

Sustainability Appraisal (SA) for the Jersey bridging Island Plan

SA Report to accompany consultation
on the draft bridging Island Plan

Non-Technical Summary

Government of Jersey

May 2021

Quality information

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Table of Contents

1.	What is sustainability appraisal?.....	1
2.	Details of the bridging Island Plan	1
3.	Structure of the SA Report / this Non-Technical Summary	2
4.	What has plan preparation and SA involved up to this point?	3
5.	Appraisal of options for the bridging Island Plan	6
	Spatial strategy for the bridging plan period	6
	Appraisal of sites for potential allocation	7
	Assessment of distributions of available sites.....	8
	Assessment of longer term growth options.....	10
6.	What are the appraisal findings at this current stage?	18
	Appraisal of the current version of the bridging Island Plan	18
	Appraisal of cumulative effects and monitoring	23
7.	What are the next steps?	25

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1. What is sustainability appraisal?

- 1.1 The Government of Jersey is currently developing a new bridging Island Plan to replace the current Island Plan 2011 to 2021. A sustainability appraisal (SA) has been undertaken to inform the development of the bridging Island Plan.
- 1.2 SA considers and communicates the likely significant effects of an emerging plan, and the reasonable alternatives considered during the plan making process, in terms of key sustainability issues. The aim of SA is to inform and influence the plan-making process with a view to avoiding or mitigating negative effects and maximising positive effects. Through this approach, the SA seeks to maximise an emerging plan's contribution to sustainable development.
- 1.3 The purpose of the appraisal is to help identify (and so be in a better position to avoid) negative environmental and socio-economic effects and identify opportunities to improve the environmental quality of Jersey and the prosperity and quality of life of its residents through the bridging Island Plan.
- 1.4 This Non-Technical Summary accompanies the SA Report which is being consulted on alongside the consultation draft of the bridging Island Plan.¹

2. Details of the bridging Island Plan

- 2.1 The Government of Jersey is currently developing a new Island Plan to replace the current Island Plan 2011 to 2021. In 2019 the Minister for the Environment launched the Island Plan Review Programme, with a view to developing a new ten year Island Plan for the 2021 to 2030 period. However, the impact of the Covid-19 pandemic has meant that it is no longer possible to deliver an Island Plan as originally envisaged. To best respond to the current context, a shorter-term 'bridging' plan is now instead being developed that will sit between two longer-term plans (the current Island Plan 2011 to 2021, and a future Island Plan 2025 to 2034).
- 2.2 The bridging Island Plan is envisaged to set the means to facilitate the island's positive future growth over a period of significant uncertainty and provide a new framework against which planning decisions will be made. The plan will be key to ensuring that the Government of Jersey can deliver sustainable development that will meet the needs of the community, while balancing the future economic, environmental and social needs of the island in a way that is best for Jersey and which reflects the vision and aspirations of islanders. Whilst the bridging Island Plan will be in force for a shorter period of time than the usual 10-year Island Plan, it will nevertheless be equally as comprehensive in scope and applied in the same way, to further the purpose of the Planning and Building (Jersey) Law 2002.
- 2.3 Key information relating to the bridging Island Plan is presented in **Table 1.1**.

¹ Government of Jersey (April 2021) *Island Plan Review: Draft Bridging Island Plan Consultation*

Table 2.1: Key information relating to the bridging Island Plan

Name of responsible authority	Government of Jersey
Title of plan	Bridging Island Plan
Subject	Spatial plan
Purpose	The bridging Island Plan will set out the strategy for future growth and appropriate management of development on the island of Jersey in the period 2022-2025. It will replace the Revised 2011 Island Plan.
Timescale	Three years from adoption.
Area covered by the plan	The Bailiwick of Jersey (including the island and the surrounding waters out to territorial limits).
Summary of content	<p>The bridging Island Plan will present the spatial vision for the Island and include strategic planning policies, development management policies, site specific allocations and proposals map.</p> <p>The plan will be a 'bridging' plan between the current Island Plan 2011 to 2021 and a future Island Plan 2025 to 2034.</p>
Plan contact point	<p>Natasha Day, Senior Planning Policy Officer, Strategic Policy, Planning and Performance, Government of Jersey</p> <p>Email address: N.Day@gov.je</p>

3. Structure of the SA Report / this Non-Technical Summary

3.1 Sustainability Appraisal reporting essentially involves answering the following questions:

- 1) What has plan preparation and SA involved up to this point?
- 2) What are the appraisal findings at this current stage?
- 3) What are the next steps?

