



**Minutes of the Island Plan
Review
2007-2008
Stakeholder Groups**

Round One Meetings

Notes from Agriculture and Rural Economy Stakeholder Meeting 1**26 October 2007**

Present:

Paul Le Miere (Chair) – P&E

Sean Power – Deputy of St Brelade

Stephen Le Feuvre – Chamber of Commerce

James Godfrey – RJA

Donna La Marrec – EDD

Graham Le Lay – JFU

Andrew Lainton – P&E

Andrew le Gallais – JMMB

Deidre Mezbourian – Deputy of St Lawrence

John Le Fondre – Deputy of St Lawrence

Sarah Ferguson – Deputy of St Brelade

Ralph Bucholz – P&E

Paul Le Miere gave a short introduction followed by Andrew Lainton who gave a presentation on the Island Plan, including some of the possible issues and implications with regards to agriculture and the island's rural economy. Paul then presented some agricultural statistics and invited discussion.

There was serious concern voiced from the majority of the group about the validity of the statistics, particularly those showing that agricultural land use had increased. Paul confirmed that about 36,000 out of the 64,000 vergées that make up Jersey are counted under the Agricultural Returns.

However, Andrew Le Gallais argued that the availability of agricultural land for purchase is diminishing as it is being bought for recreational use. Deputy Power agreed with this comment and added concern that buildings and car parks are being added to agricultural land used for equine purposes. In this respect he would like to see land used for livery and blood stock defined as recreational usage and not agricultural. Donna La Marrec added that the general increase in affluence in the island was having a major affect on the countryside as more properties are being sort in rural locations.

It was agreed that the issue of land use and availability is fundamental to agricultural issues in the island. Ralph Bucholz added that there is also a need for the Island Plan to provide a balance of land use between the different sectors and industries.

Paul Le Miere then moved the meeting on to consider some of the discussion points that had been suggested.

On the point of land use requirements in future years Andrew Le Gallais noted that the expansion of individual agricultural businesses is critical for the survival of the industry. However Deputy Le Fondre noted that this is not necessarily easy due to planning constraints and problems obtaining land, especially considering the pressure from housing requirements.

Deputy Ferguson would like to see more of the island's resources out into food production, as she believes the era of cheap food production abroad to be over. In this respect the island should aim to become more self-sufficient. Deputy Power added that he believes the market in the island to be tending back towards locally grown produce, therefore retaining a bank of agricultural land will prove vital to meeting local needs.

Andrew Le Galais stressed the key importance of land use and its finite availability and argued that over-diversification can be bad for agriculture. In addition, in order to compete in the world market and make a profit existing farmers need to be able to expand their building footprint.

Andrew Lainton then posed the question to the group of whether the policy priority should be food production, or the maintenance of farmer's profits, as they are not necessarily the same things. For example if land is ordered to stay in food production this would not allow a farmer to maximise profits by other means. However, Andrew Le Gallais argued that even presently farmers are not free to make commercial decisions due to government involvement.

Paul Le Miere moved the discussion on to whether the current Island Plan is helpful in encouraging the expansion of agricultural businesses. James Godfrey replied that there is an issue with the supply and demand of agricultural sheds, and in this respect current policy is not adequate. Paul added that the market has changed, but maybe policy has not kept up.

Deputy Power voiced concern over the lack of interest in farming from the next generation, and the lack of incentives for them to join the agricultural industry. The point was made that if the industry is kept profitable and viable it will always attract new employees.

Donna La Marrec introduced social issues into the discussion by highlighting the problem of people wanting to relocate to the countryside, therefore taking potential agricultural land and pushing up land prices. As a solution it was proposed that urban living should be made more appealing, with improvements in infrastructure.

The discussion then moved on to the use of agriculture buildings when they are no longer needed. It was generally agreed that it is extremely difficult to develop a general policy either allowing or restricting change of use, therefore buildings should be looked at on a case by case basis. It was recognised that whilst there is a need to keep land and buildings for agricultural use, that prohibiting or heavily restricting change of use could have financial implications for farmers.

The next point to be discussed was agro-tourism. Andrew Le Gallais argued that there are not enough farm buildings to transfer to the tourist industry. It would therefore require new buildings to be built on existing green land. Donna La Marrec commented that in an ideal world Jersey could offer sustainable family holidays in log cabins for example, encouraging the use of bicycles and walking. It was also noted that there is a need for self catering facilities in the island as demand is not currently being met.

The next issue to be raised concerned the possibility of defining and grading the quality of agricultural land. It was generally agreed that this would be very hard to do as the intrinsic value of land varies considerably according to where it is and how it is managed. It was also decided that there would be little merit in grading agricultural land.

The group then considered the case for governmental intervention in assigning land use. Paul Le Miere commented that this is not particularly necessary as people don't seem to want to maximise the profit from their land, but just want to keep it under agricultural use. He added the fact that 2/3 of agricultural land in

Jersey is tenanted, due to the nature of inheritance laws and this makes a big difference.

Deputy Power added that particularly in the west of the island a lot of land is being used for small scale 'part-time' farming, and that this should be encouraged as it means land is being kept from development.

Paul Le Miere then introduced the topic of staff accommodation within the farming sector. Graham Le Lay argued that on-site accommodation is essential for most large scale farms; in addition providing accommodation on farms relieves the housing market and decreases the need for transport. Andrew Le Gallais underlined the importance of being able to provide good quality accommodation in order to attract high quality long term migrant workers and their families. It was also noted that a policy of only providing for high GVA workers in the island would be very detrimental to the agricultural industry. GVA does not take account of value in non-monetary terms, for example the value of the island retaining a countryside, which can only be achieved with the help of key migrant workers.

The discussion moved back towards the issue of redundant glass houses. Paul Le Miere commented that technically glasshouse sites are still considered green field sites, however, in practice it is often the case that as there are structures there already they tend to get considered as brown field sites. He asked whether the restrictions relating to this need to be tightened up.

In response Graham Le Lay argued that it is very difficult to have a general policy that covers all sites, but in the main it should be the case that redundant glass house sites are used for housing if they are needed. However location and the condition of the ground should be factored in to the consideration. For example if the site is next to an existing housing estate and the ground in poor condition this should sway the decision towards change of use.

The meeting was then rounded up by Paul Le Miere and the main points drawn up, these being:

- Land Use
- Local Food
- Structure of the agriculture industry
- Agro-tourism
- Land Grading

- Staff accommodation
- Glasshouses

It was agreed that for the next meeting a breakdown of the statistics would be provided. This will include a clarification of the distinction between agriculture, horticulture and recreation.

Issues to be discussed at the next meeting include:

- Local food and farm shops: Do they fit into land use considerations in the Island Plan? Should there be a policy objective to grow more locally?
- Structure of the industry: Does the Island Plan help/hinder agriculture? What are the needs of agriculture? Does the Island Plan meet them?

Notes from Built Environment and Design Stakeholder Meeting 1**19 October 2007**

Present:

Sara Marsh (Chair) – P&E

Sean Power – Deputy of St Brelade

Peter Thorne – P&E

Kevin Pilley – P&E

Roger Hills – Jersey Heritage Trust

John Carter – Jersey Heritage Trust

Andrew Lainton – P&E

Rob Duhamel – Deputy of St Saviour

Edward Poynten – Style Group

Ralph Bucholz – P&E

James Reed – Deputy of St Ouen

Andrew Morris – Chamber of Commerce

Mike Touzel – National Trust for Jersey

R Anthony – Societe Jersiaise

Sara Marsh gave a short introduction followed by Andrew Lainton who gave a presentation on the Island Plan, including some of the possible issues and implications with regards to the built environment and design in the island. Sara then invited discussion.

Deputy Duhamel started discussion with the comment that if the population of the island is to increase there will be a need to establish well defined urban areas–

redefining communities – to encourage self-contained satellites outside of the town centre, for example in Georgetown and Cheapside. Amenities in areas such as Five Oaks and Les Quennavais would also need to be improved, and offices and work places could be encouraged to relocate to these areas. Development needs to be carried out in a planned holistic manner to improve the development of communities and neighbourhoods.

Andrew Lainton then brought up the issue of possible areas for development in either existing urban areas or new sites. He noted work on urban capacity shows potential for around 200 brown-field sites a year in St Helier. But even including the development of brown-field sites around the rest of the island this would not provide enough housing for some of the projected population growth scenarios.

The possibility of developing green-field sites was discussed as well as the option of re-developing existing areas to increase capacity. Although the second option was preferable there were issues raised about the conservation of historic buildings, particularly those in areas such as Aquila and Stopford Roads. However, Deputy Duhamel also noted that neighbourhoods should have a say in the way they are developed rather than imposing top down restrictions. Peter Thorne questioned that this could lead to severe restrictions on development.

Deputy Reed raised concern about development that is occurring in St Ouen in close proximity to the church and parish hall. He would like to see emphasis put on prominent buildings village centres that help to encourage the development of communities. Development planning should always be for the common good with respect for the wider area in which it is situated. In this respect the Island Plan should provide clearer guidance as to how this can be achieved. Sara Marsh pointed out that this doesn't necessarily mean that developments should be identical, but that different aspects should be made to work together.

The comment was then made that the points discussed so far were too specific and that the group should be thinking about more basic issues such as 'what are the points that could be banked from the Island Plan?' and 'what could be changed?' Ralph Bucholz offered to bring the opinions of development control and planning officers on these questions to the next meeting, to get a practical perspective. In answering these questions it would also be useful to have the results of the Population Study, which would be available for the next meeting.

Andrew Morris argued that more guidance was needed from the Planning Department on what level of building was needed. He suggested that it would be useful to introduce a strategic plan for development in the island where development sizes and locations would be predetermined according to the level

of local amenities. As a result there would be no opportunity to dispute these pre-agreed developments on the basis of numbers.

However, Kevin Pilley argued that it is essential to seek public engagement and buy-in when deciding on the level of development in an area. Otherwise, when the time comes to put in planning applications it is met with strong objections and the project gets 'watered down'.

Sarah Marsh then posed the question of how public engagement could be achieved, together with getting the public to understand that difficult choices need to be made.

In response Deputy Power asserted that there is a need to rebuild confidence in the planning process and department that was lost as a result of the development that followed the 2002 Island Plan. However, the point was made that it is not necessarily a trust issue and possibly just that the public do not agree. Peter Thorne used the examples of the housing rezoning of Mont a L'abbe and Bel Royal to illustrate differing public views of development and how planning issues can become politicised. The need to gain wide public buy-in at the beginning of planning processes was reiterated.

The discussion then moved on to the public perception of numbers when developing sites. The point was made that when density numbers are provided and then later split between 2, 3 or 4 bed houses, if there is a perceived increase in the number of houses being built the public are more likely to object.

Andrew Morris proposed the idea of involving parishioners in developing village plans alongside developers and the Planning Department. He provided the example of a scheme that he had been involved in in St Martin where parishioners had been deeply involved in a settlement plan. However, problems such as a lack of resources for this to occur across the whole island were recognised, as well as the scheme being parochial and lacking in a holistic overview. As a middle way Andrew Lainton suggested that the Island Plan could set down parameters, for example 15% more houses, decisions on planning for villages could be made.

The discussion then moved to the need for the public to understand the capacity, opportunities and future plans for St Helier before an informed decision could be made about whether to develop new sites. Peter Thorne added that there is a need to produce enabling development guidance for St Helier in order to renew the housing stock, with the potential of redeveloping offices in town when businesses move out to the Waterfront.

Another point was raised about the seemingly subjective nature of Planning decisions. Sara Marsh reassured the meeting that Planning Officers do stick to criteria set out for making objective decisions.

In a related point Deputy Reed argued that early and extensive public involvement in the planning process works well to quell objections and conflict, especially with the involvement of neighbours and the local community. Peter Thorne replied that anyone is given the opportunity to involve themselves when the application is advertised in the JEP, and that it is not realistic or viable to consult before that time. Earlier consultation is only really suited to very large developments, of which there are relatively few in the island.

Deputy Power raised the proposition that more shared facility developments should be considered for the island, particularly due to space constraints and environmental considerations. He cited America and Europe as places where shared laundry facilities, guest accommodation and function rooms are much more common place.

The meeting was then drawn to a close.

It was decided that the whole group should meet again in the week beginning the 26th November. In the mean time 2 sub groups were set up to tackle specific issues, meeting at the beginning of November:

Urban Villages (and light industry)

Rob Duhamel, Sean Power, Andrew Morris, Andrew Laintion and Peter Thorne

Conservation Areas

Roger Hills, Sean Power, John Carter, Andrew Lainton and Janet Dore

Notes of Economy Stakeholder Group Meeting 1**11 October 2007**

Present:

Andrew Sugden EDD

Mike King (chair) EDD

Clive Spears CoC

Dougie Peedle CMD

Sean Power (Deputy St Brelade)

Terry le Main – Senator – Minister for Housing

Mike Jackson – (Connetable St Brelade)

Peter Thorne – P&E

Andrew Lainton – Island Plan Consultant

Apologies: Richard Williamson

Andrew Lainton gave a short presentation on the Island Plan process followed by Mike King who gave a round up of some of the possible Economy related issues. The research work related to the review included research projects on retail and employment land demand.

There then followed a discussion on the economic growth objectives that the revised plan should be pursuing. The very high growth in 2006 was felt unlikely to be sustained, although Clive spears expressed the view that the 2.5% growth target in the States Strategic Plan was unrealistically low and what was the 'real' target, even over the course of the economic cycle.

Peter Thorne expressed the view that it was too soon to talk about floorspace before we had identified the objectives fulfilling which would create demand for land.

There was discussion about demand for the Esplanade Quarter office development and the potential release of secondary space.

There was also discussion about the inadequacies of the Rue de Pres industrial estate and the need for modern industrial/warehousing premises, potentially near the airport. There was also a related discussion about the need to upgrade the Beaumont roundabout.

There was discussion about the concept of the 'hourglass economy' with people in high and low earning professions and few in the middle. There was discussion about stricter use of regulation of undertakings powers to restrict growth of low value employment and consequent immigration.

Mike King talked of the putative Airport masterplan which may release some non-operational land for employment and retail warehousing purposes. This should be complete by Christmas 2007. This could potentially make the airport more self sufficient.

The Chamber of Commerce expressed concern that East of Albert opportunities would be limited unless there were a new east-west link.

DP offered to do a paper on the economic background to the Island Plan review and in particular issues concerning growth of productivity.

There was some discussion about marinas. TLM expressed the view that St Catherine's was the most cost effective potential location.

It was agreed to meet again after the 17th November release of the population debate paper, and to discuss with the economy study consultants.

