical and summary consultation documents (Questions 36 and 20, respectively), the question was also shared in a Facebook post.

In total, 300 people responded to this question from all sources, however, not all respondents responded to all three options, therefore, the number of responses for each option differs. The results of this question are set out in Table 36 and Figure 36.

	Not at all acceptable	Not very acceptable	Don't know	Fairly acceptable	Very acceptable	Total
Existing environmental constraints	16	29	21	128	88	282
	6%	10%	7%	45%	31%	
Enable expansion of existing sites	87	82	25	66	18	278
	31%	29%	9%	24%	6%	
New facilities at St Helier Harbour	24	31	28	114	87	284
	8%	11%	10%	40%	31%	

Table 36 Response to Question 36: Planning for minerals

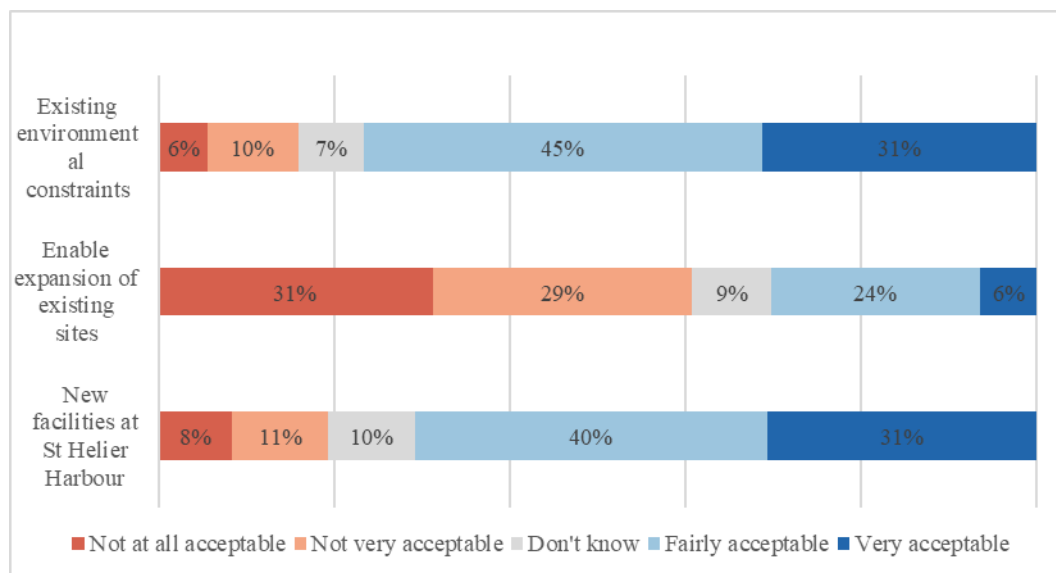


Figure 36 Response to Question 36: Planning for minerals

Responses to Option 1 were overwhelmingly positive – 76% of the 282 respondents view continuing with local extraction within the environmental constraints of existing sites as either very acceptable or fairly acceptable. Only 16% thought this would be not very acceptable or not at all acceptable. A small proportion of respondents (7%) selected ‘don’t know’.

In contrast to Option 1, responses to Option 2 are largely negative. Some 60% of respondents view continued extraction and expansion of existing sites to be not very acceptable or not at all acceptable. In comparison, only 30% considered this option to be very acceptable or fairly acceptable. A further 9% of respondents chose ‘don’t know’.

The 284 responses received for Option 3 are generally supportive of creating facilities at St Helier Harbour to enable future importation of minerals to offset any reductions in local supply: 71% consider this to be very acceptable or fairly acceptable. In comparison, 19% of respondents deem this idea not very acceptable or not at all acceptable, while 7% opted for ‘don’t know’.

4.36.2 Qualitative analysis

Of those who responded to Question 36, 111 provided a comment to explain their responses. These comments raised a number of common themes, including:

Benefits of imports

The potential benefit for island jobs that would arise through increasing imports of minerals at St Helier harbour was highlighted, as well as the need to meet unavoidable demand for construction purposes. However, numerous respondents stated that corresponding increases in noise and air pollution (via greater numbers of transport vehicles) must be avoided.

Self-sufficiency

Conversely, other respondents expressed a desire for Jersey to enhance the productivity of its own mineral sites so as to minimise dependency on imports. Suggestions also referenced the possibility of recycling minerals from existing buildings.

Environmental implications

Some respondents criticised the idea of expanding mineral extraction in Jersey due to likely detrimental effects on the surrounding biosphere and landscape. Another common issue raised was the existence of more sustainable construction materials.

4.37 Planning for inert solid waste

Question 37: Which of the following options for the disposal of the island's inert solid waste would you favour?

1. Creating a new land reclamation area.
2. Allowing one or more of existing mineral extraction sites to be used for inert solid waste disposal, subject to appropriate impact assessment.
3. Another disposal route or site.

4.37.1 Quantitative analysis

This question was available in both the technical and the summary consultation documents (Question 37 and 21, respectively) and was also available to answer via Facebook. In total, 299 responses were received. These responses are presented in Table 37 and Figure 37:

	New reclamation area	One or more existing	Another route or site	Total
Number of responses	111	149	39	299
Percentage	37%	50%	13%	

Table 37 Response to Question 37: Planning for inert solid waste

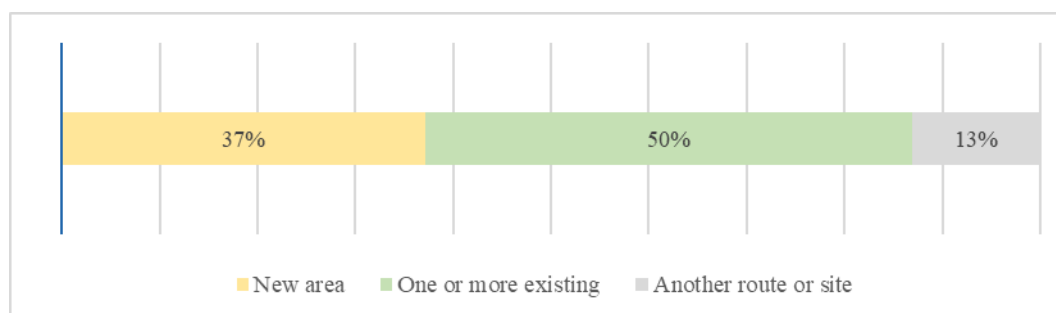


Figure 37 Response to Question 37: Planning for inert solid waste

Of the 299 responses, exactly half favoured allowing one or more of existing mineral extraction sites to be used for inert solid waste disposal, subject to appropriate impact assessment. The second most favoured disposal strategy was creating a new land reclamation area, with 37% of respondents selecting this option.

Lastly, 13% of respondents opted for 'another disposal route or site'.

4.37.2 Qualitative analysis

Of the 299 respondents to this question, 123 (approx. 41%) provided commentary setting out their reasons.

Creating a new land reclamation area

From the 111 respondents who specified the above response to Question 37, 32 parties supplied comments.

While a few acknowledged there are drawbacks of land reclamation, most respondents were positive about the benefits of this approach and suggested a number of additional uses for reclaimed land, that could follow waste disposal. Suggestions included that the extra land could be used: to protect against sea level rise; preserve existing green field land and; to expand housing stock.

Additionally, some respondents considered that mineral extraction sites should instead be used for other needs such as drinking water reservoirs.

Allowing one or more of existing mineral extraction sites to be used for inert solid waste disposal, subject to appropriate impact assessment

From the 149 respondents who specified the above response to Question 37, 46 parties supplied comments.

Respondents predominantly selected this option due to their resistance to land reclamation. Their concerns on reclamation included the potential environmental impacts on tidal processes (which has previously given rise to sea lettuce), as well as the visual impacts.

Additionally, some respondents queried whether the inert waste could instead be recycled, as an alternative to seeking sites for waste infill. A few also proposed future uses for sites, once the waste has been deposited.

Another disposal route or site (please explain)

From the 39 respondents who specified the above response to Question 37, 33 parties supplied comments.

Many respondents highlighted their belief that options for recycling the waste should be considered and there should be a move to reduce the overall waste produced. A few also proposed that parties should be required to use materials that are re-usable, recyclable or safely disposable to landfill sites.

There were a variety of other suggestions for alternative disposal methods. Some felt that, as an island, Jersey should look to export waste to other countries. A few also proposed that the Government should look into innovative techniques and technology to appraise potential solutions.