3.2 Each of these questions is answered in turn below.

4. What has plan preparation and SA involved up to this point?

4.1 **Figure 4.1** below highlights the stages of the SA in association with the relevant stages of the bridging Island Plan’s development.

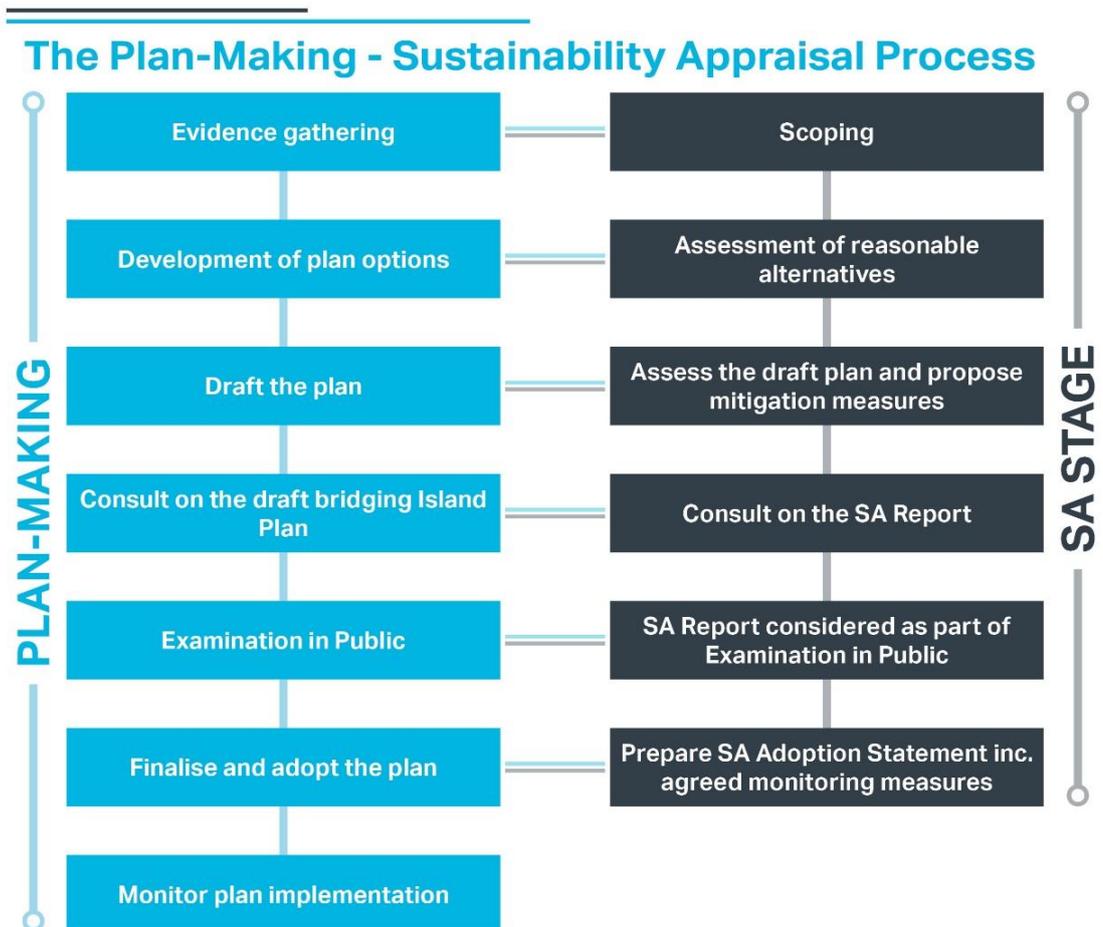


Figure 4.1 Key outputs of the bridging Island Plan and accompany SA process to date