Notes of Housing and Community Facilities Meeting 1

16 October 2007

Present

Dougie Peedle (Chair) – Chief Ministers

Duncan Gibault – Statistics Department

Roger Corfield – P&E

Tony Gottard – P&E

Andrew Lainton – P&E

Ralph Bucholz – P&E

Rob Duhamel – Deputy of St Saviour

Sean Power – Deputy of St Brelade

Len Norman – Senator

Paul Le Claire – Deputy of St Helier

Mike Jackson – Connetable of St Brelade

Ian Gallichan – CEO Housing

Anne Pryke – Deputy of Trinity

Jackie Hilton – Housing

Graeme Butcher – Connetable of St John

James Reed – Deputy of St Ouen

David Whalley – Chamber of Commerce

Carl Maverty – Housing

Dominique Cauce – Housing

Dougie Peedle gave a short introduction followed by Andrew Lainton who gave a presentation on the Island Plan, including some of the possible issues and implications with regards to housing and community facilities in the island. Dougie then focussed on specific issues concerning housing and community facilities and invited discussion.

The first point raised by Jackie Hilton was that of the long time period (2.5 years) for the completion of the review of the Island Plan with concerns that this would delay the availability of H3 and H4 sites. Andrew Lainton and Ralph Bucholz explained that the amount of time was necessary for a thorough review, and that a lot of time had been allocated for debate of the review in the States. Concerning the H3 and H4 sites Andrew Lainton suggested the possibility of releasing the sites during the consultation rather than waiting for its completion, but that this would require a proposition.

The Housing Needs Survey was also discussed with information from Duncan Gibault that it is to be sent out on the 17th October with a view to reporting the findings in February 2008. The survey has a greater sampling size than in previous years, and the questions cover a longer time period.

The discussion then moved on to the issue of data and statistics and how representative they can be of need or aspiration. The point was made by Len Norman that the current housing problems in the island have in part been caused by the States fuelling the aspirations and expectations of islanders, and that these expectations do not constitute a realistic need. In this respect it is imperative that data collected give a true and accurate picture of housing in Jersey.

Paul Le Claire then commented that it is important to know what has happened since the 2002 Island Plan, for example what has gone ahead and what has been put on hold. It was requested that this information could be provided for the next meeting. In a related point he questioned why housing seemed to always be in a position of 'crisis management', when the island should know its land and housing stock more thoroughly.

In response Andrew Lainton posed the question of whether it would be possible to move towards a 'drip feeding' mode of housing development without

consultation, rather than the start/stop mode requiring consultation on rezoning and then consultation on application. Roger Corfield made the point that little public attention is paid during the re-zoning process, whereas “war breaks out” at the application stage, and the issue inevitably becomes politicised.

It was suggested that one of the reasons for this is that developers often change the number of houses they plan to build on a site, in response to demand. This could be avoided if developers were given parameters to work in rather than being held to an exact number. In essence a better way of delivering what is agreed needs to be developed in order to stop the fighting over exact numbers. The point was also put forward that these problems are compounded by an under resourced planning department.

Jackie Hilton raised the subject of density for discussion by calling for a debate on density levels, especially if green field sites are to be developed. It was suggested that it is possible to have high density housing if accompanied by good quality and design. Roger Corfield suggested that design should always be the first consideration, after which density would follow. Although there is a possibility that minimum densities could be enforced.

Rob Duhamel made the related point that this needs to be linked in with a consideration of surrounding amenities, and that we need to be designing communities. Tony Gottard brought the island’s villages into the discussion, and suggested that they be sustained and developed further in order to keep local schools open and to stop over crowding in town areas. The possibility of creating a new village was also discussed as something that has been considered in the past and could be again.

In creating new developments it was noted that the development burden from the 2002 Island Plan fell on certain parishes, with a suggestion made that development should be more evenly shared in the future. Andrew Lainton made the point that the inspector of the Island Plan review would be likely to give more attention to the sustainability of locations for development rather than the amount of development within a parish boundary line per se when considering areas for future developments. At this point Len Norman warned that the importance of the parish boundary should not be underestimated, it is an important part of island history and culture and issues surrounding it could become very politicised.

The discussion then moved to creating affordable housing on rezoned land. The problem was recognised that land owners expect high prices for their land, forcing developers to build and sell high priced homes. Options for tackling this were offered by Andrew Lainton such as rezoning more land, putting conditions

on developers purchasing the land, introducing a form of gateway using median first time buyer wages or introducing 'shared ownership' schemes.

Roger Corfield added that in the past the States had taken sites for housing under compulsory purchase. This then enabled a master plan to be drawn up for the area. Each section of land could then be packaged with briefs and conditions for which developers would bid.

It was decided the first item for the next meeting should be to deliver more statistical information. After this it would be possible to discuss housing objectives and policy options. In addition, information on how much of the previous island plan has been delivered, what is in process and what is yet to be started will be provided for the next meeting.

It was agreed for the next meeting to be held after the 19th November and the publication of the population study. It was also noted that information relating to the Island Plan Review and discussion forums can be found [on](#) the Island Plan sharepoint site.

Notes from Minerals and Waste Stakeholder Meeting 1**25 October 2007**

Present:

Roger Corfield (Chair) – P&E

Graeme Butcher – Constable of St John

Rob Duhamel – Deputy of St Saviour

John Rogers – TTS

Martin Holmes – Camerons

John Rive – TTS

Richard Daley – Jersey Harbours

Jason Simon – Simon Sand

Kevin Bowler – Granite Products

Mike Osborne – Ronez

Andrew Lainton – P&E

Apologies: Kevin Pilley – P&E

Roger Corfield gave a short introduction followed by Andrew Lainton who gave a presentation on the Island Plan, including some of the possible issues and implications with regards to minerals and waste management in the island. Roger provided papers containing background information on the existing provisions, assumptions, relevant events since the current Island Plan was adopted and the policy content relating to minerals and waste. The papers also highlight certain initial information requirements to ascertain the existing situation and recent trends and include some suggested issues. These papers were intended to

provide information and guidance and a point of reference for subsequent meetings. Roger then invited discussion on any issues relating to the Island Plan that need to be addressed by the current review.

Jason Simon expressed concerns that the background reports had not been provided in advance and Roger explained that they were intended for future reference.

Mike Osborne asked whether the Island Plan reinforces the Mineral Strategy?

Roger replied that although the Mineral Strategy has been deferred from debate in the States it was reflected in the 2002 Island Plan. He explained that the key elements of the strategy were that Ronez quarry should continue for the long term, that Simon Sand should wind down by 2018, and that importation of rock should take over when an extended La Gigoulande is exhausted in the medium term. He pointed out that the situation has changed in the interim because La Gigoulande has received permission to dig deeper, extending its life by another 10 years or so. Consequently he said it might be argued that the immediate pressure is off to develop import facilities for rock aggregates at the harbour and that it might be possible to consider reserving a smaller area or including a different user. He also posed the question of whether this then necessitated a new Mineral Strategy?

Jason Simon argued that it needed to be addressed in order to maximise the potential of present mineral extraction operations. He noted reserves of sand on his site that are not included in the present strategy. However, the point was made that there needs to be a balance between maximisation of mineral extraction and concern for the environment.

Mike Osborne added that technology and engineering capabilities have improved to allow longer time frames to be considered when planning ahead for mineral extraction. For instance at Ronez the feasibility of constructing a port in 50 – 70 years time is being considered, as well as expansion of the quarry to the west.

However the point was made that the Island Plan as a document will not cover detailed plans for that far ahead. However it was conceded that the plan must have regard to the future needs for aggregates over a much larger time frame and the opportunities for meeting these needs. This should not be underestimated, particularly when planning for things like import capacity at the harbour.

Jason Simon reiterated the need to maximise the use of the island's own resources before looking elsewhere. In this respect it would be important to

safeguard potential mineral reserves and their surrounding areas from future development.

Returning to the discussion of constructing a port at Ronez, Roger questioned whether it would be feasible considering the issues with swell and the expense of building a breakwater. Mike Osborne argued that despite these problems huge advances in shipping have made it more possible. Deputy Duhamel added that the cost of building a port at Ronez should be offset against the cost of importing the granite that the excavation would produce.

The discussion moved on to the issue of recycling and the fact that increased levels of recycling building and demolition material had slowed the demand for granite extraction. However, Kevin Bowler pointed out that there was still great demand for high quality aggregates. And Mike Osborne argued that, as shown in the UK, levels of recycling have probably reached a peak.

Deputy Duhamel proposed that an alternative might be to import aggregates with Jersey firms then finishing the products to make them ready for use. However it was pointed out that this is not really an economically viable option.

Roger Corfield then widened the discussion to introduce the subject of sustainability, and the consideration of whether importation is sustainable due to the use of fossil fuels in the transport process. It was generally considered that this added to the case for the maximising the use of local products.

It was recognised, however, that this maximisation of Jersey minerals could be harmful to the local environment and nature of the island. In this respect Jason Simon suggested that quarries have conditions written into their permissions that they are refilled and landscaped back to their original state. But John Rogers argued that whilst taking account of the environment it is not appropriate to turn the island in to a sanctuary, and it should be recognised that change needs to occur. Roger Corfield commented that individual sites need to be looked at on their individual merits in terms of resource availability limits on expansion, opportunities for landscaping and other material consideration. For instance La Gigoulande quarry can hardly be seen from surrounding areas, and recently approved expansion will not impact significantly on the wider landscape.

Andrew Lainton moved the discussion on to the issue of recycling building material in the island. He questioned whether it was too cheap to use the material as land fill and whether this proved a disincentive to recycling. John Rogers argued that land fill is not in fact a cheap option, and there are few people recycling or providing land fill at La Collette. The point was made that due

to expense building materials are more often recycled on site, and there was mention of unauthorised tipping in the island.

Deputy Duhamel recognised the conflicting interests in filling or not filling La Collette. It was noted that La Collette was now looking at a fill date of 2020, with super-filling, i.e. 2m above high water level. However this may change as an increase in new developments would mean the date being brought forward.

The question was then asked as to whether there are other options for waste management in the island. Deputy Duhamel commented that waste management strategies are dependent on the technology that is adopted. For example certain building materials could be composed of waste ash using technology that locks contaminants in.

Roger Corfield moved the discussion on to other general issues relating specifically to waste management. The recycling figures for all combustible waste were discussed. John Rive noted that they currently stand at over 30%. Deputy Duhamel would like to see the island aim towards 50%, but was concerned about the effects of population growth on recycling efforts.

John Rogers noted the need for conservative recycling predictions as the States has responsibility for not only household waste but also commercial waste. There are also fiscal and political concerns to be taken into account. He made the point that at present only one parish out of twelve has a curb-side recycling facility.

However, curb-side recycling for all of the island apart from the most densely populated areas is built into the waste management strategy. It was also pointed out that all recyclable materials collected are exported as the island is too small to make it an economical process.

Andrew Lainton pointed out that it is not always energy efficient to recycle everything, and that some products require more energy to recycle than to incinerate. In this respect clear targets and guidelines are needed in order to get the desired outcomes.

Discussion then moved onto an 'energy from waste' plant at La Collette. It was noted that the decision on the plant will be made by the States in the second quarter of next year. Deputy Duhamel commented that the equipment has not been decided on due to size and landscape issues. He suggested that the decision on equipment should follow a waste hierarchy in which as much waste as possible is recycled and that then the amount of waste left should dictate the size of the plant purchased. In his view, this is better than running a bigger plant, as currently envisaged, at half capacity.

John Rive then introduced the subject of building design to recycling efforts. He argued that the design of a building can be a heavy restraint on recycling and, therefore, would like the revised Island Plan to require good waste management systems to be considered at the beginning of planning stages. Deputy Duhamel agreed and added that standards within existing buildings also need to be addressed.

The need to change the present culture of public waste management was recognised. It was suggested by Deputy Duhamel that this could be achieved through encouraging residents to become the care-takers of their area, and through the simplification and improvement of facilities.

The group generally agreed that allowances need to be made for the future waste needs of the Island, and that the principle of planning obligations is valuable in this regard. It was recognised that providing for future waste needs at the end of the waste stream (which cannot be reused or recycled) is problematic due to the scarcity of land resources and the constraints on finding suitable sites for tipping/fill.

The meeting was then brought to a close and Roger Corfield invited comments on the papers provided to be emailed to himself before the next meeting. He also requested that the mineral operators and those officers dealing with Waste Management supply the initial information requirements mentioned in the papers for discussion at the next meeting.

Notes of Natural Resources Stakeholder Meeting 1

15 October 2007

Present:

Chris Newton (chair) – P&E

Louise Magris – P&E

Paul Le Miere – P&E

Mike Jackson – Connetable St Brelade

Simon Bossy – P&E

Sarah Le Claire – P&E

Ken Vibert – Connetable St Ouen

Mike Freeman – States Ecologist

John Rogers - Director of Waste Management

Sean Power – Deputy St Brelade

Paul le Claire – Deputy St Helier

Kevin Pilley – P&E

Rob Duhamel – Deputy St Saviour

John Rive – Recycling Officer

Anne Pryke – Deputy Trinity

Mark Fauvel – BDK Architects

Andrew Lainton – P&E

Mike Taylor – Jersey Fisherman's Association

Chris Newton gave a short introduction followed by Andrew Lainton who gave a presentation on the Island Plan process and timescale, including some of the possible issues and implications with regards to the island's natural resources. Chris then focussed on specific issues concerning natural resources and invited discussion.

Then followed a discussion introduced by Constable Mike Jackson about the public perception of the existing Island Plan, and the need to balance transparency in consulting the public in decision making processes and getting to a decision that benefits the island as a whole. The example was given of an equal split in public opinion over land reclamation at St Aubin, with disagreement over how to move forward.

The problem of engaging the public in initial decision making debates was generally recognised. Andrew Lainton commented that this may become less of an issue with the launching of an on-line system in February that the public can access and register in favour of or against ideas or proposals, as part of the strategic options consultation.

The discussion then moved on to land reclamation, and Chris Newton asked what the thoughts of the group were. There was decided a need to define exactly what land reclamation is. The issue of what land reclamation should be for was discussed, i.e. waste management or increasing land space (with the effect of reducing the requirement for loss of agricultural land). With a point put forward by Anne Pryke that if it is to be for the sake of land space this should not get mixed up with other issues such as infrastructure, especially when taking the issue to the public.

The whole principle of land reclamation also needs to be considered. In this respect is the marine environment surrounding Jersey too valuable a natural resource to be disturbed at all? Only Mike Freeman replied 'yes'. Evidence may suggest that the marine environment is an irreplaceable resource, in this case would housing needs be a legitimate reason for using up this resource? Trade-offs are an inevitable part of managing natural resources.

But are there any natural resources that are completely sacrosanct, and not available in a trade-off? Andrew Lainton pointed out a study that Planning and Environment have undertaken in an attempt to plot available land space in the island whilst discounting any that is ecologically important, impossible to build on, or undesirable due to noise etc. The findings left less than 50% of the island as potentially available for development before consideration of landscape, services and other considerations.