No choice

Of those who did not specify a response to the question (12), a few could not agree with either of the options provided in the question. Others felt that it was important to determine the approach to waste disposal by taking a more strategic view of the island's development and sustainability objectives.

4.38 Responsive supply of homes

Question 38: To what extent do you agree or disagree with the statement:

In order to be more responsive, the new Island Plan should include a mechanism to require an interim review, linked to housing demand and/or performance targets?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

4.38.1 Quantitative analysis

This question was asked in the summary consultation document as Question 22 and the technical consultation document as Question 38. Additionally, it was available to answer through a Facebook post. The 284 responses received are presented below in Table 38 and Figure 38:

	Strongly disagree	Disagree	Neither	Agree	Strongly agree	Total
Number of responses	18	21	39	107	99	284
Percentage	6%	7%	14%	38%	35%	

Table 38 Response to Question 38: Responsive supply of homes

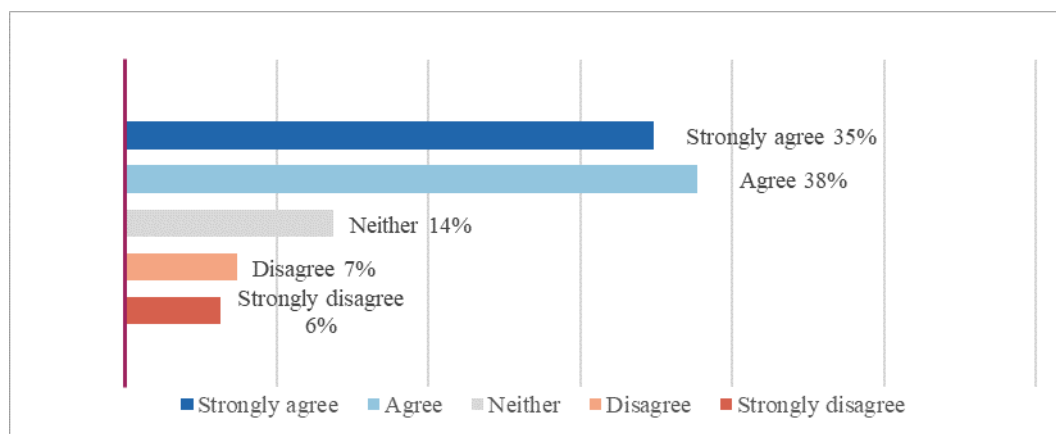


Figure 38 Response to Question 38: Responsive supply of homes

Almost three-quarters of the 284 respondents (73%) were in strong agreement or agreement with the statement that the Island Plan should include a mechanism to require an interim review. Only 13% of respondents strongly disagreed or disagreed with this, while 14% neither agreed nor disagreed.

4.38.2 Qualitative analysis

Of the 284 respondents to this question, 120 (approx. 42%) provided commentary setting out their reasons.

Strongly agree or agree

From the 206 respondents who strongly agreed or agreed with the statement, 75 left comments.

Respondents agreed with the proposed interim review as they felt that it would be an effective measure to ensure that, as development proceeds, needs and demands are being met. Some felt it would also provide the opportunity to manage population numbers.

Some highlighted potential unforeseen internal and external factors that could arise over the plan period. Additionally, a few raised the point that there had been previous underestimates in housing need and demand. As such, respondents considered the process of review as important so that there is capacity for flexibility and responsiveness to changing circumstances.

A few respondents highlighted that they felt the use of up-to-date data is important to the success of any review. Additionally, there were some who were concerned that a review may be driven by political whims.

Strongly disagree or disagree

From the 39 respondents who strongly disagreed or disagreed, 24 left comments.

Respondents were largely resistant to the principle of an interim review as they felt the emphasis of the plan should be on limiting the quantum of development, alongside implementing a strategy to control and potentially cap population on the island.

In light of this, a few respondents considered that sites should only be identified at the beginning of the plan lifecycle and an interim review avoided, since they felt it would encourage greater development. Additionally, a small number of respondents considered that a review would be too costly.

Some believed that there were benefits to having a long-term plan in place such as creating certainty and the avoidance of piecemeal development. They also considered that a plan should be robust and flexible enough to accommodate changing circumstances.

Neither agree or disagree

From the 39 respondents who neither agreed nor disagreed, 24 left comments.

Many respondents felt that if measures were implemented to manage population, there would not be a requirement to manage development. Additionally, some felt that there needed to be safeguards on the Island Plan so that it is not driven by private interests.

No choice

Of those who did not specify a response to the question (6), the majority raised their views for a population policy and the accompanying demographic data that would be required to support this. They felt that this would then more effectively inform housing need and demand.

4.39 Meeting affordable housing demand

Question 39: To what extent do you agree or disagree with the following statements?

1. Affordable homes should be delivered by requiring private developers to provide a proportion as part of their housing development proposals.
2. Affordable homes should be delivered by redeveloping or developing sites in public ownership (including those delivered by Andium Homes and Jersey Development Company).
3. Affordable homes should be delivered by rezoning greenfield land.

4.39.1 Quantitative analysis

This question appears in both the summary consultation document (Question 23), and the technical consultation document (Question 39). It was also available via a Facebook post.

In total, 304 people responded to this question, however, not all respondents responded to all three statements, therefore the number of responses to each statement differs. They are presented below in Table 39 and Figure 39:

		Strongly disagree	Disagree	Neither	Agree	Strongly agree	Total
Proportion of private housing	Number of responses	27	28	37	103	102	297
	Percentage	9%	9%	12%	35%	34%	
Publicly-owned sites	Number of responses	15	6	18	104	112	255
	Percentage	6%	2%	7%	41%	44%	
Rezoning greenfield land	Number of responses	141	47	32	31	38	289
	Percentage	49%	16%	11%	11%	13%	

Table 39 Response to Question 39: Meeting affordable housing demand

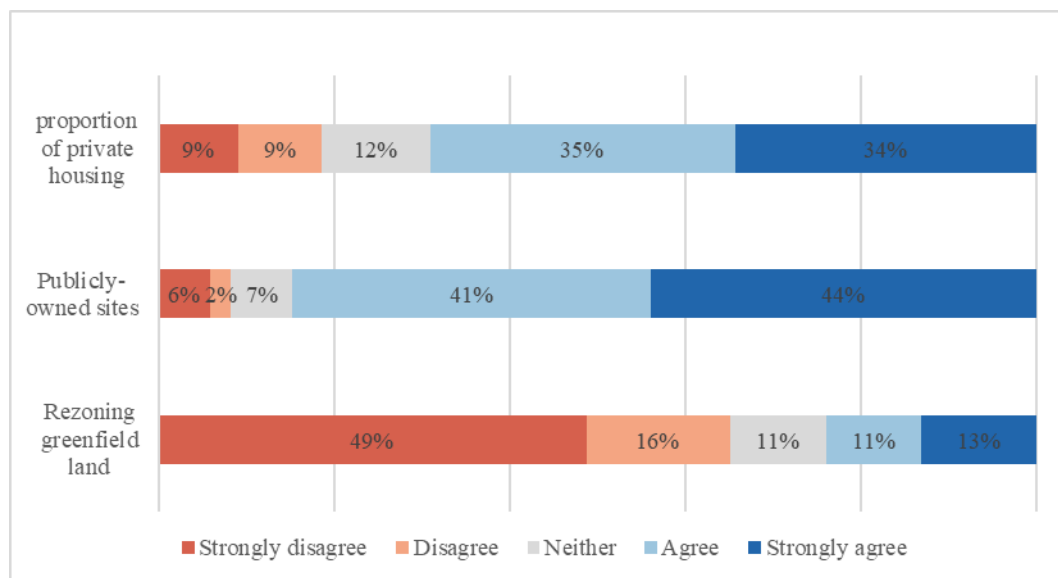


Figure 39 Response to Question 39: Meeting affordable housing demand

Delivering affordable housing on sites in public ownership had the highest level of support, with a very high proportion (85%) either strongly agreeing or agreeing with this approach.

Deliver affordable housing as a proportion of homes delivered by developers on their housing sites was also considered a favourable option with 69% of respondents either strongly agreeing or agreeing with this approach.