4.2 The key stages of the SA process undertaken prior to the current stage are described below.

The scope of the SA

4.3 Scoping is the first stage in the SA process, and aims to:

- Define the broader context for the bridging Island Plan and associated SA through summarising the regulatory and legislative landscape;
- Establish the baseline for the SA (i.e. the current and future situation in Jersey in the absence of the bridging Island Plan) in order to help identify the plan's likely significant effects;
- Identify particular issues that should be a particular focus of the SA; and
- Develop an SA framework comprising objectives and appraisal questions on the basis of the identified issues, which can then be used to appraise the plan.

4.4 In 2019 a Scoping Report was prepared for the SA. The Scoping Report presented a baseline and context review for the SA, a series of key sustainability issues, and the SA Framework against which the bridging Island plan (including reasonable alternatives) could be appraised. The SA Framework is presented in Table 4.2 of the main body of the SA Report and the scoping information is presented in full in Appendix A of the main body of the SA Report.

4.5 The SA Framework and the appraisal findings in the SA Report have been presented under ten SA Themes, reflecting the range of information being considered through the SA process. These are set out below.

Table 4.1: SA Themes

SA Theme	Elements covered by theme
SA Theme 1: Air, Land, Soil and Water Resources	<ul style="list-style-type: none"> • Air quality • Soil quality • Agricultural land quality • Water quality
SA Theme 2: Biodiversity and Geodiversity	<ul style="list-style-type: none"> • International biodiversity designations • Island biodiversity designations • Key habitats • Key species • Geological sites
SA Theme 3: Landscape, Townscape and Seascape	<ul style="list-style-type: none"> • Landscape, townscape and seascape character and quality • Designated and non-designated sites and areas • Visual amenity
SA Theme 4: Historic Environment	<ul style="list-style-type: none"> • Heritage assets • Setting, special qualities and significance of heritage assets • Locally important heritage assets • Historic character of the Island

SA Theme	Elements covered by theme
SA Theme 5: Climate Change	<ul style="list-style-type: none"> • Greenhouse gas emissions • Potential effects of climate change • Climate change resilience • Flood risk • Coastal change
SA Theme 6: Population and Community	<ul style="list-style-type: none"> • Population size and density • Age structure • Deprivation • Housing quality, mix and affordability • Community wellbeing and satisfaction
SA Theme 7: Younger People	<ul style="list-style-type: none"> • Education • Children's Rights • Equality
SA Theme 8: Health and Wellbeing	<ul style="list-style-type: none"> • Health indicators and deprivation • Influences on health and wellbeing
SA Theme 9: Transport	<ul style="list-style-type: none"> • Transportation infrastructure • Traffic flows and congestion • Accessibility • Car ownership • Travel to work
SA Theme 10: Economy	<ul style="list-style-type: none"> • Employment and Skills • Productivity and Growth

5. Appraisal of options for the bridging Island Plan

- 5.1 A key element of the SA process to date has been the appraisal of 'reasonable alternatives' for the bridging Island Plan.
- 5.2 A focus of reasonable alternatives assessment work for the current SA has been with respect to the spatial development strategy for Jersey and the allocation of land in the island. The purpose of this assessment is to provide an understanding of the sustainability implications of different potential spatial approaches to planning for future development needs in the island, both in the short and longer terms.