However the point was raised that there is a public perception that the Island Plan 2002 “butchered” the island, allowing developers to acquire a lot of land space. Therefore the public may not necessarily be willing to support more development and building. KP pointed out that much of this discussion concerned public perception regarding certain urban fringe sites rather than sites of high natural resource value.

It was argued that the fabric of the island is a scarce and fragile resource that is in need of certain protections that were not necessarily provided in the previous Island Plan. One purpose of this group, then, is to try to prioritise land space throughout the island into categories, for example ‘absolutely no building’, ‘would consider building’.

The discussion then moved on to the idea of Sustainable Development, with questions raised such as: “How would we like to live?” And then “how could that be achieved in a sustainable way?”

Deputy Rob Duhamel commented that these group meetings should be starting from the basics whilst attempting to move society “up a gear”, in order to make the Island plan deliver more than what we already have around us. Consequently there is a need to address underlying population issues rather than simply papering over them. For example simply opening up another area to be developed now will mean the same will have to be done in five years time, with no attempt being made to tackle the underlying issues that are increasing the needs for housing.

The question was then asked of whether longer term planning could help to stabilise the bigger issues facing the population. In this respect would it be more appropriate to plan for a paradigmatic shift in the way people live?

But attempting to predict 50 years into the future is not feasible. Instead planning should be evidenced based and realistic. At present the Island Plan has a 10 year timescale, with consultation occurring about whether to extend this period to enable longer term planning and consideration of a wider range of future scenarios.

Discussion then moved to the importance of acknowledging the positive and valuable points from the 2002 Plan, and ensuring that these are carried forward. Deputy Paul Le Claire mentioned that the Island Plan was meant to be a moving, adaptable and working plan, and therefore should be treated as such, rather than being completely re-written every 5 years. It was re-iterated that these meetings constitute an Island Plan review, with the view that “if it isn’t broken, no need to fix it.”

Moving on to more practical applications of Sustainable Development the need to construct buildings that are easily reconstructed was identified. This reflects the changing nature of the island's industries and whilst adapting to present changes it should not be assumed that further changes will not occur. Climate change was briefly cited as an example of an unknown element with wide ranging effects.

Mike Freeman raised the point of being able to consider development and the environment together, and not necessarily as polar opposites. He cited the Esplanade car park as an example of an urban setting that is wildlife friendly, a trade off between the need for car parking space and the need to consider wildlife. Sarah Le Claire considered that this could be made more achievable in future developments with a stronger biodiversity policy, and the application of biodiversity principles to urban areas.. As a result biodiversity issues would be major considerations from the beginning of development planning processes.

Chris Newton then steered the meeting back towards the suggested topics for discussion. The question of drainage and sewerage options was considered too narrow a point to be discussed at the meeting. However a point was raised around the issue of considering a paradigm shift in sewerage management that would see the introduction of new processes. The energy costs of pumping water and sewerage to/from remote facilities was also raised. The management of water use and storage was also recognised as a major issue that needs further thought and consideration.

Returning to the suggested topics for discussion the issues surrounding renewable energy sources were brought to the attention of the group. Tidal power was very briefly discussed, with the point that with one of the largest tidal movements in the world there must be some potential for the technology in Jersey.

However the majority of the points made related to wind farms. Firstly onshore wind farms were considered with factual input and data from Dr Louise Magris. In particular only the northern coast of the Island would have sufficient wind resources to run the most efficient large scale turbines. Although there would be advantages to having locally produced electricity the disadvantages relating to space, noise (minimum 500m gap from housing was desirable), environmental and visual impact and vibration concerns were considered tough hurdles. The draft Energy Strategy goes into details on these issues.

Offshore wind farms were considered more positively. Although they have their own problems and disadvantages for fishing in the area, infrastructure needs and visual impact, it was decided that they could not be dismissed completely. In

addition the possibility of obtaining some funding for such a project from the EU, and potentially serving both French and Jersey's needs, was raised.

In concluding the meeting it was proposed that sub-groups should be formed to tackle certain issues separately before reconvening for another Natural Resources Stakeholder Meeting, at which these sub-groups could present their discussions.

The three sub-groups and their members are:

Land Reclamation: To consider the principle and purpose of land reclamation, to assess current proposals for land reclamation sites, and to consider how to maximise the re-use of building materials.

Paul Le Claire, Mike Jackson, Sarah Le Claire, Sean Power, Mike Taylor, John Rogers, Andrew Lainton, Stephen Igalt and Roger Corfield..

The Built Environment: To consider what land could be developed, housing needs versus land value, trade off between infill development and green field sites, the value of a holistic landscape approach and to identify the problem for enhancement within new development.

Sean Power, Mike Taylor, Anne Pryke, Kevin Pilley, Andrew Lainton, Mark Fauvel and Roger Corfield..

New Paradigm: To consider the lifestyle of islanders, sustainable urban drainage, and to consider where the island wants to get to.

Rob Duhamel, Mike Freeman and John Rive

It was agreed that the sub-groups would need to meet at the beginning of November, and that the second general meeting could be scheduled for towards the end of November, following publication of the Population Debate consultation, and also to consider the draft work on potential locations for development/land suitability analysis.

Notes of Tourism and Recreation Stakeholder Meeting 1**18 October 2007**

Present:

Kevin Lemasney (Chair) – EDD

Derek De La Haye – ESC

Robyn Lapidus – Jersey Hospitality Association

Bill Sarre – Jersey Business Venture

Sean Power – Deputy of St Brelade

Mike Jackson – Connetable of St Brelade

Andrew Lainton – P&E

David de Carteret – Director of Tourism

Kristina Le Feuvre – Amaizin

Judy Martin – Deputy of St Helier

Howard Le Cornu – CEO Jersey Harbours

Steve Reed – Jersey Airport

Tim Crowley – Chamber of Commerce

Apologies: Myra Shacklady – Jersey Harbours

Kevin Lemasney gave a short introduction explaining the reason for the meeting, and emphasised the long term approach that members should take when considering a review of the Island Plan, and how tourism needs can feed into the Plan. This was followed by Andrew Lainton who gave a presentation on the Island Plan review process, including some of the possible issues and implications with regards to tourism in the island.

Tim Crowley started the discussion by asking about the possibilities of conducting a survey for tourism related buildings, similar to that carried out for agricultural buildings. However Andrew pointed out that the two sectors are very different as at present the Island Plan allows for tourism related buildings to be redeveloped for other uses. (Note: the annual survey of bed spaces gives information anyway on changes to stock).

The point was then raised of the importance in including 'local tourism' in this and subsequent discussions. The need to include facilities and pursuits for locals was recognised by the group.

Kevin Lemasney then directed the meeting towards the suggested areas for discussion, and invited comments on the existing Island Plan.

Robyn Lapidus argued that there was a problem with losing hotels from the industry. He put this down to owners not able to realise profits, and the fact that many are getting older and do not have younger generations to replace them. Robyn recognised that if young people could be encouraged into the industry it would be an advantage as new ideas and fresh thinking could revitalise tourism. He argued that this was not happening due to the expense of developing or transforming buildings for tourist use, as well as too much regulation and red tape.

Kristina Le Feuvre made a related suggestion that perhaps planning fees could be tiered so that projects benefiting the island's industries were subject to lower costs. Sean Power added that regulations might also be tiered, making it simpler for smaller and less complicated developments. Relating this back to the Island Plan it is imperative that the Plan is clear and transparent in terms of regulations and requirements, this good guidance would ensure that less money is wasted making planning applications that get rejected.

Steve Reed commented that the fundamental decision needs to be made of whether the island wants a tourism industry. There are many aspects of the island that are linked by tourism, for example if the number of hotel fall the island is at risk of losing air links. It therefore needs to be made clear that the States is committed to sustaining a visitor economy.

It was generally agreed that a visitor economy is essential for the island.

The discussion then moved to the need to reduce the amount of restrictions in place for converting the use of tourism related buildings. Robyn used the example of Newquay where hostels and surf hotels are attracting younger

tourists to the area. He emphasised the need to make it easier for existing hotels to change and be flexible according to the needs of the market.

David de Carteret went on to suggest that it is not the number of beds that is a major issue, rather it is that they are in use all year round, i.e. utilisation of existing stock. He also argued that the Prime Site Policy was a failure as prospective hoteliers were put off from joining the industry knowing that they couldn't leave. He stated that it should not be repeated in subsequent Island Plans.

The meeting agreed that the Prime Site Policy was a failure and should not be repeated.

Mike Jackson commented that the existing Island Plan was cumbersome, and added that the Minister was not in tune with the officers in Planning.. Bill Sarre added that it was inappropriate for planning to be so involved in the design of properties, as it greatly complicates and prolongs the system. Relating this to the tourism industry it becomes very costly for those in the industry who are probably working with very tight margins already.

The discussion moved on to the role that government plays in the industry. Robyn stated the belief that Jersey does not want tourism, this is evidenced by the budget cuts to the Tourism Development Fund.. He commented on the importance of the States convincing the public that tourism is a priority; this would boost people's confidence in the industry and encourage development.

Judy Martin agreed that the government simply pays lip service to the promotion of tourism. It was also noted that facilities for business visitors are always made available, whereas budgets are being cut for events that would attract leisure visitors.

Discussion moved on to the change in visitor habits to the island, from long stay to shorter stay and the expectation of top-end facilities. Kevin posed the question that although these visitors spend a lot while they are here, should the island focus on attracting greater numbers of people who would be more inclined to visit attractions?

Robyn agreed that increasing numbers is vital. Steve Reed pointed out the problem that so little money is spent on organising and promoting events, and yet the industry relies on these events to get visitors to the island. He suggested a move towards events-led tourism, and added that events could be advertised on airline web-sites.

Sean Power argued that the island should be emphasising the asset it has in a marine environment. A new marina could help this, but a more general focus is needed on all waterfront areas. Waterfront tourism could be developed in the island through sailing and watersport development. David de Carteret commented that he believes the existing waterfront development has been left without adequate attention. In essence a livelier waterfront is needed; something that Mike Jackson believes could be achieved in St Aubin.

Discussion moved back towards the need to develop leisure tourism, and how the Island Plan could help to achieve this. It was agreed that sport forms an important aspect of this, and the discussion centred around the possibilities for a new golf course that would be more open to visitors and locals alike. The problems recognised included finding investment for a golf course as they don't tend to be profit making for a long time, and planning restrictions. These were recognised in a viability study of converting Plemont holiday homes into a golf course. Derek proposed that a golf course could be made more viable if planning were to allow a part of it to be developed into housing to be sold off, and used certain courses in America as an example. It was added that for a golf course to be successful it is important that easy access can be organised, both to the island and then when in the island; as has happened in Ireland and Sweden.

Kristina also noted from a comprehensive survey of visitors to the Amaizin-Maize, that 84% of those questioned would like an area available to fish in, for both locals and tourists.

The discussion then turned to conference / concert centres. David de Carteret commented on the prohibitive capital investment needed, around £30 million initially with a further £5 million annually. Kevin added that offering conference venues is a highly competitive market that Jersey would struggle competing in due to travel disadvantages. It was also noted that Jersey does not really have the population numbers to make an exhibition hall viable.

The point was then raised, by Sean Power, of the lack of States investment in the tourism industry. He noted that it is a crucial factor in the survival of the industry in Jersey, especially as all other tourist areas in the world benefit from large amounts of state funding. In addition it is essential to prioritise tourism in order to diversify the economy. The example of Le Manches was cited as an area that has been creative and enabled a flourishing tourist industry with the help of government funding.

While Kristina recognised that there is a lack of States support for tourism she added that to rely entirely on States funding would not be appropriate for many

businesses, because of the restrictions that might then be enforced. It would be better for government to play an enabling role, helping local businesses to raise the capital themselves.

Tim Crowley then focused on the planning needs of the industry. He argued that people need more advice and information before they put in planning applications, and that there could be more co-ordination between departments. He suggested that rather than planning officers being split by parish, that they could be split by industry, with specialist officers dealing with tourism related applications.

The meeting agreed that to split planning officers by industry rather than parish would be a good idea.

The meeting was brought to a close and it was decided that the group would meet again after the 19th November.

Notes from Transport and Travel Stakeholder Meeting 1**17 October 2007**

Present:

Kevin Pilley (Chair) – P&E

Gordon Forrest – Chamber of Commerce

Mike Payn – Chamber of Commerce

Andrew Lainton – P&E

Steve Carpenter – Cycle Touring Club

Carolyn Labey – Deputy of Grouville

Eric Le Roux – Connex

Peter Noble – Parish of St Helier

Graeme Power – Chief of Police

Rob Cabot – TTS

Caroline Anderson – TTS

Dave St. George – TTS

Apologies: Sean Power – Deputy of St Brelade

Kevin Pilley gave a short introduction followed by Andrew Lainton who gave a presentation on the Island Plan, including some of the possible issues and implications with regards to the transport and travel in the island. Kevin then focused on specific issues concerning transport and travel but noted that certain aspects related to travel and transport would be matters for other policy vehicles – such as the States Integrated Travel and Transport Plan, being developed by

the Transport and Technical Services Department – as opposed to the Island Plan. Discussion was then invited.

The first topic, raised by Steve Carpenter, was that of congestion. He suggested the possibility of congestion charges, similar to those that are in place in London. He also made the point that cycling provisions should be at the centre of transport policy rather than at the periphery.

Graeme Power pointed out that contrary to a point made in the slide show that present car use is sustainable, and in the long term is self regulating. He disagreed with the use of congestion charges and favoured less coercive measures such as improving alternatives. Rob Cabot then confirmed that reducing congestion is a stated objective of the Council of Ministers.

The chair then steered discussion towards whether car use is bad per say. Andrew Lainton pointed out that environmentally car use is not ideal, with the air quality in parts of St Helier currently below international standards. Issues around petrol are also a problem and becoming more so. Increased road congestion also decreases the efficiency of public transport buses as they get caught up in the congestion, and delays work jopurneys with a direct cost to business.

The point was made and generally agreed upon that people need more choices in order to reduce their car use. In this respect Deputy Labey argued that roads need to be made safer for cyclists with less priority given to cars, with the development of a cycle route from the east of the island. Other suggestions included increased cycle stands in Gorey car park for example to enable people to take the bus into town from that point, and central park and ride points.

Eric Le Roux the representative from Connex made the point that simply increasing the number of buses in the island would not increase passenger numbers. Instead other measures would be needed. Again a hub based park and ride system was suggested.

There was then discussion about the need to integrate cycling, bus and car policies in order to get the most effective transport policy for the island, rather than seeing each aspect in isolation.

The group then moved on to talk about issues of residential parking in St Helier. Questions were raised about whether there was a need for more residential parking areas in and around town. Peter Noble added that there were policies being introduced of allocating only one parking space per household, with better uses of land for areas of St Helier than for private parking spaces. Kevin added some background by informing the group that planning policy throughout the

1980s was 'car-centric' with developments built around the number of car spaces needed. The situation currently involves the question of whether there should be any provision for parking spaces at all in developments in urban areas. At this point the example of Dandara developments that include car sharing schemes was raised.