In contrast to the responses received for Statement 1 and Statement 2, 65% of respondents were against delivering affordable homes by rezoning greenfield land. This question elicited the strongest disagreement of all the questions posed in the consultation, 49% stating 'strong disagreement'. On the other hand, 24% were in agreement or strong agreement with delivering affordable homes by rezoning greenfield land. A further 11% were neither in agreement nor disagreement.

4.39.1 Qualitative analysis

Of the 841 responses across the three statements within this question, 131 (approx. 16%) free text submissions were made, setting out reasons for the responses.

Affordable homes should be delivered by requiring private developers to provide a proportion as part of their housing development proposals

Strongly agree or agree

Of those who strongly agreed or agreed with the above statement and provided comments (61), many felt that private developers should take on part of the burden for delivering affordable housing, along with the public sector, rather than maximising profit margins. Several respondents considered that sharing delivery across the public and private sectors would allow greater transparency and higher quality.

In terms of tenure, a few respondents considered that affordable housing should be marketed in conjunction with low cost home ownership tenures.

Strongly disagree or disagree

Of those who strongly disagreed or disagreed with the above statement and provided comments (27), several held the view that population and affordability pressures should first

be relieved, before affordable housing delivery is considered. Additionally, many commentators felt that the public sector should instead be responsible for these matters and public housing stock should be considered first, rather than developing on green field land. Some respondents explained that, if the private sector was relied upon for affordable housing, it would be a disincentive for private housing delivery generally.

In addition, a few respondents queried the definition of affordability.

Additional comments:

- A few suggested that there should first be a review of existing housing stock, while one respondent proposed office to flat conversions in urban areas.
- For new developments, other respondents suggested that these should be located on the peripheries of existing settlements and integrated with green infrastructure.

Affordable homes should be delivered by redeveloping or developing sites in public ownership (including those delivered by Andium Homes and Jersey Development Company)

Strongly agree or agree

Of those who strongly agreed or agreed that affordable homes should be delivered on sites in public ownership, 77 respondents provided comments. Although this group were in favour of the redevelopment of publicly owned sites, as above, some commentators considered that the responsibility for delivering affordable housing should be shared between the public and private sectors. As such, it was proposed that the Government must drive supply via policy, alongside its own delivery of social housing.

Strongly disagree or disagree

Of those who strongly disagreed or disagreed that affordable homes should be delivered through sites in public ownership, 17 respondents provided comments.

Respondents in this group generally proposed alternatives to public or private provision of affordable housing. One suggested a Government financial assistance scheme for prospective homebuyers. Another few respondents mooted ways in which the government could lessen pressure on the housing market in order to improve affordability, such as managing population growth. In addition, one commentator felt that there should be better transparency in the organisation and processes of public housing providers.

Affordable homes should be delivered by rezoning greenfield land

Strongly agree or agree

Of those who strongly agreed or agreed that affordable homes should be delivered by rezoning greenfield land, 25 supplied comments.

Many of these respondents consider this option as a pragmatic response to an urgent issue, with some highlighting the need to make housing more accessible. Nonetheless, some commenters felt that rezoning was appropriate only to areas adjacent to existing development in order to maximise the benefits of being near to existing infrastructure.

Some respondents considered rezoning as a cheaper option. One highlighted that it would be less viable to deliver affordable housing on brownfield sites. Additionally, a few also expressed their concerns as to the effectiveness of existing public housing providers.

Strongly disagree or disagree

Of those who strongly disagreed or disagreed that affordable homes should be delivered by rezoning greenfield land, 74 supplied comments.

Many of these respondents considered this option only as last resort or an initiative that would be appropriate only in extreme circumstances. They were resistant to this as they wanted protection of all green field sites for their aesthetic and agricultural value. Some suggested that re-zoning would be contrary to current landscape protections set out in policy.

Several respondents proposed alternatives to the rezoning approach. A few felt that the provision of affordable housing as part of private developments should be mandated. This arose from the view that many homes on the island are solely aimed at wealthy buyers and access to affordable housing is a challenge. Some others proposed that property owners should be obligated to renovate or convert their assets to bring them into use as homes, including the Government. One respondent suggested that buildings within existing settlements could be increased in height to achieve additional accommodation. In addition, some respondents felt that immigration control was required, before affordable housing delivery should be considered.

Additional comments:

- Some respondents commented to highlight the criteria against which they felt rezoning may be appropriate. One highlighted that there should be access to existing infrastructure; another felt that any losses of green spaces should be carefully managed.
- A few raised concerns on the quality of privately delivered affordable housing.

4.40 Dwelling mix

Question 40: Which of the following statements do you most agree with?

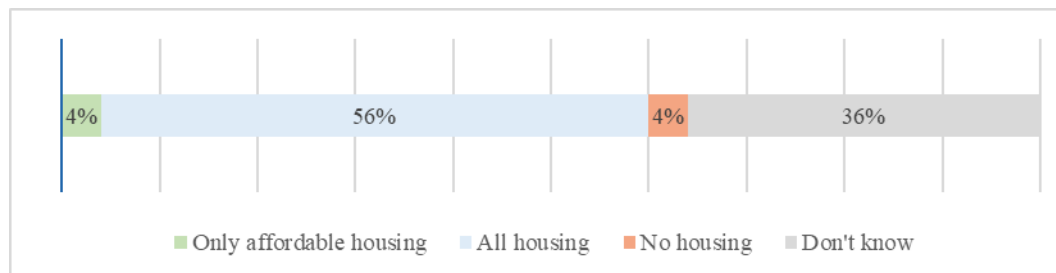
The requirement to meet anticipated dwelling mix needs, in terms of size and type of homes provided should:

- only be applied to affordable housing development
- only be applied to open market housing development
- be applied to all housing development
- not be applied to any housing development
- don't know

4.40.1 Quantitative analysis

Question 40 appeared only in the technical consultation document. It received 25 responses, which are presented in Table 40 and Figure 40:

	Only affordable housing	All housing	No housing	Don't know	Total
Number of responses	1	14	1	9	25
Percentage	4%	56%	4%	36%	

Table 40 Response to Question 40: Dwelling mix**Figure 40** Response to Question 40: Dwelling mix

More than half (56%) of respondents agreed that the requirement to meet anticipated dwelling mix needs, in terms of the size and type of housing, should be applied to all housing development. However, the second most popular response was 'don't know', which would suggest that this is a topic of which little is widely known. One respondent each selected 'only affordable housing development' and 'not applied to any housing development'. No-one chose 'only be applied to open market housing development'.

The relatively low number of respondents is noted.

4.10.2 Qualitative analysis

Of the 25 respondents to this question, 11 (44%) provided commentary setting out their reasons.

Only be applied to affordable housing development

One respondent felt that stipulating a dwelling size mix in policy should only apply to affordable housing, because for market housing, the market is the most responsive mechanism for meeting need.

Be applied to all housing development

From the 14 respondents who felt the requirements should be applied to all housing development, one left comment specifying that they felt three- and four-bedroom homes were severely lacking. Others highlighted that long-term demand should be brought into consideration when applying this approach.

Not be applied to any housing development

One respondent who felt the requirements should not apply to any form of housing development commented that the housing market should be shaped by economic forces, rather than multi-tiered housing systems.

Don't know

From the nine respondents who answered 'don't know', comments included an acceptance of such an approach for different socio-economic groups; the need for community discussion on this matter; and the availability of brownfield sites for development.

4.41 Homes for older people

Question 41: Which of the following statements do you most agree with?

- Homes for older people are best provided as a part of a mixed residential development, which might have a variety of people of different ages living there.
- Homes for older people are best provided as part of a specific residential development for older people.
- No specific housing provision should be made for older people.