Spatial strategy for the bridging plan period

- 5.3 The spatial strategy for the current and previous Island Plans has generally been based on the principle of integrating development within the island's existing built-up areas, based on a hierarchical categorisation of Jersey's settlements.
- 5.4 As a consequence of this, St Helier has, in recent years, absorbed much of the island's population and employment growth, with growth extending from the boundaries of the parish of St Helier to include parts of the parishes of St Saviour and St Clement, whilst also involving the reclamation of land to expand the town and meet other strategic requirements. This has encouraged the re-use and redevelopment of land that has already been developed, often resulting in relatively high density development.
- 5.5 This growth of St Helier has been coupled with the limited release of greenfield land on the edge of existing built-up areas elsewhere across the island to provide new affordable housing, usually in the form of family houses. This form of development has occurred principally in the parishes of St Clement, St Saviour and St Brelade, together with the more limited release of land around some of the island's rural parish centres.
- 5.6 Given the bridging Island Plan will be developed for a much shorter time period than a normal Island Plan, the extent of provision for development that needs to be made will be correspondingly less. There is also uncertainty about the extent of growth – and the subsequent demand for development – that the island will need to provide for over the longer term. This is in light of uncertainties surrounding the recovery from the Covid-19 pandemic, the implications of Brexit, and the potential implementation of an island-wide migration control policy and population policy from 2022.
- 5.7 In this respect, the following has been recognised for the bridging Island Plan:
- Government analysis currently suggests that inward migration to Jersey in the next five years will be around half the level seen in the last five years;
 - Provision should be made for around 4,150 homes up to 2025;
 - This level of provision includes almost 1,000 extra affordable homes to respond to the current housing shortfall that is currently increasing property prices and impacting on living standards; and
 - There is a significant need in the island for a mix of housing types to meet the needs of families and older people.
- 5.8 In addition, the outcomes of community consultation undertaken at earlier stages of plan making has highlighted support for a generally conservative approach to the spatial strategy for growth.

5.9 In light of these factors, issues relating to the preferred spatial strategy for the bridging Island Plan were considered by the Council of Ministers in September 2020, alongside the various evidence base studies undertaken for the bridging Island Plan to date.

5.10 To support this consideration, the SA team prepared a report to inform briefings with the Council of Ministers which explored the sustainability implications of potential distributions of growth to be taken forward through the bridging Island Plan.² This report identified the key opportunities and sustainability issues associated with the different elements of the potential spatial strategy for the bridging plan, including issues associated with:

- Intensification of St Helier and development of key opportunity sites;
- Urban extensions to St Helier;
- Development at secondary urban centres;
- Expansion of key rural settlements; and
- Development in the countryside.

5.11 Following evaluation by the Council of Ministers, a preferred strategy for the bridging Island Plan was agreed. This was set out in the Preferred Strategy Report released in October 2020³, which highlighted that most development should be accommodated in St Helier and other parts of the island that are already developed; but to meet the need for homes, and to help support parish communities, some greenfield land would need to be released for development.

5.12 In recognition of the preferred spatial strategy for the bridging Island Plan, the SA process subsequently undertook an appraisal of potential locations for growth in the island.

5.13 This process is described below.

Appraisal of sites for potential allocation

Bridging Island Plan site assessment

5.14 To support the consideration of which sites to allocate through the bridging Island Plan, various site assessments have been undertaken through the development of the plan. In this context, in the region of 350 sites were assessed by the Island Plan team to support the choice of allocations taken forward through the bridging Island Plan. These were considered in relation to their suitability, availability and achievability for taking forward as an allocation through the bridging island Plan, or alternatively as locations to be protected from development.

SA site appraisal

5.15 To support these assessments, a separate appraisal of each of the sites on the island available for affordable housing (totalling 213 sites) has been undertaken through the SA process. This is with the aim of informing the proposed allocation of sites for this purpose.⁴

5.16 The findings of the appraisal of the sites undertaken through the SA process, accompanied by an explanation of the approach and criteria utilised for the appraisal,

² AECOM (September 2020) SA for the Island Plan Review: Note for Council of Ministers, September 2020

³ Government of Jersey (October 2020) Island Plan Review Technical Evidence Base – Preferred Strategy Report

⁴ All sites allocated for housing through the bridging Island Plan will incorporate affordable housing.

is presented in the **Technical Annex** accompanying the SA Report (*SA Report Technical Annex to accompany consultation on the draft bridging Island Plan*).