Discussion then moved to the possibility of learning from schemes implemented in the UK and EU. In this respect policies such as allocating maximum numbers of car parking spaces according to dwelling size was considered, as is in place in the UK.

Graeme Power reiterated the point that reducing the number of car spaces would force other behaviours such as using public transport, and therefore help in the reduction of congestion. Yet at the same time provisions need to be made for those that have fewer options.

To make any significant changes in commuter behaviour Eric Le Roux emphasised a multi-faceted approach including park and ride provisions, fewer restrictions on bus imports, decreased parking space in St Helier, and increased parking space out of town. The possibility of park and ride services at the airport and Five Oaks was put forward by Andrew Lainton. But in order for these to work there would need to be preferential routes for buses that avoid traffic congestion and for the scheme to be subsidised. Bus only roads were also suggested.

The discussion then moved to focus on the importance of the findings of the Population Study in planning the transport needs of the island. Population growth dictates increased traffic levels, therefore if the island was to increase its population numbers this could not be supported by the current roads infrastructure without some significant changes. Rob Cabot emphasised the link between land use planning and available transport options, in this respect housing developments must be connected to full transport links.

Deputy Labey then introduced the issue and effect of rising oil prices and decreasing oil resources. This will bring about a need for a paradigm shift in transport planning, necessitating the introduction or increased use of alternative measures. As a result more bus capacity will be required.

The question arose over whether this could be achieved through the use of bigger buses rather than increased numbers. Caroline Anderson suggested that this would only be possible on the larger roads such as Victoria Avenue.

Another suggestion concerning Victoria Avenue was the possibility of allowing only bus or high occupancy cars along the road. However, as Dave St George

pointed out buses do not presently use Victoria Avenue, and he voiced concerns of public acceptance of a high occupancy scheme.

Kevin then moved discussion towards the use of road space in St Helier in particular. Mike Payn spoke about the difficulties of policing the designated parking spaces along the roads in town, particularly those that serve businesses as unloading bays. There is also an issue with delivery vehicles and commuter traffic congesting town roads through rush hours.

Suggestions to limit these problems included making changes to parking enforcement duties and capabilities with increased powers for officers. Other options include the introduction of physical barriers, such as movable bollards in to designated spaces.

As a related point Kevin introduced for discussion the idea of pedestrianising more of the centre of St Helier. Others suggested moving the larger car parks to town peripheries or banning on-parking in the centre. However this might cause considerable public opposition as studies have shown that shoppers are not willing to walk very far from their cars to the first shop they visit. The view from the Chamber of Commerce is also that anything that makes shopping more difficult is undesirable.

The decision was made that the group would meet again once the results of the Population Study had been published, after the 19th November.

Round Two Meetings

Notes from Agriculture and Rural Economy Stakeholder Meeting 2

30 November 2007

Present:

Paul Le Miere (Chair) – P&E

Chris Newton – P&E

Sarah Ferguson – Deputy for St Brelade

Roy Le Herissier – Deputy for St Saviour

Andrew Le Gallais - JMMB

Charles Alluto – National Trust for Jersey

Graham Le Lay - JFU

Steve Le Feuvre – Chamber of Commerce

Anne Pryke – Deputy for Trinity

Apologies: Kevin Pilley, Deputy Rob Duhamel, Senator Terry Le Main, Deputy Sean Power, Deputy Deidre Mezbourian, Deputy John Le Fondre, Tony Gottard.

Andrew Le Gallais wanted to have noted his surprise that nobody was attending the meeting in representation of the Environment Scrutiny Panel.

Paul Le Miere set out the agenda for the meeting:

- a presentation summarising the findings of the population study, and how this study frames all issues for the future of the island.
- information on and clarification of the statistics that were presented at the last meeting.

- a 'road-test' of the questions that will form part of the agriculture section of the Strategic Options Consultation Paper.

Andrew Lainton then began the **population presentation slide show**.

Clarification was given that the 'net-nil' scenario would entail stopping inward migration.

Steve Le Feuvre added that the projected £140m deficit per year could also be made up by decreasing States spending.

At this point Chris Newton clarified the options available in making up the projected deficit using the analogy of a pair of scales that could be balanced using a range of means to differing degrees.

With regards to the annual build figures Andrew Le Gallais noted that they will grow exponentially, rather than be split equally over the 30 year period.

Andrew Lainton then moved on to present the slide show summarising the **Land Availability and Suitability Study**.

Graham Le Lay voiced concern that 69 verges are to be lost to agriculture in the proposition to rezone land for "life-long dwellings for the over 55's and first time buyer homes" and all of this land is in addition to that which was zoned in the 2002 Island plan.

Deputy Ferguson and Deputy Le Herissier shared concern over the publicised need for sheltered housing to be built, that they believe is based on questionable statistics and evidence. In reply Andrew Lainton commented that the evidence came from the Housing Needs Survey, and a new survey is being undertaken at the moment but in more detail that will hopefully give a definitive picture for States consideration in January or February.

Chris Newton added that the level of certainty surrounding housing needs is extremely variable, consequently the approach will be to over plan creating a prioritised bank of land that will only be used if it is absolutely necessary.

Deputy Ferguson commented that if there is a bank of prioritised land it will undoubtedly be used.

There was some general concern from the group about the ability of the island's infrastructure to cope with any of the population increase scenarios. Chris Newton informed the group that infrastructure options, capacity and consequences have been modelled for each scenario, both theoretically and through discussions with providers.

Discussion then moved on to the **Agriculture Statistics**.

With reference to the Agriculture Land Use Change Slide, Andrew Le Gallais voiced the opinion that the change from 2005 to 2006 was the result of the number of people that now keep horses on their land. Paul Le Miere replied that it is actually representative of capturing more people in the study than in previous years.

Paul Le Miere added that the general statistics currently do not gather any data on the use or number of agricultural buildings, so a separate study is being carried out to assess the future need for agricultural buildings.

Discussion then moved to the agriculture section of the Strategic Options Consultation Paper.

Protection of Agricultural Land

- A) Maintaining the current approach towards the safeguarding of agricultural land.
- B) Safeguarding good quality agricultural land, but improving the policy to allow some other appropriate countryside uses, such as natural habitat or recreation, where strict criteria are met.
- C) Redefining the policy so it protects land in food and flower production use.

Andrew Le Gallais commented that the protection of agricultural land is about the Administration of Sales and Leases Law. Businesses need flexibility in the countryside to allow a living to be made. Andrew Lainton responded by stating that the policy had teeth for land leased without agricultural land controls, just under half of all cultivated land on the Island.

Paul Le Miere noted that the question is really asking whether the 2002 Island Plan has adequately protected the countryside, or do we need more, or less, protection. Chris Newton added that the question is not specifically asking about development, but about land use, who uses it and for what.

- Possible themes of new approach
 - Single policy on appropriate uses in countryside
 - Extra protection in Green Zone and ZOC, become landscape protection policies
 - Setting objectives for Jersey countryside as a framework for assessing large scale schemes and 'linked development'.

Andrew Lainton explained that it may be preferable to have one key policy for the protection of the countryside, instead of a suite of policies.

Rural Policy – Possible New Approach:

There is a presumption against development of land outside the built up area unless it is appropriate to the Jersey countryside and maintains its openness and rural character.

Development appropriate to the Jersey countryside is defined as follows:

- a. Limited extension, alteration or replacement (compared to the original dwelling) of dwellings, and small scale ancillary or incidental buildings within existing ancillary land of dwellings
- b. Development for agricultural or forestry purposes, including essential agricultural staff accommodation
- c. Acceptable proposals for agricultural diversification
- d. Conversion of traditional granite agricultural buildings to uses permitted by the plan.
- e. Open Space
- f. New or extended cultural or tourist attractions needing to be located in the Countryside.
- g. Water Infrastructure

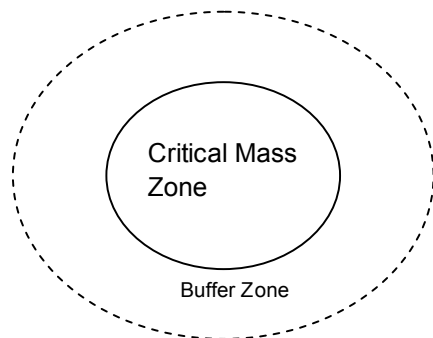
Residential development is inappropriate development in the Countryside, other than where redundant agricultural buildings constructed before 1920 are converted.

Extension of land ancillary to a dwellinghouse is inappropriate development in the Countryside unless small in scale and not harmful to rural character.

Deputy Le Herissier highlighted the issue of farm shop developments, where some have become mini-supermarkets selling a large proportion of imported goods. Paul Le Miere confirmed that this issue is being looked at by Planning at the moment. Steve Le Feuvre added that farm shops in the island have been encouraged over the last decade, which makes it very hard to stop them now. He believes that they are positive for farm owners in that they can help diversification and help to keep farmers in business.

Andrew Le Gallais believes that alongside these policy options there needs to be objectives about how the agriculture industry can improve productivity. He also highlighted a conundrum around the issue of change of use for agricultural land, in that a presumption against agricultural activity being seen as a purely park-keeper role, this will encourage change of use. Adding the economic context to this, considering that agriculturalists are businessmen too, the option of changing or selling agricultural land for development becomes even more attractive. But at the same time there is a critical mass in terms of the number of cows, verges of potato fields, and tomatoes that the islands needs in order to remain in these industries, and if this gets 'chipped away' there is a danger of compromising the industry as a whole.

Chris Newton illustrated the critical mass issue with a diagram on the white-board.



Chris Newton noted that if the buffer zone is protected other non-agricultural users will not be able to use it, even if it is not presently in agricultural use, which will obviously cause a problem. Andrew Le Gallais argued that maybe this needs to happen as pressure for housing is moving closer to the critical zone.

Steve Le Feuvre noted that a part of the problem of land loss comes from the fact that 67% of farmed land is not owned by the farmers. Deputy Pryke brought up the issue of the next generation of land owners also being more willing to sell their land for development.

Paul Le Miere informed the group that around 50% of the area of critical mass, and buffer zone falls under the 1972 Land Use Law, and the effect of this Law is increasing as land gets bought and sold conditions are put on it. Paul also clarified the 'horse issue' in that he confirmed that commercial livery is legally considered an agricultural use. Keeping horses for domestic reason requires a permit, and if there is a need for agricultural land (i.e. potato fields) then these permits are not given.

Land Around Dwellings

- Should there be tighter restrictions on extensions of domestic ancillary land in the countryside?

Graham Le Lay raised the issue of the disappearance of countryside corridors, meaning that tighter restrictions are needed.

Deputy Le Herissier started a discussion about 'garden grabbing', and its advantages and disadvantages. Deputy Pryke believes that this relates to an issue about how parishes keep communities together, if there are restrictions put on domestic extensions.

A discussion was then had about the definition of policies, and how tight or loose they should be, with particular reference to the tension between either having a long list of caveats or giving more discretion to Development Control.

Derelict/Redundant Glasshouses

Which option do you prefer for derelict/redundant glasshouses

- A) Treating them as temporary structures which must be restored to agricultural use
- B) Treating them as built development which may be replaced by other built development
- C) The preferred approach which would treat them as temporary structures in the countryside; this would only allow redevelopment for appropriate uses for derelict and redundant glasshouses in exceptional circumstance, with obligations used to remove derelict and redundant glasshouses from isolated and sensitive locations. Within or adjoining the built up area if suitable for development under the strategy of the revised plan, redevelopment by buildings of derelict or redundant glasshouses would be permitted.

Andrew Lainton clarified that the definition of derelict is a structure that is not maintained and is in a dilapidated state.

Paul Le Miere commented that the options for glasshouses is an important one because a lot of the older structures do not have conditions on that they must be removed when redundant

Graham Le Lay believes that it is not possible to apply one policy to all glasshouses, and so C would definitely be the most appropriate option.

Andrew Le Gallais raised concern about the possibility for speculative dereliction in order to get a planning gain, and be allowed to develop the site.

Redundant Agricultural Buildings

Where traditional granite agricultural buildings are genuinely redundant should conversion be restricted to tourist, agricultural staff accommodation, office, warehousing and light industry use in the first instance rather than residential use?

Where more modern agricultural buildings are genuinely redundant would you agree with a presumption that they be removed if visually harmful, that redevelopment for inappropriate uses in the countryside be prohibited, and conversion limited to light industrial and warehousing use?

Graham Le Lay raised the point that older sheds maybe easier to turn back to agricultural use than glasshouses.

Andrew Le Gallais commented that it can be more expensive to take down modern sheds than to build new ones. In relation to a suggestion that redundant buildings could be used by others farmers that have a need for them he noted that buildings are specific are specific to a farmstead, and that if farms are broken up the buildings become agriculturally useless.

Chris Newton summarised the issue by highlighting that farm buildings have often been allowed to be built where no other development would have been permitted. Therefore is this logic stuck to, and no redevelopment allowed, or is the view taken that as there is a building there already change of use could be permitted.

There was general agreement from the group that redundant buildings should be looked at on a case by case basis, yet with a certain key presumptions in place to guard against the whims of individual ministers. There needs to be a balance between a framework set by government and the needs of entrepreneurs or land owners.

Agricultural Staff Accommodation

Should new on site agricultural staff accommodation be restricted to dairy, and glasshouse related accommodation, and in the potato sector only for replacement/upgrading of existing seasonal accommodation?

Functional locational test and business case test?

Andrew Lainton raised the point that developers can not build lodging houses because of certain housing laws, and asked whether this should be relaxed, and whether this would be of any benefit to the agricultural sector.

Andrew Le Gallais introduced the option of allowing staff accommodation to be built but with the condition that if any gain is received from that accommodation within a certain time period, that gain must go back into the industry. Chris Newton, Andrew Lainton and Paul Le Miere all agreed that this is a good point that could be considered further.

Andrew Lainton then explained the next steps of the process in that before the Strategic Option Paper goes out to consultation a forum for all the stakeholder groups will be held in January to try and link together some of the cross-over issues.

Notes from Economy Stakeholder Meeting 2

3 December 2007

Present:

Mike King (Chair) – EDD

Andrew Sugden – EDD

Peter Throne – P&E

Dougie Peedle – CMD

Sean Power – Deputy for St Brelade

Roy Le Herissier – Deputy for St Saviour

Clive Spears – Chamber of Commerce

Andrew Lainton – P&E

Apologies: Ralph Bucholz and Kevin Lemasney

Mike King gave a short introduction to the meeting. Everyone present had seen the population study presentation, so Andrew Lainton went straight into presenting the slides on the Land Availability and Suitability Studies.

The slides detailing the questions to be included in the Economy section of the Strategic Options Consultation were then shown for discussion.