4.41.1 Quantitative analysis

Question 41 appeared only in the technical consultation document. It received 24 responses, which are set out below in Table 41 and Figure 41:

	Mixed	Specific	No specific provision	Total
Number of responses	17	6	1	24
Percentage	71%	25%	4%	

Table 41 Response to Question 41: Homes for older people

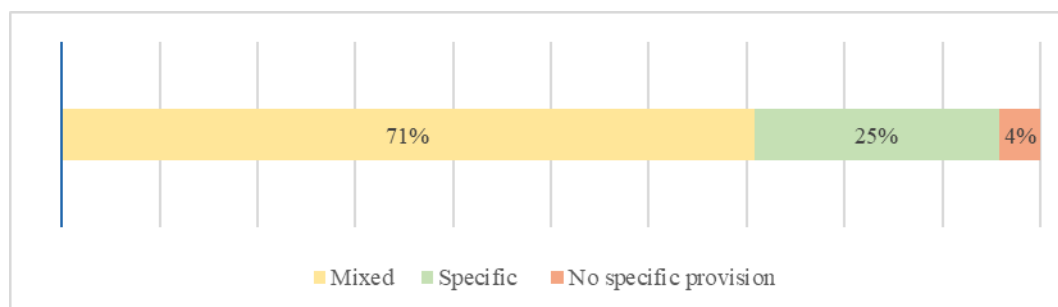


Figure 41 Response to Question 41: Homes for older people

Regarding homes for older people, the great majority (71%) agreed most with providing these homes as part of mixed residential developments, which might have a variety of people of different ages living there.

A quarter of respondents agreed that homes for older people are best provided as part of a specific residential development for older people.

A small percentage of respondents (4%) responded that no specific housing provision should be made for older people.

The relatively low number of respondents is noted.

4.41.2 Qualitative analysis

Of the 24 respondents to this question, 15 (approx. 63%) provided commentary setting out their reasons.

Of those who supported delivering homes for older people as part of mixed residential development, comments emphasised the importance of encouraging a mix of people within a locality in order to create a community. Some highlighted the benefits of this to all age groups.

Respondents who felt that homes for older people should be delivered in specific older-persons residential developments offered comments relating to locational considerations for accommodating older people and by which organisation it should be provided.

Other comments received included:

- that the market was best placed to provide this type of housing; and
- that there should be care and infrastructure strategies in place to ensure housing meets older persons' needs.

4.42 Homes for dependent relatives in the countryside

Question 42: Which of the following statements do you most agree with?

1. We should allow new homes in the countryside, within existing buildings or extensions, for dependent relatives.
2. We should allow new homes in the countryside, within existing buildings or extensions, for dependent relatives, only in exceptional circumstances.
3. We should not allow new homes in the countryside, within existing buildings or extensions, for dependent relatives.

4.42.1 Quantitative analysis

Question 42 appeared only in the technical consultation document. It received 25 responses. These responses are presented in Table 42 and Figure 42:

	Not allow	Exceptional circumstances	Allow	Total
Number of responses	3	13	9	25
Percentage	12%	52%	36%	

Table 42 Response to Question 42: Homes for dependent relatives in the countryside

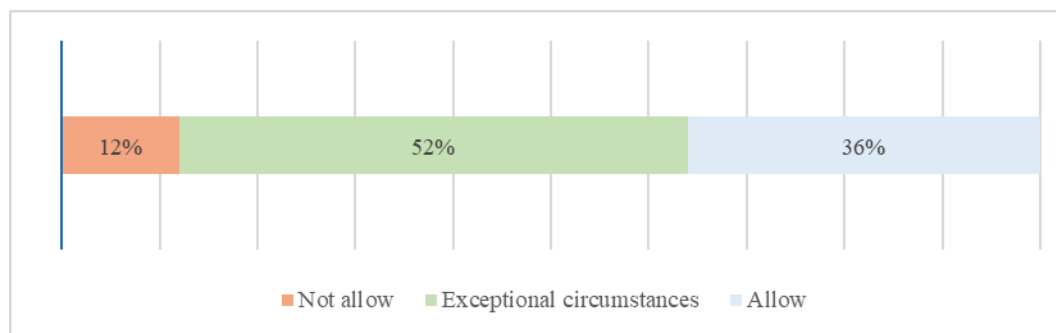


Figure 42 Response to Question 42: Homes for dependent relatives in the countryside

Just over half (52%) of respondents agreed with the statement that new homes in the countryside, within existing buildings or extensions, for dependent relatives, should be allowed only in exceptional circumstances. The second most popular statement, chosen by 36% of respondents, stated that new homes for dependents should be allowed (within existing buildings or extensions).

A further twelve percent disagreed with allowing new homes for dependent relatives in the countryside. The relatively low number of respondents to this question is acknowledged.

4.42.2 Qualitative analysis

Of the 25 respondents to this question, 15 (60%) provided commentary setting out their reasons.

We should allow new homes in the countryside, within existing buildings or extensions, for dependent relatives

Respondents who supported new homes in the countryside for dependent relatives stressed that the character of the area and heritage assets would be preserved, while those who supported such development only in exceptions circumstances mainly felt that there should be strictly defined criteria so that the character of the countryside is not eroded. Once the accommodation is no longer in use by a dependent relative, a few of the respondents considered that there should be safeguards to prevent these dwellings becoming regular market housing.

Those who did not support such forms of development felt that there should be no restriction placed on a dwelling in perpetuity, and another respondent objected to any development in the countryside generally. Some felt that there was sufficient existing housing stock to meet needs and that the protecting the environment should take priority.

4.43 Homes for key workers

Question 43: To what extent do you agree or disagree with the following statements?

1. Key workers' accommodation should be delivered by requiring private developers to provide a proportion as part of their housing development proposals.
2. Key workers' accommodation should be delivered by redeveloping or developing sites in public ownership (including those delivered by Andium Homes and Jersey Development Company).

4.43.1 Quantitative analysis

This question appeared in the summary consultation document as Question 24 and in the technical consultation document as Question 43. It also appeared in a Facebook post. In

total, 287 people responded to this question from all sources, however, not all respondents responded to both statements, therefore the number of respondents for each statement differs. The responses to this question are set out in Table 43 and Figure 43:

		Strongly disagree	Disagree	Neither	Agree	Strongly agree	Total
Proportion of private housing	Number of responses	41	38	66	78	54	277
	Percentage	15%	14%	24%	28%	19%	
Publicly-owned sites	Number of responses	30	21	40	102	85	278
	Percentage	11%	8%	14%	37%	31%	

Table 43 Response to Question 43: Homes for key workers

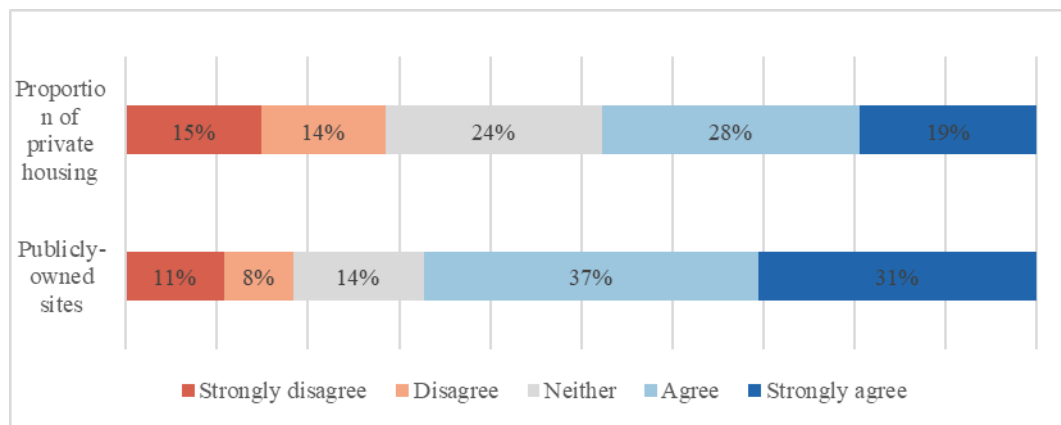


Figure 43 Response to Question 43: Homes for key workers

The majority of respondents to the first statement (68%) strongly agreed or agreed that key workers' accommodation should be delivered by redeveloping or developing sites in public ownership. Some 19% strongly disagreed or disagreed with this statement, while 14% neither agreed nor disagreed.

The second statement received a marginally less positive response; just under half (47%) strongly agreed or agreed that key workers' accommodation should be delivered by requiring private developers to provide a proportion as part of their housing development proposals, and 29% strongly disagreed or disagreed with this statement. Respondents were more unsure in their response to the second statement compared with the first, with 24% neither agreeing nor disagreeing with the statement.

4.43.2 Qualitative analysis

Of the 555 responses across the statements in this question, 96 (approx. 17%) were supported by additional commentary.

Those in favour of delivering key workers' accommodation through planning policies

These respondents recognised affordable key worker accommodation as an issue and one that causes problems for the island's economy and civil service which the plan should address. Some respondents were in support of the provision of key workers' accommodation only, however, on the basis that it is managed in a way that does not undermine the

mainstream housing market and it is limited to those workers who provide truly essential services.