Assessment of distributions of available sites

- 5.17 In light of the preferred spatial strategy for the plan, the key short-term choices for the bridging Island Plan period relate to the extent of intensification of uses and the planned release of greenfield land through extending some secondary built-up area edges and around some rural parish centres.
- 5.18 To provide an additional perspective on the choices to be made in this regard, a further assessment of the distribution of the sites currently available for affordable housing over the plan period was undertaken through the SA process. This involved evaluating the sustainability issues associated with various clusters of sites available in different areas of the island.
- 5.19 The purpose of this exercise was to gain a better understanding of the potential spatial approaches that can be taken in each area relating to the available sites, and the likely sustainability implications.
- 5.20 To facilitate this assessment, the island was divided into seven broad areas, as follows (these broad areas are mapped in **Figure 5.1** below):
- Primary centre of St Helier, including area along A3/Longueville Road to the east;
 - Secondary centre of Les Quennevais/ Red Houses/ La Moye and surrounding areas;
 - Coastal strip to Gorey;
 - A6 corridor (La Grande Route de Saint-Martin);
 - A9 corridor (La Grande Route de Saint-Jean), Trinity and St John;
 - A12 corridor (La Grande Route de Saint-Pierre); and
 - Island rural hinterland.
- 5.21 Presented in Chapter 6 of the main body of the SA Report is a commentary on the key environmental constraints and opportunities associated with the distribution of sites available for allocation in each area. These commentaries are accompanied by maps highlighting the location of available sites in conjunction with the environmental constraints in the area.