Light Industry and Warehousing

Which broad locations for light industry and warehousing:

- A) Surplus non-operational airport land
- B) Between Le Quennevais and the Airport
- C) In the St Peters areas east of St Peters Village
- D) To the North and/or North West of Five Oaks
- E) On the Eastern Plane SE of St Saviours Hospital
- F) Bellozanne (if utilities surplus)

Andrew Lainton added that there is a study being undertaken currently that is looking at the implications of economic growth and population growth for land use that will have an impact on the needs of light industry and warehousing.

Deputy Power commented that there has been an imbalance in previous Island Plans, missing out the needs of light industry. This has led to inappropriate industry planning applications that lack guidance. Peter Throne added that this is partly because La Collette has not yet been made available.

Andrew Lainton suggested that an industry relocation strategy is considered that includes the decantation of La Collette. He added that land availability at the airport will be known in a few weeks time, although it is likely that this won't be sufficient.

With respect to the airport Mike King pointed out the issue of the requirement for an envelope around the airport that would reduce land availability as well as questioning the deliverability of any development on the airport playing fields.

Referring to the options A – F on the slide Andrew Lainton suggested that the most likely places for a significant industrial estate would be east of St Peters or south east of St Saviour. However, there would still be debate over whether this would be the best use of the land.

Peter Thorne questioned whether La Collette should be included on the list, because of its proximity to the port it might be ideal for light industry. This was agreed for inclusion.

There was then some discussion about Rue du Pres and its usefulness. Mike King, and Andrew Sugden, having spoken to some of the businesses there, believes that it could be redeveloped and made far more productive, work on this will be carried out in early 2008.

Deputy Power raised a point about the growth of internet sales and the effect of this on warehousing needs and logistics. Mike King agreed and added that over 2005 and 2006 Jersey Post saw a volume increase of 40%.

Andrew Lainton introduced the argument that the Port should not be used for long term non port related storage, but that as much as possible dry storage and building materials be relocated, therefore freeing up high value land for other uses, unless the fuel farm safety restrictions prevented such uses. There was general agreement that this is a valid argument.

Deputy Le Herissier asked where the pressures from within the industry are coming from. Peter Thorne answered that there are lots of plans from the services sector for small areas of development. Mike King added that there is also a demand for better quality sites, not just a greater quantity of sites. So there is a need for a combination of decanting out of Rue du Pres, and raising the standard of facilities there.

Light Industry and Warehousing

Should the States proactively develop site(s) and pursue an industrial relocation policy to free up high value sites at La Collette, in and on the edge of town?

If it did should priority be given to relocating existing Rue du Pres businesses to enable this estate to be developed at higher densities with modern business premises?

Andrew Lainton commented that this slide is basically asking about States funding/activity for relocation.

There was then discussion about relocation of the energy from waste plant. Andrew Lainton asked whether this issue could be solved with a hydrocarbon pipeline. Mike King replied that there are lots of problems with the engineering/technical and commercial viability of a pipeline. The costs of converting the island to gas may be prohibitive, and cause significant commercial problems. There are also big planning issues. He added as Jersey has a sophisticated economy and appropriate scale it may be a better solution to convert as many energy supplies to electricity as possible.

Reverting back to the slide Andrew Lainton asked if the proposition on the slide is practical. There was general agreement that it is, and that it has been done before.

Office Locations

Which of the following options do you consider most appropriate for office policy (please tick one)?

- a) Continuing with a policy allowing office development of all sizes throughout Central St Helier
- b) Allowing small/medium sized office development throughout central St Helier but directing large scale office development to the Esplanade area
- c) Returning to an Office Development Area type policy restricting office development to the Esplanade area
- d) In addition to development in St Helier allowing an edge of town business Park either to the North of Le Quennevais near the airport or North/North West of Five Oaks

Peter Thorne raised the point that if Esplanade Square goes ahead will there be any need for an office relocation strategy because this move will free up a lot of secondary office space. Andrew Lainton said that this will be true for the first 5 – 10 years but after these have been occupied other options will need to be considered.

Long Term Needs of the Finance Sector – Very Blue Sky

If over the 15 year lifetime of the new plan the Esplanade Quarter Development proved insufficient for the needs of the sector which option do you prefer:

- a) Pursuing a 'hands off' approach letting remaining brownfield sites come forward and redevelopment of vacated secondary stock (reducing the potential for housing redevelopment)
- b) Developing a new major office quarter – such as at Fort Regent with improved access
- c) Relocating the hospital (which would need to be on a site with good access to the ring road for emergency purposes) and developing a new high density office quarter
- d) Vacating States offices to a purpose built complex on the edge of Town and redeveloping high density offices.
- e) Delay the Commerce Way part of the East of Albert redevelopment until there is office demand and then extending the finance quarter south-eastwards.

Andrew Lainton commented that this slide shows the options available if and when the Esplanade Quarter becomes full. Some had been mentioned before but were expensive/speculative.

Mike King commented that relocating the hospital is not really deliverable because of access and infrastructure needs, and that it would be more realistic to relocate Cyril Le Marquand House. Deputy Le Herissier also questioned whether States offices should be populating such high value areas as Jubilee Wharf.

There was then discussion about buildings after displacement or relocation. Mike King noted that in particular that the fate of historic buildings and facades needs to be addressed. Deputy Power added that what happened at Sacre Coeur should not be allowed to happen again, and that more innovative thinking for the re-use of buildings is needed. Mike King stated that the Island Plan needs to balance relocation and redevelopment with building conservation.

Small Offices

Should small office developments be allowed in the main rural settlements?

There was discussion about small businesses in the island, and the lack of promotion of their activities, consequently there may not be great demand for small office space.

However Andrew Lainton added that this type of office space could be promoted if restraints were put on the change of use of farm granite buildings only allowing rezoning to office space rather than residential.

Comparison Goods

If the retail study shows a need for additional comparison goods retailing which broad location do you favour

- a) In town as part of any broader Commercial Street/Broad Street redevelopment
- b) In town – La Motte Street/La Colomberie block
- c) In town – Snow Hill
- d) In town – Dumaresq Street/Romerils
- e) A new district centre serving an urban extension
- f) An out of town mall on surplus airport land

There was general agreement that point f) is not a preferable option.

There was then discussion about the inclusion of the Waterfront on the list, as it would provide a large space for shop fronts. However, Mike King noted that there is an issue of taking the centre out of King/Queen Street.

Peter Thorne commented that it is difficult to see why La Motte Street and Colomberie are viable options for comparison retailing. Andrew Lainton replied that the area could form part of a diversified area, with different types of shopping in different areas, and convenience retailing might form an opposite retail 'anchor' to the eastern end of the main retail core..

If the retail study shows a need for one of more additional supermarkets which broad location do you favour

- a) In town as part of any broader Commercial Street/Broad Street redevelopment
- b) In town – La Motte Street/La Colomberie block
- c) In town – Snow Hill
- d) Edge of Centre – Green Street Car Park
- e) Edge of Centre – Bath Street /St James Street (cinema site)
- f) Expansion of Checkers St Clement
- g) Expansion of Coop Goose Green – (part of Beaumont junction project?)
- h) A new supermarket as part of a new district centre serving an urban extension
- i) A new supermarket on surplus airport land

Deputy Le Herissier asked if there were any towns or cities in the UK that did not have a supermarket, and what the conditions would be to make this viable.

Andrew Lainton replied that there were a very few market towns without supermarkets. Ludlow used to be the largest, but now has one on the old cattle market, and had not suffered, but it is a special case because of the specialty foods that are associated with the town, and because it can attract tourists on this basis.

Andrew noted that an out of town supermarket that has a lot of concessions surrounding it can suck the life out of a town centre. Whereas an in town supermarkets with appropriate parking can boost surrounding retail areas. Deputy Power suggested that La Motte Street and Colomberie might be a suitable place where this could occur, and would hopefully encourage regeneration of the surrounding area.

Peter Thorne noted that it would be interesting to know what comparably sized areas of the UK have in terms of operators and supermarket provisions. Andrew Lainton commented that although this is quite hard to do because of the fact that Jersey is an island the JCRA are undertaking such a study at the moment.

There was some discussion about the effect of supermarkets on the peripheries of town centres, and whether they lead to the closure of smaller retailers. Dougie Peedle noted that the English Competition Commission had in fact found that in these situations smaller niche shops can actually benefit, but it is a complicated issue with a number of variables.

Andrew Lainton then informed the group that there will be a Stakeholder Forum taking place in January that will bring all of the stakeholder groups together, and that members of this group would have the opportunity to attend.

Notes of Housing and Community Facilities Meeting 2

23 November 2007

Present:

Dougie Peedle (Chair) – Chief Ministers

Paul Bradbury – Population Office

Alan Maclean – Deputy of St Helier

Anne Pryke – Deputy of Trinity

James Reed – Deputy of St Ouen

Steve Smith – Health and Social Services

David Whalley – Chamber of Commerce

Jacqui Hilton – Deputy of St Helier

Dominique Counce - Housing

Sarah Ferguson – Deputy of St Brelade

Andrew Lainton – P&E

Ralph Bucholz – P&E

Ben Fox – Deputy of St Helier

Apologies: Ian Gallichan, Carl Maverty.

Ralph Bucholz gave a short introduction followed by Dougie Peedle presenting a general slide show giving background to the Population Study, and presenting the population scenarios to be considered. It was then shown how the planning department had taken these general scenarios and used them to estimate future housing situations.

Deputy Ferguson asked how the team had come up with the average number of people in a household. Ralph Bucholz answered that the department had used a model based on existing household sizes and changes to the sizes of new households forming over time..

It was confirmed that an updated housing needs survey would be published around April and that this would be used to inform policy on development and site use. It was also confirmed that the survey allows for unrealistic expectations of the respondents by factoring in affordability.

Steve Smith raised concern about the size of and space within new houses. In response Ralph Bucholz mentioned that a paper 'Design for Homes' is about to go through scrutiny with new minimum size recommendations that are generous.

Deputy Pryke raised the issue of amenity space within town when looking at increasing town capacity, of particular importance is outdoor space for children. David Whalley added that there are minimum outside space requirements that are enforced by planning at the moment, however applications will only get approved if they include more than the minimum, in which case he believes the minimum requirement should be raised. Andrew Lainton added that the States are looking at best practice regarding policy on amenity space.

James Reed asked when decisions will be made about the density for town in the Island Plan Review process. Ralph Bucholz confirmed that this group will make recommendations that will then go out to public consultation.

Andrew Lainton then presented about a land availability study that is in process. Ralph Bucholz handed out a copy of the draft housing chapter of the Strategic Options Paper, and asked everyone to read it at a later date and revert back to him with thoughts and comments. He acknowledged that results from the Housing Needs survey are missing, but that some preliminary results will be added in January.

The point was raised that wherever housing is planned or developed politicians for those areas will fight against it. Deputy Hilton suggested that it may be preferable to have politicians that represent the whole island rather than single parishes. She also recognised that most of the land deemed suitable for development, as shown in the presentation, was in the south of the island and that this could possibly cause political problems. Ralph Bucholz replied that the land availability study simply flagged up strategically difficult areas, but that this does not automatically discount them.

Deputy Hilton then raised a concern about the redevelopment of town, in that there will be strong political arguments against losing car parking spaces, especially if densities are increased in St Helier.

Deputy Fox added that when considering developments along the waterfront that thought should be given to the possible implications of global warming and rising sea levels.

Deputy Pryke emphasised the need for communities to be developed, particularly in the outer parishes, where simply planning for large expensive houses will not help improve the community and schools etc.

The draft questions to be included in the Strategic Options paper were then considered.

Question 1:

- **Should we allow on zoned sites and elsewhere a proportion of housing for non-first time buyers and/or the non-qualified market?**

Ralph Bucholz added to the question and asked whether we need to plan and make allowances for incomers to the island that are non-essential/non-qualified, or do we just carry on as we are now, with no structure and relying on lodging house conversions?

In this respect Andrew Lainton added that it is essential to integrate migration and population policy with planning policy.

Deputy Fox commented that the non-qualified sector can pick up better quality accommodation that has previously been available because of the availability of new flats. He added that if we purposely build for the non-qualified sector more care would need to be taken with urban regeneration because of the 'landlord factor'.

Paul Bradbury raised the issue about whether new lodging houses should be permitted.

Question 2:

- **Should we introduce a dwelling mix policy – which might see a greater proportion of family dwellings in town and a greater proportion of smaller dwellings elsewhere?**

Andrew Lainton added that the static price of one bed flats in town indicates that the market for these may be oversupplied. Does this necessitate a specific policy?

Deputy Fox argued that this issue could be ironed out at the planning and design stage, because it would be very difficult to control, even with policy.

It was added that the housing needs survey could help a lot with this aspect.

Question 3:

- **Should we prioritise early release of Cat A affordable housing sites – and if so which ones without prejudicing longer term options?**

David Whalley commented that from the previous meeting it seemed that this was preferable.

Deputy Hilton emphasised how desperate the island is for first-time buyer sites, and that it is essential that these sites are released now and not postponed until the end of the Island Plan review process.

Deputy Fox added that Deloraine Road was an example of this happening, but to a low standard, when in fact first time buyers that he has spoken to would prefer houses with scope to extend as their family grows. However at present any properties like this are too expensive.

Ralph Bucholz commented that conditions can be put on land to be developed regarding numbers of first time buyer properties that must be built. However, these figures need to be realistic as developers will not buy land that is zoned for 100% first time buyers as profit margins will be too low. Therefore it would be ideal to get a mix on all sites, which is something that can be built in to the Island Plan.

Question 4:

- **Should a proportion of affordable housing be required on windfall sites?**

David Whalley commented that this wouldn't be possible as well as measures rezoning to Category A sites. Andrew Lainton replied that it should be a case of looking to see if the market could bear it.

Deputy Reed would support this option, especially for rural communities. Andrew Lainton added that in rural communities there is the potential option of introducing a 1 : 1 ratio policy, where for every large house built an affordable house must be built. The group generally agreed that this would be a good idea.

Deputy Pryke commented that it is difficult to find an appropriate balance between density, design and quality. The discussion then moved on to the difficulty of defining housing numbers and density to avoid public problems when these numbers are often changed.

Andrew Lainton introduced another option whereby sites that are not zoned for housing in rural areas could come forward for affordable housing at the edge of rural steelments if developed by housing trusts/parishes and meeting a local need. The possibility of a 'one for one' policy for affordable housing alongside general market housing in rural areas could be considered.

Question 5:

- **Design led approach – allowing higher densities for good quality schemes**
- **Minimum Densities?**
 - **30 DPH current suburban densities**
 - **40 DPH – saves around 1/7 land**
 - **50 DPH (Bedzed) saves around 1/3 rd of land**
 - **100-150 DPH around centres of new communities (4-5 storey flats)**

Deputy Pryke noted that density acceptance is very dependent on location.

Deputy Reed noted the issue of higher densities being linked to social problems, such as child/teen behaviour. He would therefore prefer density figures to take account of the open spaces that are needed.