In terms of delivery, many considered that this should be the responsibility of public housing developers, while fewer felt it should be the 'duty' of the private sector. Some respondents felt that privately delivered accommodation would be of poorer quality. Additionally, one respondent was concerned that, if key workers' accommodation became a requirement for private developers, the overall delivery of market housing would be lessened.

Additionally, a few felt that employers should either be responsible for housing their workers or increasing wages so that key workers could access the island's expensive housing market.

Those against of delivering key workers' accommodation through the Island Plan

Some of these respondents proposed ways in which the need for key workers' housing could be lessened, such as sourcing these workers from Jersey itself, reducing in-migration or reducing the volume of key worker roles.

Several respondents felt that one specified group should not have priority over others, rather everyone should have good quality housing. A few were concerned that prioritisation would make Jersey a more attractive place to live and cause more in-migration of key workers.

Additional comments

- one respondent proposed that any key worker accommodation should be close to the place of work.
- a few respondents queried the definition of key worker.
- others proposed that existing housing stock should be considered first to accommodate key workers.

4.44 Access to open space

Question 44: Which of the following statements do you most agree with?

1. The standards for access to open space should be adopted and used to benchmark the provision of open space in St Helier and other built-up areas.
2. The standards for access to open space should be adopted for St Helier with a more flexible approach applied to other built-up areas.
3. The standards for access to open space are not an appropriate means to benchmark the provision of open space.

4.44.1 Quantitative analysis

Question 44 appeared only in the technical consultation document. It received 24 responses, which are set out below in Table 44 and Figure 44:

	St Helier and built-up areas	St Helier and flexible for others	Not appropriate standards	Total
Number of responses	7	8	9	24
Percentage	29%	33%	38%	

Table 44 Response to Question 44: Access to open space

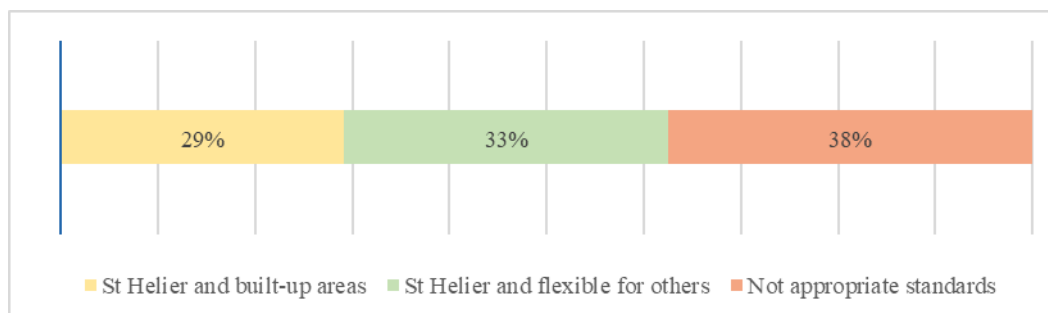


Figure 44 Response to Question 44: Access to open space

The responses to Question 44 were relatively evenly split between the three statements. The highest proportion of respondents (38%) agreed most with the statement that standards for access to open space are not an appropriate means to benchmark its provision.

Following that, 33% of respondents agreed most that standards for access to open space should be adopted for St Helier, together with a more flexible approach to other built-up areas.

Lastly, 29% of respondents agreed most that standards for open space access should be adopted and used in St Helier and other built-up areas.

The relatively low number of respondents is noted.

4.44.2 Qualitative analysis

Of the 24 respondents to this question, 14 (approx. 58%) provided commentary setting out their reasons.

Those who supported adopting standards for St Helier and other built-up areas felt that everyone should have equal access to open space, with one suggesting that the framework to enable this should be bespoke for Jersey and well-evidenced.

Those who supported a more flexible approach outside St Helier commented that that there should be some capacity for adjusting the standards in order to recognise local circumstances.

Those respondents who did not support the benchmark standards considered that the standards were insufficient for the local circumstances in Jersey. As such, they felt that it would be necessary to recognise available open spaces as assets that can be utilised and for issues to be identified at a local level.

No choice

Of those who did not specify a response (two), they highlighted open spaces that may have been overlooked such as beaches and those within urban areas.

4.45 Protection of open space

Question 45: Which of the following statements do you most agree with?

1. We should not allow the loss of any open space.
2. We should allow the loss of open space but only where it can be replaced elsewhere.
3. We should allow the loss of some open space to enable new development.

4.45.1 Quantitative analysis

This question appeared in the summary consultation document as Question 25 and the technical consultation document as Question 45. In total, 263 responses to this question were received. The responses are presented in Table 45 and Figure 45.

	Not allow loss	Allow loss with replacement	Allow some loss	Total
Number of responses	106	110	47	263
Percentage	40%	42%	18%	

Table 45 Response to Question 45: Protection of open space

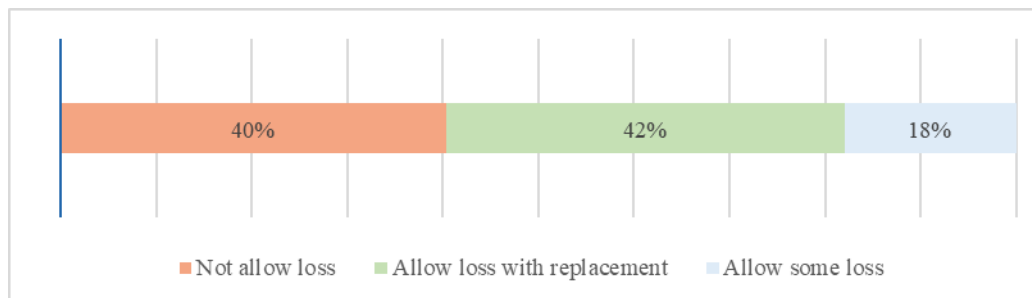


Figure 45 Response to Question 45: Protection of open space

From the 263 responses, Statement 1 and 2 received similar levels of support: 40% of respondents agreed that no loss of open space should be allowed, while 42% agreed with open space loss only when it is replaced elsewhere. A further 18% agreed most with the statement that some open space loss should be allowed, in order to permit new development.

4.45.2 Qualitative analysis

Of the 263 respondents to this question, 96 (approx. 37%) provided commentary setting out their reasons.

We should not allow the loss of any open space

From the 106 respondents who did not support allowing the loss of any open space, 39 provided comments.

Many of these respondents hold the island's existing open spaces in high regard and are doubtful that similarly high quality open spaces could be created by way of replacement. Some consider open spaces as important social and recreational facilities, especially in urban areas where there is a higher density of development. Others highlighted the importance of open spaces for biodiversity and as beneficial for mental health.

Some respondents felt that open spaces should be protected given that land on the island is at a premium and is at risk of being entirely lost to built development. A few parties suggested that brownfield sites should instead be used for building.

We should allow the loss of open space but only where it can be replaced elsewhere

From the 110 respondents who supported loss of open space only where it can be replaced elsewhere, 38 left comments.

Many respondents considered that there should be some form of qualifying criteria for appropriate replacement open space. They felt that the new open space should be nearby to the original space, it should be easily accessible, and it should be of equal or better quality in terms of biodiversity.

A few respondents suggested that existing open spaces should be reviewed and opportunities for additional space should be identified, particularly in urban areas.

We should allow the loss of some open space to enable new development

From the 47 respondents who supported allowing the loss of some open space, 16 left comments.

Some respondents felt that, in some cases, the loss of the open space may be permissible if it is in a poor location and is not of high quality. Many preferred the idea of retaining only high quality open space that is well maintained by the government. As for open spaces created alongside new development, they felt that smaller, well-designed spaces would be preferable.

Additionally, others highlighted that they considered loss of open space as an inevitable reality of population growth. A few suggested that loss of open space may be permissible where there is an essential need for development such as for housing.

No choice

Of those who did not specify a response (three), most believed that open space of quality should be preserved.

4.46 Provision of open space

Question 46: To what extent do you agree or disagree with the following statements?

1. Developers should provide new open space within or next to their development site.
2. Developers should fund improvements to an existing nearby open space if they are unable to provide new open space within or next to their development.
3. Developers should only be required to make contributions to open space when there are deficiencies in the area, relative to adopted standards.
4. Developers should not be required to contribute towards new or enhanced public space.