Deputy Fox argued that who's living where needs to be considered, including the facilities that are available in the immediate vicinity and within the wider vicinity. There is a need to have areas for children and teenagers to play properly, which must be considered at the early stages of planning. Deputy Fox believed that this

had been ignored at Les Quennevais, where no thought was given to the activities of older children.

Deputy Pryke added that it is essential to address who would be responsible for these community facilities. It was suggested that companies can be set up to manage these spaces.

The possibility of having another stakeholder meeting focusing specifically on housing and community facilities in St Helier was discussed, that would include looking closer at the town capacity and the waterfront, as well as considering the preliminary results from the housing needs survey.

It was agreed that this should take place on the 8th or 10th of January as part of the next St Helier Political Representatives Group.

Notes from Minerals and Waste Stakeholder Meeting 2

22 November 2007

Present:

Roger Corfield (Chair) – P&E

Kevin Bowler – Granite Products

Mike Osborne – Ronez

Richard Daley – Harbours

John Rive – TTS

John Rogers – TTS

Apologies: Deputy Sean Power, Martin Holmes, Jason Simon, Kevin Pilley, Stephen Izatt, Ralph Bucholz and Andrew Lainton.

Meeting agendas were handed out.

Point 1. Introduction

Roger Corfield stated that in this second round stakeholder meeting the focus would be on discussion of the initial draft options that had been drawn up since the first meeting. These options, when finalized, are to go out to public consultation in March of next year.

Point 2. Notes of previous meeting

Everyone was happy with the notes from the previous meeting that had been distributed.

Point 3. Requested information

After the previous meeting Roger had sent out some information requirements to the minerals operators. It was confirmed that this information was being collected and would be sent shortly.

Point 4. Population policy

Since the last meeting the population study has been published that has set out a range of options for the future of migration into the island. These options are summarised in appendix 1 of the agendas handed out. Appendix 3 shows the anticipated timings for the next steps in the population debate. After a brief discussion each member of the group present was given a copy of 'Imagine Jersey 2035: A Consultation Guide'.

Point 5. First draft of strategic options

Appendix 3 shows the questions relating to the draft options that have been drawn up so far.

The first discussed were those relating to Minerals:

Qu. 1. Do we continue on the basis of the assumption of an eventual need for bulk importation facilities – but adjust its time horizons to take account of the longer consents that have been granted, and the increased scope for recycling and secondary aggregates?

If no should we allow for extended operation of granite extraction?

And should we allow for extended operation of sand extraction?

On a point of clarification, John Rive explained the difference between 'recycled aggregates' (i.e. obtained from the waste stream) and 'secondary aggregates' (i.e. obtained from quarry waste).

The discussion then focused on the time left within existing extraction permits and the total amount of local resource available.

Mike Osborne said Ronez had 17 or 18 years left on their existing permits and Kevin Bowler said that Granite Products had 25 to 30 years left of consented reserves. Mike also suggested that there is enough resource at Ronez to extract for up to 90 years, depending on permit and extension allowances.

Roger then asked whether it was even necessary to consider rock importation at this stage.

Mike Osborne answered that at present Ronez does not import, because of the local availability of sand and rock dust. He added that when considering importation needs there is no need to label them as 'bulk'. John Rogers agreed and argued that at this stage there is no need to annex a piece of land at the harbour for importation facilities, as local rock aggregates have a long future.

Roger Corfield put it to the group that the only real uncertainty about mineral supplies in the foreseeable future was therefore in relation to sand, which at present is only licensed to continue until 2018. He pointed out that, notwithstanding the established policy to 'wind down' Simon Sand by 2018, there is an additional sand reserve within the company's ownership immediately to the north of the quarry and within the area zoned for sand extraction in 1976. This could provide an additional 18 – 20 year supply if approved. At present, it is intended that this area be covered with sand and restored as part of approved landscaping conditions.

In spite of this Roger questioned whether it would be imprudent and short-sighted not to have some provisions in place for future importation needs at the Harbour / La Collette, especially if a flexible multi-purpose use plan could be developed.

Richard Daley commented that there is some space east of the Albert dock that could be used, however there would still be an issue of transferring material from a ship to the dock. Kevin Bowler thought that this could be overcome with the use of self-unloading ships, that are already in use in the UK.

Richard Daley added that it could be possible to construct a multi-tanker berth or build a dedicated berth for bulk handling, but there would be safety issues and this would need to be at least 150 metres away from the passenger terminal.

Mike Osborne estimated that if the sand resource (i.e. roughly 60,000 tonnes a year) was to be depleted the rock quarries are likely to invest in technology to produce alternative sand from rock, which would reduce the amount of sand that would need to be imported.

In conclusion, there was general agreement that there needs to be some provisions made at the harbour for the bulk import of sand in the near future, but not at this time granite imports. There was also support for local granite extraction permits to be extended at Ronez and La Gigoulande.

It was then agreed that this needs to be communicated effectively to the general public, as part of the strategic options papers, including the environmental justifications and economic benefits of using local resources.

With respect to extending sand excavation there was more concern expressed over the environmental implications and actual resource availability. John Rive added that it is not possible to tell the extent of the environmental impact until a full scale environmental investigation has been carried out.

Richard Daley asked about the possibilities of offshore sand excavation, but Kevin Bowler replied that there are too many issues of sand quality and disturbing fishing areas to be overcome.

There was some discussion of opportunities that might be available to import offshore sand from further afield.

The discussion moved on to question 2:

Qu. 2. Do we either, maintain current proposals for a bulk importation facility at La Collette;

Or given the recent security of local rock aggregate supply over the next 30 years or so, should we be looking for a smaller (less space consuming) importing facility at La Collette just for sand. This might be provided for within any emerging plans for the potential relocation of a port to La Collette.

Or should we revisit the possibility of excavating a port basin / marina / fishing port from the quarry floor at Ronez (despite the known tidal and navigational problems and the costs associated with providing a breakwater in deep water to avoid swell in any new harbour mouth?

It was generally thought that the real options for consideration should be the choice between maximizing local supply per se; limiting local supply and moving to bulk importation through St Helier; maximising local supply of aggregates combined with importation of sand through St Helier (via a multi-purpose importation facility).

Mike Osborne added that the option of a port at Ronez does not need to be considered in this Island Plan Review. This is likely to be a long term issue for the company requiring an extension to the quarry area and he does not think it warrants consideration in the planned period of the Island Plan.

It cannot be regarded as an either/or option together with possible importation at La Collette.

It was generally considered that the options set out in Qu. 1 and 2 could be combined and simplified accordingly.

The discussion then moved on to Solid Waste options.

Qu 1. Do you agree with the revised plan supporting the current waste strategy of maximizing recycling and utilizing energy recovery of residual waste in a new energy from waste facility at La Collette?

Roger Corfield commented that this is not strictly an option to be considered, as it has already been agreed on. John Rogers added that the only decision to be made was a political one on who the contractor should be.

John Rive argued that in any case the question should be asking about “optimising” recycling rather than “maximising”, and instead of asking ‘Do you agree . . .’ it should say ‘How can the revised plan support . . .’ given that the waste strategy (based on the International Waste Hierarchy) is already approved.

At this point, there was general concern about the nature of the questions/options, as drafted, and whether the general public (who do not have any technical knowledge of the issues) will have any interest in them.

As if to reinforce the point, Roger recalled the poor response to the Public Consultation exercise on the draft Jersey Mineral Strategy Options. He was also of the view that the options put forward should concentrate on strategic planning matters involving the best use of land etc. and not matters such as the principles behind the approved Waste Strategy.

The discussion then moved on to Liquid Waste options.

Qu. 1 What option do you prefer for liquid waste?

Expansion of Bellozanne with associated facilities;

Or secondary facilities in the east and west of the island;

Or a replacement facility at La Collette?

John Rogers, as the person developing the liquid waste strategy, did not think that this question should be included in the Strategic Options Paper. The strategy has been put on hold, and has not been released to the public yet so it is not appropriate for this to be included. John was also concerned that the strategic options paper should be providing suggested options that are best for the island. He said that if this aspect was included, the answer back would just be ‘not near me’, which would not help in any sense.

Roger Corfield explained that he had had no involvement with discussions on liquid waste, but would report back to the IP Team the concerns expressed.

Disposal of Inert Waste was then discussed.

Qu. 1 Which of the following options for Inert Waste landfill do you support?

Use of a minerals site for landfill after 2012;

Or land raising (at La Collette II) extending its life to 2015, then use of Simon Sand for landfill, and parts of La Gigouante after 2018;

Or larger scale land reclamation and no terrestrial landfill?

John Rogers was concerned that the general public will not fully understand the question.

Roger Corfield considered that could be simplified and the basic options for waste disposal after La Collette is full, were either terrestrial land fill (Simons and La Gigoulande), or land reclamation at La Collette.

Roger Corfield wished to discuss the interesting potential on the island for landfill, particularly considering that there may not be any will for another reclamation site, and his concern that the landfill has never been properly discussed. He raised the possibility of using the water-filled sand pit at Simon Sand and Gravel for landfill with inert waste. He said that from an operational point of view, this could be started almost straight away, provided environmental considerations and other issues were properly resolved and the necessary consents were put in place. He said that if this were possible and received support it could obviate the need for major land reclamation in the foreseeable future. He suggested that the fill could be used to restore the dune-like character of the area and there may prove to be merit in preventing the tipping of sand on top of the adjacent known sand reserve. He recognised that there would be significant political and environmental issues to resolve/overcome, but that this was also true (and maybe more so) about land reclamation. One other potential advantage mentioned was that, if approved, landfill at Simons would be able to immediately replace landfill at La Collette when this is full (unlike landfill at La Gigoulande). Landfill at both Simons and La Gigoulande would also avoid a monopoly situation arising in the future.

John Rogers expressed concern about the political will in support of another land reclamation site, despite the fact that the island has signed an international treaty against it. Kevin Bowler added that he believed Granite Products were not granted a permit for landfill and recycling as part of its most recent application because this would preclude a land reclamation site, which he believes was not regarded as politically acceptable at the time.

John Rive commented that there are issues with filling the site at Simon Sand, which could cause problems that are likely to militate against it. He said landfill would present engineering problems and there are other concerns about water quality (because of potential leakage from the pit into the water table) and the

fact that it would be almost impossible to control exactly what is dumped in the pit.

Roger Corfield asked whether the problems might be overcome by a technical solution (e.g. clay lining) and quality control on materials and also floated the idea of moving the States system that now controls dumping at La Collette to Simon Sand. But John Rive and John Rogers replied that pollutants could still get through and that this is likely to be a “show stopper”.

It was suggested that a study be carried out on the area to try and ascertain the viability and effects of filling the site, although this may not be possible in the period before the Island Plan goes to consultation. Mike Osborne suggested looking at current practices in Northamptonshire for examples of landfill and restoration of old sand and gravel pits.

Qu. 2. Which of the following options on Land Reclamation do you support?

Maintaining strict protection of the Marine Protection Area allowing for no land reclamation;

Or introducing a criteria based policy for land reclamation. This would allow it only where the primary purpose is for essential facilities or landfill which either require reclamation, a sea based location or for which it would be costly or difficult to provide on land. Proposals would have to have an acceptable impact on habitat and hydrology. Once land is reclaimed it would be used to the optimum extent avoiding low intensity uses for which there is a land based alternative.

Or a less strict approach towards land reclamation, encouraging it as providing a source of development land and landfill?

The group agreed that the first option is already part of the existing Island Plan, but that the second option is generally thought to be appropriate.

John Rogers added that another option may be to put less stone into the existing land reclamation site and to maximize recycling, and that there are some thoughts going round about land reclamation at Gorey.

As a general point John Rogers noted that the existing Island Plan is good for provisions and principles, but problems were encountered during implementation due to lack of resources in the Planning Department and it not always being able to follow things up and enforce policy. Roger Corfield agreed that it is often the

way policies are interpreted/implemented which cause problems, rather than the policies themselves.

Roger then asked the group if they had any strong views about the topics discussed, or any others not covered, to put them in writing and send them to him as this was the final Stakeholder Meeting before public consultation in February.

Notes from Natural Resources Stakeholder Meeting 2

26 November 2007

Present:

Chris Newton (Chair) – P&E

Freddie Cohen – Minister for P&E

Louise Magris – P&E

Simon Bossy – P&E

Paul Le Miere – P&E

Anne Pryke – Deputy for Trinity

Sean Power – Deputy for St Brelade

Jon Horn – National Trust Jersey

Mark Fauvel – BDK Architects

John Rogers – TTS

Mike Freeman – States Ecologist

John Pinel – P&E

Ralph Bucholz – P&E

Andrew Lainton – P&E

Apologies: Mike Taylor

Chris Newton started the meeting by asking for any comments or queries on the minutes from the previous meeting. None were voiced.

It was also noted that two of the three sub-groups, organised at the last stakeholder meeting, had taken place (New-Paradigm and Land Reclamation).

Ralph Bucholz then showed a power point presentation summarising the main points that are contained within the population options consultation.

Chris Newton summed up that this process is about developing options to deal with the implications of an ageing population, as yet nothing is set in stone. The population consultation will lead to a States Resolution in May 2008 and nothing is yet set in stone. From an Island Plan point of view this is difficult because we are not yet certain what we are planning for.

Andrew Lainton then gave a more specific presentation on the studies that have been carried out so far to establish land availability and suitability on the island.

Andrew then moved on to discuss the role of this stakeholder group in determining the questions for the Natural Resources section of the Strategic Options Paper that is going out to public consultation in March 2008.

The issues that are specific to this group include:

- Marine Environment
- Coastal Environment
- Green Zone Landscape Protection
- Biodiversity/Nature Conservation
- Water cycle – supply and waste
- Energy
- Inert Waste and Land Reclamation

In relation to land reclamation Deputy Power asked if it is feasible to extend the life of La Collette to 2015.

John Rogers replied that this depends on the issue of the underpass, as this could make a big difference. Ralph Bucholz added that the sand quarry at Simon Sand could be used for landfill, which would enable the life of La Collette to be extended. John Rogers noted potential problems of water contamination and pollution.

Chris Newton commented on the challenges of land reclamation in a philosophical sense, of whether we want land reclamation at all, and in a timing sense in relation to the sequencing of other options that can have an effect on waste quantities.

Deputy Pryke raised the issue of moving the fuel farm, and what the implications would be for the ground that it currently sits on. John Rogers commented that this would have to be ascertained from future studies. At the moment the plan is

to move the fuel farm to land that has not yet been reclaimed and is currently programmed to be the last to be filled.

Andrew Lainton asked if there is a technical solution to allow rapid filling, enabling the farm to move quicker. John Rogers replied that this is a possibility if this political decision is made, but there are time and method factors to be taken account of.

Discussion then moved back to follow the order of the slide presentation starting with the **Coast**:

- Current policy approach – no policy on undeveloped coast, almost no development in Marine Protection Zone below MHWM or;
- Protection of undeveloped coast, no development of coastal areas subject to erosion or land instability, and development must require a coastal location and be for either:
 - *water based recreation and associated facilities;*
 - *developments, including ports, marinas and industries importing bulky raw materials, that depend on access to the sea;*
 - *mineral extraction;*
 - *energy generation ; and*
 - *waste water and sewage treatment and disposal.*

John Pinel commented that there should be no development on the coasts as they need protecting.

Mike Freeman put forward the idea that a dedicated funding stream be derived from premiums paid for living in or developing certain areas, such as St Ouens, that would contribute towards their protection.

With particular reference to Plemont Deputy Pryke raised the possibility of any residential development in the area being required to pay an annual environmental fee – this was a point that had been made by a St Martin's School pupil during a recent debate.

Senator Cohen would like it considered that Plemont not be re-developed but returned to nature. Deputy Power questioned whether this option would be affordable.

Chris Newton asked whether a policy that designating areas with a presumption of returning them to nature would be an option, that could also stop redevelopment of existing buildings.

Senator Cohen disagreed because it is not possible to stop people from refurbishing their properties. John Pinel agreed with this for private dwellings, but added that a policy such as this might be possible for commercial buildings, in order to prevent them from growing in size.

Discussion moved on to the next slide: **Marine Environment**

- More restrictive on marine farms – at capacity?
- Land based needs of marine farming industry.

With reference to marine farms Simon Bossy commented that they form part of the coastal zone development strategy, and added that the aquaculture is currently limited by economic and other constraints. He added, however, that technology will probably improve to get over the physical constraints of increasing marine farms, therefore policy is needed to determine whether or not expansion is desirable. The island should also be looking at how to make existing farms more efficient.

Chris Newton questioned whether it is an Island Plan issue to address onshore plans for marine businesses. John Pinel commented that it is an issue for neighbours and those opposed.

Deputy Power added that the fact that the onshore needs of the marine industry has not been addressed is symptomatic of the wider lack of attention paid to the needs for warehousing, light industry, distribution and logistics in the current Island Plan.

Discussion moved on to the next slide: **Biodiversity/Nature Conservation.**

- Wait until comprehensive SSI coverage; or
- Prevent development leading to loss of the habit/biodiversity value of Key Habitat Types, unless in those areas where loss can acceptably be mitigated or replacement habitat of equal value nearby provided

John Pinel informed the group that a study is currently underway identifying all key habitat areas, and how they can be buffered as well as how to link up habitat 'islands'.

Andrew Lainton added that once these sites are fully identified and surveyed then planned development could be allowed to go ahead as long as any effects can be acceptably mitigated.

Mike Freeman raised the option of re-issuing the SSI criteria so that more sites and areas could be identified as such.

Chris Newton noted that there needs to be restrictions put in place regarding the change of use of woodland and grassland.

Discussion moved on to the next slide: **Water Cycle**

- Expand Val de la Mare if needed (population growth – resilience of supply/global warming) or
- Further desalination – at carbon and financial cost
- Liquid waste options being studied as part of draft Liquid waste strategy – new La Collette sewage farm, enhanced Bellozanne with nitrate plant and long sea outfall; or satellite sewage farms east and west of Island

Chris Newton commented that the 1st question is not suitable for public consultation as it is too technical. John Rogers agreed that questions should be restricted to those that don't require extensive technical knowledge.

Chris Newton asked whether the option of moving the sewerage works to La Collette had been discounted. John Rogers replied that it hasn't, but that this option would depend to a large extent on projected population figures.

Chris Newton put forward a potentially more suitable question topic regarding connections to mains sewers and mains water. John Rogers agreed, and added that policy could be changed to allow developments that are not linked to the mains.

John Rogers put forward another option for a question to gauge public reaction to using cleaned sewage water for drinking (reverse osmosis), as opposed to conventional desalination that requires significantly more energy.

Mike Freeman raised a point about Simon Sand and its potential use as a reservoir, providing that it could be lined appropriately. On the subject of water storage Chris Newton added that Jersey Water's preferred option for increasing water storage would be to raise the dam at Val de la Mar.

Deputy Pryke raised the issue of the number of plants, sewage, recycling and gas for example, that are being planned to move to La Collette, and whether there is actually room. The group generally agreed that this is an issue.

Andrew Lainton added that a political decision needs to be made about the use of La Collette that is in the best public interest.

Discussion moved on to the next slide: **Energy**

- Range of Options considered in Energy Strategy Green Paper
- Utility Scale Renewable Energy
 - A) Restricts development onshore in sensitive landscape locations and focuses development offshore. Or
 - B) A policy which is more permissive of on shore facilities in sensitive coastal locations.
- Microgeneration – do we require a %, buildings standards

Louise Magris commented that it is very important to have a question in the options paper about onshore versus offshore energy development, as well as a question testing the public's reaction to an increased percentage requirement of energy from microgeneration.

Ralph Bucholz raised the question of whether production of energy from microgeneration is inefficient. Louise Magris replied that this maybe true for wind energy, but not for geothermal heating or other measures such as increased insulation.

Deputy Pryke asked what the minimum percentage required from microgeneration should be. Louise Magris replied that the island could look at 20%, although the UK is struggling with 10%. However as technology improves this will become more realisable.

Deputy Power would like to see more of the islands natural resources used for the purposes of renewable energy. He cited the example of the BedZed development as one that encountered problems with harnessing renewable energy but that was able to overcome most of their issues. He added that an area such as Red Houses may be suitable for a BedZed type development.

Discussion moved on to the next slide: **Inert Waste and Land Reclamation**

Inert Waste landfill

- A -Use of a minerals site for Landfill after 2012 or
- B-Land raising (at La Collette II) extending its life to 2015, then use of Simon Sand for Landfill, and parts of La Gigouante after 2018 (would delay port relocation) or
- C- Larger scale land reclamation and no terrestrial landfill.

Land Reclamation

- **A) Maintaining strict protection of the Marine Protection Area** allowing for no land reclamation. or
- **B - Introducing a criteria based policy for land reclamation.**

This would allow it only where the primary purpose is for essential facilities or landfill which either require reclamation/a sea based location or for which it would be costly or difficult to provide on land. Proposals would have to have an acceptable impact on habitat and hydrology. Once land is reclaimed it would be used to the optimum extent avoiding low intensity uses which for there is a land based alternative. or

- **C- A less strict approach towards land reclamation**, encouraging it as providing a source of development land and landfill.

Mark Fauvel commented that land reclamation around the island is needed in order to save green land on the island.

In this respect Chris Newton asked if this means implicitly that we value farm land more than our ecologically rich intertidal zone. Mark Fauvel added that this should be a question that goes out to public consultation.

Chris Newton commented that if the States can get the numbers right on waste horizons then it will be possible to see if land reclamation is actually needed. If it isn't unavoidable then the island will have a choice as to whether it is done or not.

Notes from Tourism and Recreation Stakeholder Meeting 2

29 November 2007

Present:

Kevin Lemasney (Chair) – EDD

David de Carteret – Director of Tourism

Derek de la Haye – ESC

Robin Lapidus – Jersey Hospitality Association

Bill Sarre – Jersey Business Venture

Mark Stanley-Price – Durrell

Kristina Le Feuvre – Amaizin

Tim Crowley – Chamber of Commerce

Howard Le Cornu – CEO Jersey Harbours

Andrew Lainton – P&E

Ralph Bucholz – P&E

Apologies: Deputy Deidre Mezbourian, Deputy Judy Martin, Deputy Sean Power, Steve Read.

Kevin Lemasney started the meeting by highlighting the main points that came out of the first meeting:

- **A visitor economy is essential for the island.**
- **The Prime Site Policy was a failure and should not be repeated.**
- **To split planning officers by industry rather than parish would be a good idea.**

Ralph Bucholz then gave a presentation on the issue of Jersey's ageing population and the options that have been put forward following the Population Study that will be going out to public consultation in January 2008.

Andrew Lainton then gave a presentation outlining the methods employed for the Land Availability Study and future studies that are in process or will be undertaken soon to inform the planning options in line with potential population options.

David de Carteret voiced concern that the land availability methods of 'traffic-lighting' areas had not taken account of any considerations of new bus routes that could be created.

Andrew Lainton replied that the land availability study considers options using the current infrastructure. This does not, however, preclude development outside of current bus routes, it just highlights the issue.

Robin Lapidus asked what the total population figures would be for the projected population increases after the end of the 30 year period. Ralph Bucholz replied that the figure for 150 heads of household would be 91,600. For 250 heads of household would be 99,000. For 325 heads of household would be 105,000. And for 650 heads of household would be 130,000. Robin commented that this top figure is close to the number of people that used to be in the island at the height of the tourist season.

Discussion was then invited on the suitability of the draft option questions that form the Tourism and Recreation section of the Strategic Options Paper that is going out to public consultation in March 2008.

Hotels

Should either:

- a) The plan maintain an approach which allows loss of hotels to other forms of development;
- b) Reintroduce some form of 'key sites policy';
- c) Allow loss of hotels, but on larger sites require a mix of uses including a minimum proportion of floor space for hotel or self catering use;
- d) In St Helier allow loss of major hotels providing a target figure of bed spaces to a certain standard was achieved for the town

Kevin Lemasney asked the fundamental question of how much does the visitor economy want government involvement and dictation from the Island Plan. The alternative being that it is left to market forces, and to the risk that it might lose out to higher return industries.

Robin Lapidus would like to see the visitor economy left to market forces as he has seen an increase in bed numbers over the last few numbers that has been the result of a growing market. He also believes that it would be very hard to 'force' people to make certain choices.

Bill Sarre commented although the industry does not want another 'key sites policy', there has to be an acknowledgement that the finance industry skews the market and as such has resulted in even profitable hotels selling up to convert to office space. Consequently tourism can not cope with a totally free market, and needs the Island Plan to help with allowing staff accommodation, higher density accommodation and change of use policies.

Andrew Lainton asked whether the island has passed the critical minimum point for the number of visitors, as this number has recently risen along with an increase in flight and ferry routes.

Kristina Le Fevure put forward some of the benefits and disadvantages to both having policy in place and leaving a free market. In particular she noted that tight restrictions would disincentivise investment into the industry. She added that whatever is put in place needs to allow for change within the industry.

In a related point Mark Stanley-Price noted the three main industries on the Island that are competing for space and infrastructure, tourism, agriculture and finance. As these industries change over time there needs to be maximum flexibility in the built environment to deal with these fluctuations.

David de Carteret stated that it would be worth looking at the structure of tourism, and how Jersey has missed out on joining the self-catering and time share markets.

Robin Lapidus added in reference to self-catering that the problem for the island has been the high space requirements that have made building the properties too expensive. This has also affected hotels that might have considered converting to self-catering. David de Carteret noted that Jersey should be encouraging self catering accommodation over hotels as it would decrease the need for low value staff on the island.

Before moving on to the next slide Kevin Lemasney summarised the general gist of the meeting so far, that something between free market and a prime site policy would be preferable.

Hotel Gorey

Should the plan make an exception to allow a 4/5* hotel in Gorey and if so where?

Andrew Lainton commented that there has been investment in top hotels in St Helier, but should investment be encouraged in other parts of the island, for example Gorey. Possible sites that could be considered are the Drive in BBQ, the former quarry opposite the golf course, or the site above Castle Green.

Kristina Le Fevure questioned why completely new sites are being looked at when the visitor economy has just lost the Gorey Potteries, the Old Court House and Les Arches. However, she also added that visitors to Amaizin often ask about the availability of a hotel in Gorey or Grouville Bay. David de Carteret commented about the scale of the businesses lost, in that were too small and therefore required too much investment to remain in the industry.

Tim Crowley noted that to increase visitors numbers to Gorey would require a car park to be built. Then followed some general discussion about possible car park locations.

Mark Stanley-Price put forward the suggestion of having a policy that stated government intent to have a hotel in the Gorey area. Andrew Lainton added that a similar scheme works in London, where each borough is required to have a certain number of visitor beds. Tim Crowley commented that if this were the case the policy should also state that the land could change use from a hotel to self-catering, but not to residential use.

Self Catering

Should the Island Plan allow for purpose self catering accommodation in the Countryside Protection Area?

Bill Sarre agreed that this should form part of the Island Plan, as long as stringent and appropriate controls were put in place and could be enforced.

Robert Lapidus, however, flagged up the issue that may arise with availability of mains drains and sewers for these properties, as a lot of the island is not yet covered.

Kevin Lemasney questioned the group over whether a prime site policy would be needed in this case to stop purpose built self-catering being changed to residential accommodation. There was general agreement that this protection should be in place.

Golf

- Should the Island Plan make provision for one or more additional golf courses
- If so which parts of the Island do you consider suitable?
- If so should it allow for enabling development?

Tim Crowley commented that the issue with golf courses in the island, is not that they are not allowed to be built, but that to build one does not make economical sense, particularly because of the restrictions on developing residential properties on the land.

David de Carteret added that the Tourism Department has carried out a study on the viability of another course in Jersey. The study focused on Plemont, and found that in order to make it financially possible there would need to be around 10 -20 houses developed on the site that could be sold off.

Kristina Le Fevure added that this is why planning gains are needed for those investing in tourism. With an allowance of suitable planning gains a certain amount of risk is taken out of investing in the tourism industry, and more people would then be willing to get involved.

Marinas

- Should the Island Plan make provision for additional Marina Facilities?
- If so which of the following do you consider most suitable?
- a) Extension of facilities in St Helier Harbour (contingent upon relocation of the Port)
- b) As part of a possible Land Reclamation Scheme at Havre de Pas
- b) At Gorey Harbour
- c) At St Catherines Breakwater.

Howard Le Cornu informed the group about the Marine Leisure Growth Group that have been considering the options for growing the industry. They have carried out a study that has established a demand for improved facilities in the island, and this has fed into the East of Albert Study. The options for meeting this demand include increasing the size of the marina at St Catherines, Gorey, Harve des Pas, the Old Harbour or St Aubins. Each of these options was then assessed and rated in terms of period before availability, cost and realisability. The most viable option was at the Old Harbour, which is now being put forward as a real proposition. St Aubins received the second highest rating, and St Catherines the third highest. The Gorey and Harve des Pas options were not considered deliverable in the five year time period.

Ralph Bucholz added that all the top three options would require an improvement in the surrounding infrastructure. Howard Le Cornu agreed, and added that shops and businesses in close proximity is also a requirement, which is part of the reason why St Aubin scored highly, the main focus of the Marine Leisure servicing industry however would still be St Helier. However, he did also add that it is very hard to predict accurate demand figures.

Derek de la Haye asked what impact, in terms of increase in boat numbers, a new marina might have. Howard Le Cornu answered that the main objective of a new marina is to improve the type of boat visiting the island rather than necessarily the numbers. However he did recognise an issue with managing the local boats that are currently on low cost moorings in the island.