4.46.1 Quantitative analysis

This question appeared in both the technical consultation document as Question 46, and the summary consultation document as Question 26. In total, 296 responses were received to this question, however, not all respondents responded to all options, therefore the numbers of respondents for each option differ. This figure broken down by response in the Table 46 and Figure 46 below:

		Strongly disagree	Disagree	Neither	Agree	Strongly agree	Total
Within or next to site	Number of responses	9	12	30	97	140	288
	Percentage	3%	4%	10%	34%	49%	
Fund improvements nearby	Number of responses	10	19	31	84	140	284
	Percentage	4%	7%	11%	30%	49%	
Contribute where there are deficiencies	Number of responses	41	63	35	36	16	191
	Percentage	21%	33%	18%	19%	8%	
Not required to contribute	Number of responses	154	64	26	12	20	276
	Percentage	56%	23%	9%	4%	7%	

Table 46 Response to Question 46: Provision of open space

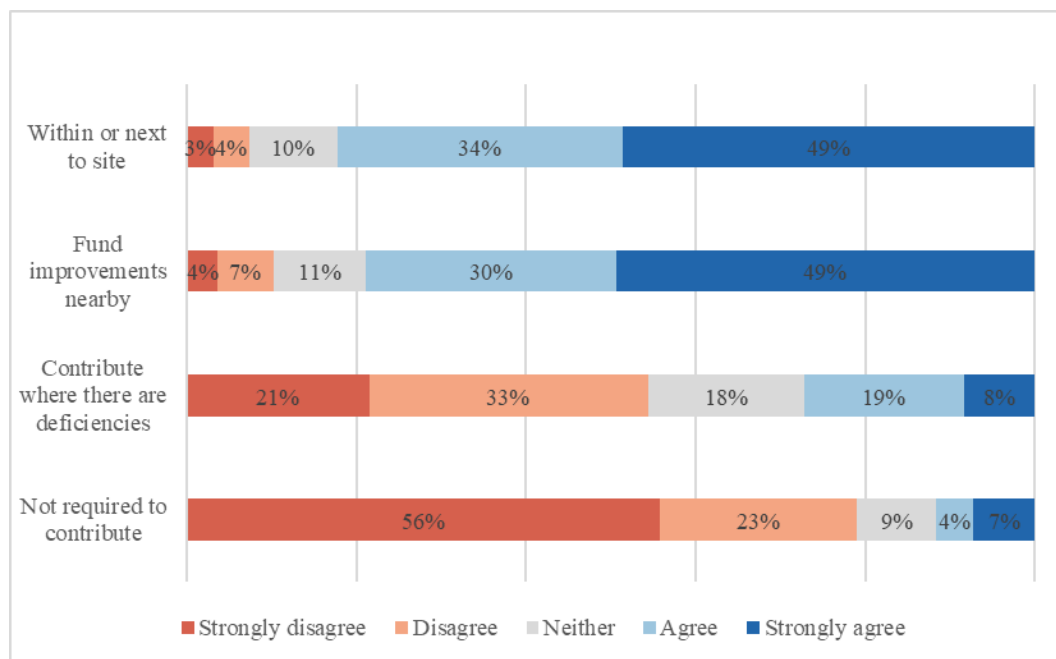


Figure 46 Response to Question 46: Provision of open space

Requiring developers to deliver open space within or adjacent to a site (Option 1) and requiring developers to fund improvements to nearby open spaces (Option 2) both received a high level of support with 83% and 79% either strongly agreeing or agreeing with the statement respectively.

The third option which would require developers to contribute where there are deficiencies in open space locally received a mixed response, with over half of respondents either strongly disagreeing or disagreeing.

The final option whereby developers would not be required to contribute to open space received largely negative responses, with 79% of respondents to this option either strongly disagreeing or disagreeing with this approach.

4.46.2 Qualitative Analysis

Of the 269 respondents to this question, 102 (38%) left comments.

Strongly agree or agree

Of the respondents who strongly agreed or agreed with the provision of open space in association with development (81), many identified specific types of open space that they would like to see such as natural spaces, allotments and better pathways to access the countryside. Some respondents also felt that any open space provided should be of high quality so that they would enhance the appearance and biodiversity of the local area. Some felt this would be valuable for wellbeing. Additionally, a few respondents considered that the amount of open space provided should be guided by the scale of the development.

While respondents agreed with the provision of open space alongside development, there was some discrepancy as to whether developers or the public sector should facilitate this. Several felt strongly that developers should be contributing back to the local community.

Strongly disagree or disagree

A few of the respondents strongly disagreed or disagreed (11) and considered it the Government's role to fund, as well as co-ordinate, the establishment of new open spaces. By requesting that developers provide open space, some believed that this would increase the

cost of the properties being built. Additionally, a few respondents felt that the addition of open spaces to new developments would be an inefficient use of space, particularly as this is limited in the island.

Neither agree nor disagree

Of those that neither agreed nor disagreed with developers providing open space in association with the developer (eight), respondents primarily provided this response as they felt this matter should be judged on a case by case basis. Some respondents considered that the amount of open space provided should depend on the scale of the development and whether the viability of the development would be affected.

No choice

Of those who did not specify a response (four), some wrote to say that they did not feel more open space was required. One suggested that the quantity of open space required must be better understood before developers are asked for contributions.

4.47 Delivering community infrastructure

Question 47: To what extent do you agree or disagree with the following statement?

A planning levy, tariff or charge on new development should be introduced to enable the delivery of wider community infrastructure, which may not be related to the development upon which it is imposed.

4.47.1 Quantitative analysis

This question appeared in both the technical consultation document as Question 47, and the summary consultation document as Question 27. In total, 355 responses were received as shown in Table 47 and Figure 47 below:

	Strongly disagree	Disagree	Neither	Agree	Strongly agree	Total
Number of responses	49	49	49	94	114	355
Percentage	14%	14%	14%	26%	32%	

Table 47 Response to Question 47: Delivering community infrastructure

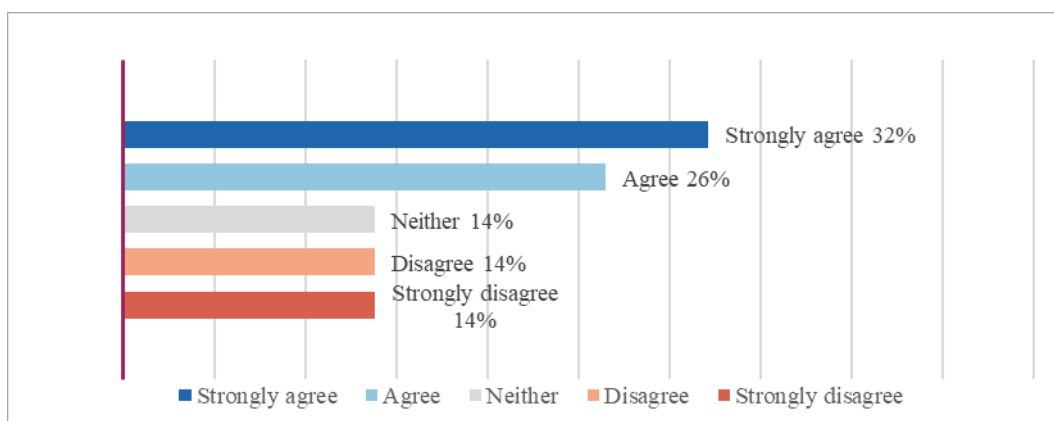


Figure 47 Response to Question 47: Delivering community infrastructure

The majority of respondents (58%) either agreed or strongly agreed with the principle of a planning levy for the purposes of community infrastructure which may or may not be related to the development.

Nonetheless, a significant minority (28%) disagreed or strongly disagreed with this proposition.

Additionally, 14% of respondents neither agreed or disagreed.

4.47.2 Qualitative analysis

Of the 355 respondents to this question, 151 (approx. 43%) provided commentary setting out their reasons.

Strongly agree or agree

From the 208 respondents who either agreed or strongly agreed, 74 supplied comments.

Of those who specified strongly agree or agree, many felt that developers should be obligated to return something to the communities in which they build in exchange for development rights. Several parties were surprised that such a scheme on Jersey does not already exist. Others also felt that investing in this type of infrastructure should be part of creating well-rounded communities.