A point was also made that if a new marina was developed at St Helier for visitors wanting to take advantage of the shopping and planned new developments that this might free up space for local boats in St Aubin.

The meeting ended with Ralph Bucholz letting the group know that a forum involving all stakeholder groups will be taking place at the end of January, to try and bring together overlapping issues, and finalise the questions to be included in the Strategic Options Paper. The paper will go out to public consultation. The results from this will then feed into the policy options as part of the Island Plan Review, when this group will have another chance to get involved.

Notes from Transport and Travel Stakeholder Meeting 2

27 November 2007

Present:

Kevin Pilley (Chair) – P&E

Rob Cabot – TTS

Caroline Anderson – TTS

Sean Power – Deputy for St Brelade

Ben Fox – Deputy for St Helier

Peter Noble – Parish of St Helier

Eric Le Roux – Connex

Mike Payn – Chamber of Commerce

Gordon Forrest – Chamber of Commerce

Anne Pryke – Deputy for Trinity

Andrew Lainton – P&E

Ralph Bucholz – P&E

Apologies : Mick Robbins

Ralph Bucholz gave a presentation on the issue of Jersey's ageing population and the options that have been put forward following the Population Study that will be going out to public consultation in January 2008.

Andrew Lainton then gave a presentation outlining the methods employed for the Land Availability Study and future studies that are in process or will be undertaken soon to inform the planning options in line with potential population options.

Discussion was then invited on the suitability of the draft option questions that form the Transport section of the Strategic Options Paper that is going out to public consultation in March 2008.

Road Network

Is the current Primary Route Network sufficient to meet current needs?

With population growth should either

A) there be no additions to the Island's existing Primary Route Network, unless required to serve major development or to improve strategic junctions? Or

B) There should be new Primary Routes?

Peter Noble commented that it depends what the primary routes are used for, either public or private transport.

Deputy Power raised the issue of car use, and how this should be addressed. He suggested the possibility of controlling ownership and changing the culture of car use, but that this would require political will and strength. Mike Payn added that there is a real issue with driving to and from schools with parents in different cars as well as older students driving themselves.

Andrew Lainton asked how it would be possible to prioritise or incentivise the use of two wheels. Deputy Power replied that there are ways, and that these don't have to involve tax incentives.

Ralph Bucholz asked if this question is appropriate to go to the public with. Caroline Anderson answered that it is. She added that there are changes that could be made to the existing route, but that this would depend upon development, and in turn development depends upon road access.

Ben Fox commented that we need to try and change peoples attitudes towards car use by improving other options, for example increasing the amount of motorbike parking. He added that provision should also be made for small commuter cars, and also noted an issue with parking spaces – that if they are available people will use them.

Kevin Pilley noted that people will change behaviour if they are inconvenienced enough. Therefore this is a fundamental question, and ultimately asks do we build more roads to get out of the problem? Or leave things as they are hoping that more people will change their behaviour?

Improving Buses

- Which of the following planning measure do you agree with for increasing bus patronage
 - A) 'pump priming' from developer contributions until routes become viable
 - B) - Developing quality bus spines to cover the most populated areas, including any new major urban extension(s).
 - C)- Introduction of 'transport hubs' around the edges of the main urban areas, and potentially near the airport, to act as park and ride/bus transfer areas. Potential locations:
 - i-At Goose Green
 - ii-At Gorey Village Car Park
 - iii- At St Peters in or near the airport
 - iv – At Five Oaks
 - v – At Mont l' Abbe
 - vi- At St Clements/Le Squez
 - D)- Introduction of bus priority measures at key bottleneck junctions – paid for in part through developer contributions
 - E)-Using planning obligations from major retail schemes to provide free park and ride for shoppers outside peak hours.
 - F)- Increasing Bus Station Capacity. If so which site would you favour:
 - Underground as part of East of Albert
 - At Snow Hill
 - Around the Parade
 - G)-Require Developers to fund New bus stops/shelters/electronic information systems if lacking near site.
 - H) Would you support significant public expenditure to pay for the options listed A-G
 - I) If Trip End Restraint was necessary to create a market for buses and achieve modal shift would you support it? e.g. parking restraint, &/or commuter public parking removal/higher charges, road pricing, road capacity reduction, workplace parking charges etc.

Andrew Lainton noted that one of the focuses of the last Social Survey was transport, which produced a lot of information on why people do or don't use public transport. This found that 3 out of 5 people that commute on the island do so to St Helier, but out of these only 7% use buses. (See attached document)

Rob Cabot commented that it is very expensive to run a bus service, which explains partly why buses aren't or haven't been flexible. Deputy Pryke noted that inflexible services will not get the public out of their cars and using buses. Ben Fox added that just because difficulties arise that options should not be discounted.

With reference to rush hour traffic problems Gordon Forrest asked if there is a possibility of schools starting at 8am. However, Rob Cabot replied that this would simply push the rush hour forward half an hour as parents would start work earlier. Also parents often drop children off as part of a work related trip

Kevin Pilley commented that the school run is often a multi-purpose trip and therefore less of an issue than those travelling alone in cars. Targets should be to try and change the behaviour of this group.

Peter Noble believes that bus use could be increased if buses had priority on the roads and were a quicker option to being stuck in a traffic jam with a car. Deputy Power noted that bus spines (option B on the slide) are in the process of being considered.

In relation to option C Deputy Pryke added that parish halls could be used for Park and Ride, as long as the services were frequent enough.

Rob Cabot flagged up the issue of whether people are effectively willing to make the 2 journeys that park and ride entails. Kevin Pilley added that issue of cost, in that it should not be free as people might end up driving past their places of work just to take up free parking.

There was general agreement that the potential locations for C are all viable options - although some may be problematic when used for summer parking (e.g. Gorey Beach Car Park).. Deputy Power added that big car parks could be situated in the West of the island, for example along the Five Mile Road, that could be used for Park and Ride. However there are issues with the car parks being out of the way and not on the intended route.

Mike Payn noted a point from the previous meeting that if commuter bus use was to increase, which in turn increased fleet numbers there would be an issue with

day time storage space for buses that were not in use. Andrew Lainton agreed that with increased bus use the problem of depot space and bus station capacity does become an issue.

Pete Noble raised the possibility of buses being parked overnight at the start of their journeys, rather than being parked in town and driving out. Deputy Power agreed with this option.

Andrew Lainton noted that although Liberation Station has just been built, it has only 15 – 20 years capacity left, and therefore other options need to be considered.

In relation to option H Mike Payn commented that the problem with road pricing is that it could become part of finance industry packages that are offered to workers, which would negate its effects. There was also some general concern that they would penalise those most in need.

However, Andrew Lainton noted that pricing systems can be made to a very sophisticated level with exemptions for OAPs or mothers with young children for example. Rob Cabot responded however that the principle of such controls were to influence behaviour – so for example encouraging OAPs to shop outside peak hours.

Peter Noble believes that financial restraints are needed in order to change behaviour. He also commented that there will be resistance to any change that is made in this regard, so this change may as well be radical. Deputy Power agreed, because in his opinion traffic is getting worse and the island is reaching a critical point in terms of number, density and use of cars.

In relation to option H Andrew Lainton noted that it is important that when this Island Plan Review is put to the States and to the independent inspector that the options chosen are financially viable. Therefore to make option H viable there would be a need to raise funds using some of the options in I. Peter Noble added that some funds could also come from environmental tax. Deputy Pryke, however, voiced concern over public tolerance for new or increased taxes.

On the point of taxes Andrew Lainton raised the possibility of a car tax that could be linked to the level of emissions, it would therefore be cheaper to run an electric or low emission vehicle. There was general agreement that this would be a good idea.

Office Parking Standards

- Which option for office parking do you prefer:
 - A) Minimum parking standards to fully meet demand
 - B) Strict maximum standards to restrain traffic growth
 - C) Maximum standards phased in over a period of time.

Deputy Pryke recognised that with the future development of office space at the Waterfront there is an opportunity to do something new, with new incentives.

Andrew Lainton added the loss of the Esplanade car park for a period of 3 – 5 years during development should be regarded as an opportunity to introduce new policies with regards to office parking.

Residential Parking Standards

- Which option for Residential Parking Standards do you Prefer
 - A) Minimum parking standards to fully meet demand
 - B) Maximum standards to restrain traffic growth
 - C) Minimum parking standards to meet demand in the least accessible areas, maximum standards in the more accessible areas.

Deputy Pryke raised the possibility of parking spaces restricted for use by electric vehicles. Kevin Pilley noted that this would be hard to impose under the current policy regime.

Gordon Forrest added that Bordeaux should be looked at for the policies they have introduced in relation to electric vehicles.

Walking and Cycling

- Costed Series of measures as part of ITTP
- Make urban extensions 'walkable' and cycle friendly
- Plan for Eastern cycle/walking route (part on route of eastern railway).

There was general discussion about the actual possibility of an Eastern cycle route. Deputy Power commented that it would have to be directed through existing fields. Although this would cause a problem in the short term, in the long term it could be written in as a clause for new developments, or as a condition on agricultural grants.

Changing Travel Behaviour

- At what level should major traffic generating uses have travel plans secured through planning obligations?
- What do we secure through planning obligations, do we 'get tough' in terms of targets and monitoring?

Rob Cabot introduced the idea of a travel plan for businesses, with targets for reduction in single occupancy car use. These targets would then be checked to make sure they are being met. Each firm would have to appoint a travel officer who would match those in the firm who live near each other and could potentially share journeys.

It was commented that could then made a policy potentially for firms with over 1000 sq. m of floor space.

Minutes from Built Environment and Design Stakeholder Meeting 2

28th November 2007

Sara Marsh gave a short introduction followed by Andrew Lainton who gave a presentation on the Island Plan, including some of the possible issues and implications with regards to the built environment and design in the island.

Andrew Lainton summed up that this process is about developing options to deal with the implications of an ageing population, as yet nothing is set in stone. The population consultation will lead to a States Resolution in May 2008 and nothing is yet set in stone.

Andrew Lainton then gave a more specific presentation on the studies that have been carried out so far to establish land availability and suitability on the island.

Andrew then moved on to discuss the role of this stakeholder group in determining the questions for the Built Environment and Design section of the Strategic Options Paper that is going out to public consultation in March 2008.

The following broad policy areas were considered in the discussions;

- **Urban Design Principles**
- **Design and Sustainability**
- **Conservation of Built Environment**

Urban Design Principles

Draft Island Plan Principles for Securing Design Quality - Developments should:	
1. Enrich Jersey	Show they have been designed with an understanding of context and Jersey's character so they fit within, add to and take inspiration from their setting and Jersey's landscape - in terms of building form, mass, height, and so on.
2. Have Coherent and Authentic Design	Each element of a design should fit effortlessly within the whole design objective and be informed by knowledge of Jersey.
3. Create Attractive Places	Through enclosing spaces and creating a clearly understood and distinctive identity.
4. Demonstrate Stewardship	Make prudent use of resources, minimise energy use and be designed to be easily maintained and adaptable.
5. Make Connections	It should be easy to get to and be integrated physically and visually with its surroundings. This requires attention to how to get around by foot, bicycle, public transport and the car - and in that order.
6. Be User Friendly	Places must be safe, comfortable, varied and non-intimidating.
7. Unite Buildings and Spaces	Places between buildings should be designed alongside and with equal emphasis to buildings themselves creating a clear public realm.
8. Add to Diversity	Through where appropriate mixing uses and forms, offering variety and choice.

Application of Principles

The following principals were presented to the group;

- Glass and Granite does not mean a building will be good or relevant – poor glass and granite buildings can be found everywhere and anywhere.
- Hopkins Approach – Esplanade Quarter – understand the form and layout of St Helier and extend that context
- Aesthetics and elevations – important but not just these
- Also need to consider need to create streets and places, safety, diversity, activities, sustainability and so on.

- Design Statement – show understanding and implementation of Jersey Urban design principles
- Design Review Group at pre-applications stage.
- Three routes to ensure quality maintained – design codes, material/detail palettes, or conditions on reserved matters
- IF an architect/developer uses one of first two approved routes (where appropriate) no need for high level approval of materials/details – planning stays strategic

Density and Design

The following options were presented to the group;

Which option do you prefer:

- a) setting minimum density levels for sites, varying by the accessibility of the site, but allowing a higher density where it is justified by the urban design quality and amenity for residents, and the impact on the area is acceptable or
- b) setting maximum density levels, varying by the accessibility of the site.

Some members of the group felt that design should lead the way in terms of the final density of a given site and not the other way around. The risk of town cramming and over-development was however a concern and this was leading to poor schemes being approved with little amenity or parking provision.

The over-development of flats and apartments at the expense of town house/family home developments was also seen as a symptom of higher densities in town being pushed for. A lack of innovation in design was also seen as a problem and some higher densities can be achieved by clever use of internal and shared spaces in modern schemes.

Sustainable Design

- **Materials and Sustainability**

- Review building regulations for materials with unacceptable lifecycle costs
- If acceptable free use of materials providing they have acceptable design, texture, colour and appearance
- In most sensitive cases (e.g. SSIs) specify material if no current acceptable alternative, but allow for potential for future innovation if meets above standards.

Some members felt that there should be a planning policy that set a minimum standard and that this could be regulated by the building bye-laws to ensure that they are met.

The cost of developing environmentally or Eco- style homes was highlighted as an issue to be considered, given that there is an affordability problem with the cost of the current housing stock.

Ecohomes

- Ministerial statement *'It is the intention that the targets will be made progressively more demanding as we follow the UK lead and its aims to ensure that all new homes are 'carbon neutral' in ten years time (N.B. incorporating ecohomes specifications as compulsory requirements).'*

Key Features of Jersey's Historic Environment

The following was presented to the group;

- What is strategically important? E.g.
 - its network of banques, walls and fosses,
 - its large stock of vernacular farm and other granite buildings,
 - the Georgian, Regency and Victorian buildings and terraces of St Helier, Gorey and St Aubins, and more recently art deco and modernist buildings
 - Fortifications of all periods, as well as other legacies of the occupation.

Historic Built Environment Toolkit

The use of grants taken from the environmental taxes proposals was seen as a way of providing improved grants on historic buildings.

- Proposals for clearer criteria and cleared map based designation within existing law
- Clear up inconsistent quality/coverage over time
- Consultation in new year
- Replace SSI/pSSI/BLI/BFTI confusion
- Island Plan Review must integrate with for reforms.

Built Heritage Conservation Areas

2 main questions were asked of the group;

- Where should we prioritise research into potential Conservation Areas?
- How do we make definitions and controls relevant to Jersey?

Conservation area policy is seen by the group as only one policy option when assessing developments and should not stand on it's own but rather strengthen existing policies on registered buildings etc.

It was agreed that developments in conservation areas should be judged against how well they improve the area and that positive action should be taken on poorer sites in C.A's. It was felt that St. Helier and the villages should be prioritised.