Many expressed opinions on what type of infrastructure should be enabled by such a levy. These suggestions included improvements to sustainable transport, community facilities, green spaces and public art.

Some respondents considered that the cost of community infrastructure should not be transferred to house prices and so burden home buyers. Additionally, others proposed that the cost of the levy to developers should be proportionate to the scale of development.

Strongly disagree or disagree

From the 98 respondents who disagreed or strongly disagreed, 57 left comments.

The majority of those who selected these answers felt that such a levy would effectively be a 'stealth tax' that would put further pressure on development by acting as a disincentive to house building. As above, respondents also believed that the cost of infrastructure will be passed to home buyers.

Many respondents considered that community infrastructure is a government responsibility that can be funded through existing taxes, rather than creating additional complexities in the system. On the other hand, others proposed that community infrastructure should be incorporated into development, rather than being an add-on.

Some considered that infrastructure funded by developers should be directly related to their particular development. A few felt that managing the population should first be considered before further development proceeds.

Neither agree nor disagree

From the 49 respondents who stated disagree or strongly disagree, 15 supplied comments.

Similar to above, most respondents felt that a levy may lead to less development and deter investment. They also believed that the cost of the levy would lead to increased costs for home buyers.

Additionally, a few neither agreed or disagreed as they were unsure of the precise workings of such a levy.

No choice

Of those who did not specify a response (five), some respondents provided written answers where they considered that such a levy would need to be better defined in term of the infrastructure it would provide.

4.48 General comments

At the end of the summary consultation document, respondents were invited to leave general comments. In total, 136 comments were left. The key themes which arose from these comments are:

- **Public consultation**

Various respondents expressed favourable views towards the public consultation itself, stating support for stakeholder engagement and hope that their responses will truly be used to inform the Island Plan. Other respondents expressed scepticism towards the extent to which their responses will be listened to and, therefore, influence the Island Plan.

- **Prioritising the environment**

Respondents highlighted the importance of accounting for climate change mitigation and adaptation in the Island Plan. Comments touched on aspiring for carbon neutrality linked to the Government's declaration of a climate emergency, promoting the renewable energy industry and protecting Jersey's green spaces. Additionally, protecting the island's green landscape was prioritised by respondents.

- **Sustainable transport**

Suggestions were made for expanding the island bus network, electrifying the bus fleet, creating cycle lanes and increasing taxes on drivers of private vehicles: support for a sustainable transport agenda is clear.

- **Migration/population policy**

A great number of respondents expressed support for a stringent migration/population policy. For many this is seen as a necessary first step for the future of Jersey – one that should precede the Island Plan.

- **Affordable housing**

Another issue of importance is affordable housing. One respondent raised the point that renters are given little to no specific consideration in the SIOP, despite the proportion of Jersey residents living in rented accommodation.

- **Consultation IT issues**

Several respondents expressed dissatisfaction regarding the functionality of the online survey, with technical issues affecting their ability to completing the survey.

- **Planning in Jersey**

Several respondents stated that Jersey needs an improved planning department and process: an independent planning department was called for.

4.49 Uncategorized representations

As part of the consultation, fourteen parties provided open written representations. These responses are, therefore, summarised below thematically, based on the matters that they raised.

Business

- Regarding hotel development, one comment was made against removing the exemption of restricting changes of use to hotel stock, given that they are becoming increasingly unviable businesses. As such, it is necessary to consider conversion to other uses such as residential. Conversely, a representation was received in favour of removing the exemption in order to preserve hotels for the benefit of the tourist industry.
- One representation highlighted the plan's emphasis on new housing development, which they felt was to the detriment of the tourism industry and sustainability.
- Another comment disagreed with the current process where applications involving Tourism Destination Areas are currently not reviewed by the Minister of Economic Development, as the commentator considered them as being of strategic importance to the island's economy.
- On advert consenting, one respondent considered that there should be tighter controls on the size and appearance of commercial signage so that it does not obscure architectural features of buildings.
- One respondent highlighted their views on the importance of future-proofing the economy so that there is a lesser reliance on the finance sector. As such, they proposed the development of the software and computing industries.

Water infrastructure

- A Water Strategy is required to set out how the future water needs of the island will be met.
- Measures to address water supply shortages, such as the use of La Gigoulande Quarry as a reservoir, given that shortages are projected to increase over time.
- Island Plan policy to incorporate water conservation and management in new domestic and commercial development.
- Policies on the Green Zone and Coastal National Park to include measures for water supply infrastructure.

Countryside areas

- In respect of dairy development, a representation was made to protect agricultural land for primary food production and to resist environmental diversification projects. Respondents also highlighted that they were keen to see flexibility in the siting of staff accommodation and potentially energy generation in future.
- One comment was made in support of preserving the verdant character of the countryside, by concentrating higher density development to existing settlements in innovative ways.

Marine environment

- One commentator stated that Jersey's Marine Zone should be considered within a much broader range of policies, similar to those for the terrestrial environment, for both development as well as protection and conservation.

Housing and employment

- From an affordable housing perspective, the following views were posed by one respondent:
 - with or without a population policy, they consider that it would still be important to remain flexible and monitor housing need over time.
 - highlighted the delays that can arise with the third party right of appeal.
 - consider that policy requirements for parking are outdated, overly burdensome and introduce higher development costs.
 - feel that clearer and more consistent criteria on community infrastructure is required for public and private developers.
 - hold the view that there is more of a requirement for three-bed homes, as opposed to flats, which are likely to arise in higher density development.
 - consider that it is sometimes necessary to include market housing in affordable housing sites where there are viability challenges.
- One respondent highlighted the difficulties in returning to the island as a former resident, given the limited employment opportunities and affordable housing.
- Two parties raised the issue of current and future skills shortages. They considered that this is and will be exacerbated by the difficulty in attracting and retaining young people to the island, with one suggesting this was due to the unaffordability of housing.
- One respondent felt that there would be a need for more retirement housing, with an ageing population.

Governance and procedure

- Two respondents felt there is a lack of transparency and communication in Government procedures which impacts negatively on planning applications.
- Another party felt that the determination period for advert consents at eight weeks is too prolonged.
- One party raised the issue of the construction of new developments which, in some instances, has led to structural problems to neighbouring properties. As such, they have proposed that a structural engineer should be consulted as part of the planning process.

Population

- Some respondents felt that the population has been increased beyond sustainable limits, given the restricted area of the island, and has been accompanied by an excessive level of development and increases in the cost of homes.
- As such, one suggested that the new plan should be evidenced based on population forecasts and include sustainability measures.
- Others proposed that moderate development could be sustained by villages and the re-use of empty buildings, alongside population and migration management measures.

Wellbeing

- One respondent felt that the emphasis of the new plan should be on public wellbeing.
- With regard to spaces for play, one representation was made in support of diversifying accessible green spaces and natural landscapes for these purposes. The benefits for wellbeing and learning for children were highlighted.

5 Post card responses

A total of 25 post cards were returned. These post cards asked respondents to identify what they think the plan should prioritise to achieve better outcomes for the environment, community and economy, and provided space for any further comments. A number of responses highlighted more than one priority for each theme, bringing the total number of comments to 80.

The responses to each question have been collated and analysed, with the key emerging themes being summarised in-turn, below.

5.1 Priorities for better outcomes for the environment

What do you think the next Island Plan should prioritise, to deliver better outcomes for the environment?

Of all the themes and issues raised in relation to this question, the most apparent priority for the environment highlighted the need for population and immigration controls to be addressed (32%). A further 12% of respondents expressed that they did not want to see houses being built on green fields.

An additional 8% of respondents think that the new plan should pursue higher densities of development in existing built areas in order to protect the countryside. Equally, 8% of respondents suggested the need to link Island Plan Policies with efforts to address climate change, with some highlighting the wider benefits of resilience measures, such as the potential for improved coastal cycle routes and new footpaths.

Other points raised as a priority for the environment include:

- the need to only develop previously developed land (brownfield)
- more cycle and bus routes and better connectivity
- more parks in town
- marine conservation
- diversification of crops
- better recycling facilities
- the need to tax high-polluting businesses and re-invest the revenue back into the environment.

5.2 Priorities for better outcomes for the economy

What do you think the next Island Plan should prioritise, to deliver better outcomes for the economy?

As with the environment priorities, the dominant theme raised in relation to economy highlighted a need to better control population growth and immigration, with 24% of respondents stating that this should be a priority.

A further 8% of respondents identified tourism as being a key issue, with some highlighting the need to allow greater flexibility in the planning process for hotel developments.

Equally, 8% of respondents also highlighted a desire to see less red-tape for new businesses.

Other points raised as a priority for the economy include:

- cheaper housing for young adults
- diversify food production
- more activities for youth
- the need to only develop previously developed land (brownfield)
- make Jersey an outdoor event destination.

5.3 Priorities for better outcomes for the community

What do you think the next Island Plan should prioritise, to deliver better outcomes for the community?

As with both the environment and economy themes, the key theme that emerged as a community priority was the need to better control population and migration, with 36% of respondents highlighting this as an issue. A further 8% of respondents stated that the next Island Plan ought to address the location for a new hospital as a priority, and equally, a further 8% would like to see more green travel infrastructure, such as cycle paths.

Other points raised as a priority for the community include:

- more open space in urban areas
- more options to buy properties out of town
- build less flats
- do not increase tax to meet to the cost of additional infrastructure
- increase company tax
- provide smaller, affordable houses
- stop building on the green zone
- improve mental health and regulate working hours
- more outdoor activities

5.4 Other comments

A total of 20 respondents left additional comments to be considered alongside the priorities for the environment, community and economy. Five of these responses (20%) again referenced the need to control the population as the primary concern for the next Island Plan period. A range of other comments were received although key themes could not be drawn from these, given that they covered a breadth of different issues:

- the need for an independent Planning Department
- the Planning Department needs to be more flexible with listed buildings
- faster planning approvals are needed
- electric transport
- reduce car ownership
- attract brand names in support of tourism
- generate our own energy
- address inequality

6 Youth engagement

Over the course of the consultation, a total of six youth-focussed engagement events were delivered. At these events, approximately 170 young people were able to hear about the strategic issues and options that are being considered for the next Island Plan, and they then participated in a discussion about how these options might affect them and their future.

Around 140 young people participated in structured group exercises, the outputs from which were recorded.

The recorded exercises focused on the spatial strategy options and the need to think critically about the best way for delivering development needs over the plan period. Participants were asked to focus on what they thought represented the best approach for Jersey, in order to meet the needs of the community, economy and environment (the most sustainable approach). The size of each group was no more than 10 participants.

Each group was asked to distribute tokens across a map of Jersey in a way that they thought would represent the best approach for the Island Plan. Each token used represented a number of homes, places of work, community facilities and retail premises that may need to be delivered over the next plan period. The groups were asked to think carefully about where development should go, and how this related to the spatial options - they then had to complete an answer sheet to explain their 'ideal' Island Plan.

Given the nature of this engagement, the outputs can only be measured qualitatively, as summarised below:

Q.1: How many buildings have you planned for and why?

This question was aimed at better understanding the participants views about the extent of development that may be required over the next plan period and where priorities for these types of development sit. Given that the volume of development required in the next Island Plan has not been set, this exercise was somewhat hypothetical. The task nevertheless proved valuable for participants to better understand the spatial implications of new development and for them to be able to express views about who's interests ought to be served when considering what development might be needed.

Homes

Approximately a third of participants placed all of the available home tokens on the map. The reasons for doing this centred around the need to develop as many buildings as might be necessary to respond to potential population growth and to meet the likely need for more homes in the island.

The majority of groups decided against using all of the house tokens: the reason for doing this was a general concern that the island was already over populated and that by providing less homes, it would help to control the population.

Community buildings

The majority of groups used all the available tokens for new community buildings. The reasons for doing this centred around the need to provide for the community and develop more places for activities for young people, places for fitness and, to improve community connections. It was suggested that by delivering more facilities for the community, the use of the hospital could be reduced as could the need to drive.

Of those who chose not to use not to use all of the community building tokens, only one reason was provided, citing that some of the existing buildings are not in use and that more should not, therefore, be built.

Workplaces

The majority of groups used all of the available tokens for new workplaces. The dominant reason for this was that Jersey was becoming more populated and people needed to be able to earn money as things are expensive.

For the single group that opted to not use their all of the workplace tokens, the reason for doing so was because 'we already have loads' of places to work.

Retail

The majority of groups used all of their tokens for retail. The reasons for doing so were quite varied and included the need for more small retail spaces to suit the needs of the community; that putting more shops near houses would reduce the need to drive; and the need for more retail across the island as there are very few shops out of town.

Q.2: What different 'forms' of place did you think of?

This question was designed to better understand how the participants visualised the different forms and types of development that might be needed over the next plan period. When doing this, students were asked to think about how different types of development has a different impact (such as development density) and to consider the range of needs across the community. Comments are set out in the table below.

Form of development	The different types of place that were suggested include:
Homes	<ul style="list-style-type: none"> • estates and housing areas • clusters of flats and houses • mixed and inclusive • good sized apartments • ensure less homeless people • beach houses
Community buildings	<ul style="list-style-type: none"> • leisure centres • gyms • youth centres • activities mixed with culture • youth clubs • hospital and pharmacies • Brook Jersey (Sexual health and wellbeing for under 25s) • university • tourist spots • parks • bus station

Workplaces	<ul style="list-style-type: none"> • work at home and in the community • more education and a university • offices and banks • solar farm and farm workers • factories • shops and healthy food places
Retail	<ul style="list-style-type: none"> • food supplies • more variety of shops • shops in parishes • larger shops with more choice • a shopping mall • general market and corner shops • more clothes shops.


Q.3: Which of the Spatial Options did your plan most look like?

This question was designed to understand the participants' preferred spatial options by considering how the participants distributed development across their ideal plan, asking them to state which spatial options they had in mind when they laid this out.

Participants were able to choose more than one option, in the same way as the main survey.

Interestingly, this exercise indicates that the preferred spatial options of young people are in contrast to the preferred options of the main survey participants, particularly in relation to option 1 (increasing the density of development in St Helier).

When considering the comments made against this part of the task, it is evident that there is a general feeling that the town area, in particular, is already over-developed and that there is a considered need to better distribute development across other built-up areas. This is with the objective to make these areas more 'complete' in terms of having good access to shops, places of work and places to live.

<p>Most preferred</p>  <p>Least preferred</p>	Option 3: Increasing density within other built-up areas (score = 5)	Option 4: Outward expansion of other built-up areas (score = 5)		
	Option 2(a): Outward expansion of the town of St Helier to the north, east and west (score = 3)	Option 2(b): Outward expansion of the town of St Helier to the south (score = 3)	Option 5: A new settlement or significant expansion of an existing settlement (score = 3)	Option 6: Development in the countryside (score = 3)
	Option 1: Increasing density within the town of St Helier (score = 1)			

Q.4: Describe how things might change as a result of your plan

Participants were asked to reflect on their ideal plan and think about how their proposal would impact upon Jersey's character, travel and transport, habitats and biodiversity, climate change and resilience, health and wellbeing, and, social connections.

This part of the task was designed to encourage participants to think about how Jersey might change as a result of new development pressures, and how the proposals of the next Island Plan can influence everything they understand about Jersey, both in a physical and social dimension.

Key words that were used to describe how Jersey might change are set out in the table below:

Theme	How things might change
Jersey's character	Modernised Preserved More tourist spots More-accessible Less boring and more eye-catching Eco-friendly More community areas
Travel and transport	Accessible Potentially better More transport e.g. buses

	<p>More roads</p> <p>Electric Travel</p> <p>Wider Range, Easier</p> <p>Easier to get to places</p> <p>More walkways and crossings,</p> <p>People won't need to go to town</p>
Habitats and biodiversity	<p>Negative</p> <p>Better</p> <p>Might lose fields</p> <p>Untouched wildlife - rural wildlife left alone</p> <p>Slightly taken up but healthy spaces</p> <p>More space for habitats</p> <p>Destroyed</p>
Climate change and resilience	<p>Increased</p> <p>Build higher walls around Jersey</p> <p>Combatted with solar wind energy</p> <p>Will get better because more spaces for habitats</p> <p>Polluted</p>
Health and Wellbeing	<p>More Hospitals</p> <p>Hospital, Youth Centres</p> <p>Community services</p> <p>Food halls</p> <p>Better care and health</p> <p>Stop smoking please</p>
Social connections	<p>Drastically changed positively</p> <p>More Community areas</p> <p>More parks and gardens</p> <p>Better all over the world</p> <p>More connected</p>