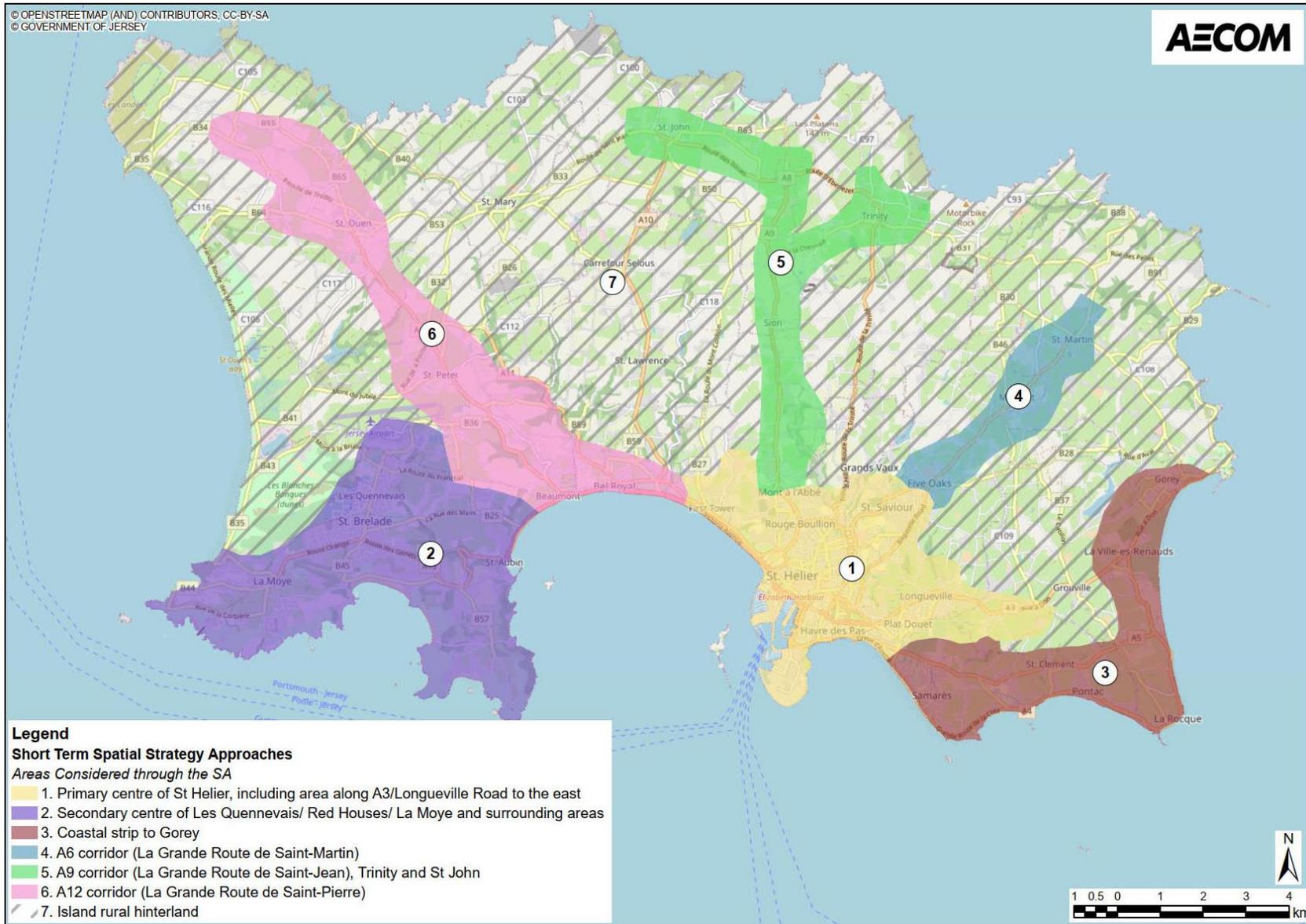


Figure 5.1: Broad areas considered

Assessment of longer term growth options

- 5.22 In addition to short term options for growth which consider the current bridging Island Plan period, the SA has also considered the different approaches that could be taken in relation to the spatial strategy for the island over the longer term. This incorporates the ten-year plan period for the Island Plan 2025, and beyond.
- 5.23 Given it is not possible to determine the availability of sites over this longer-term period, a number of broad directions for future growth on the island have been identified, as follows:
- Continued intensification of St Helier
 - Urban extensions to St Helier
 - Land reclamation and reconfiguration of land to the south of St Helier
 - Densification / growth around Les Quennevais / Red Houses / La Moye
 - Growth around the island's local centres
 - The delivery of a new settlement
- 5.24 A description of these longer term directions of growth, and a summary of potential opportunities and limitations associated with each approach is presented below. **Figure 5.2** highlights the broad locations of these directions of growth.
- 5.25 Full appraisal findings relating to these longer term growth opportunities are presented in Chapter 7 of the main body of the SA Report.

Continued intensification of St Helier

- 5.26 The town of St Helier has seen significant intensification over the current and previous Island Plan periods. A potential approach over the longer term is therefore to continue this approach, including through increasing densities in the town, increasing the size, scale, and height of new buildings and suburban intensification.

Opportunities relating to approach

- 5.27 **Accessibility:** A focus on St Helier, which has the broadest range of services, facilities and employment opportunities in the island, will help reduce the need for residents to travel. This has the potential to support accessibility to key amenities, with benefits for social inclusion, the quality of life of residents and the vitality of local communities in the town.
- 5.28 **Sustainable transport use:** The approach will encourage the use of sustainable modes of transport, including walking and cycling and reduce the need to travel by private car. This will support health and wellbeing, the vitality of communities, air and noise quality and the quality of the public realm.
- 5.29 **Limitation of environmental impacts elsewhere in the Island:** A focus on an intensification of St Helier would help limit the potential effects of delivering development on locations elsewhere in the Island. This would help reduce impacts on biodiversity, landscape/villagescape character, the historic environment and air and noise quality outside of St Helier.
- 5.30 **Efficient use of land:** Urban intensification and an increased use of previously developed land would help limit the loss of productive agricultural land elsewhere in the island. The approach also increases opportunities for the remediation of contaminated land and rejuvenation of underutilised land in St Helier.

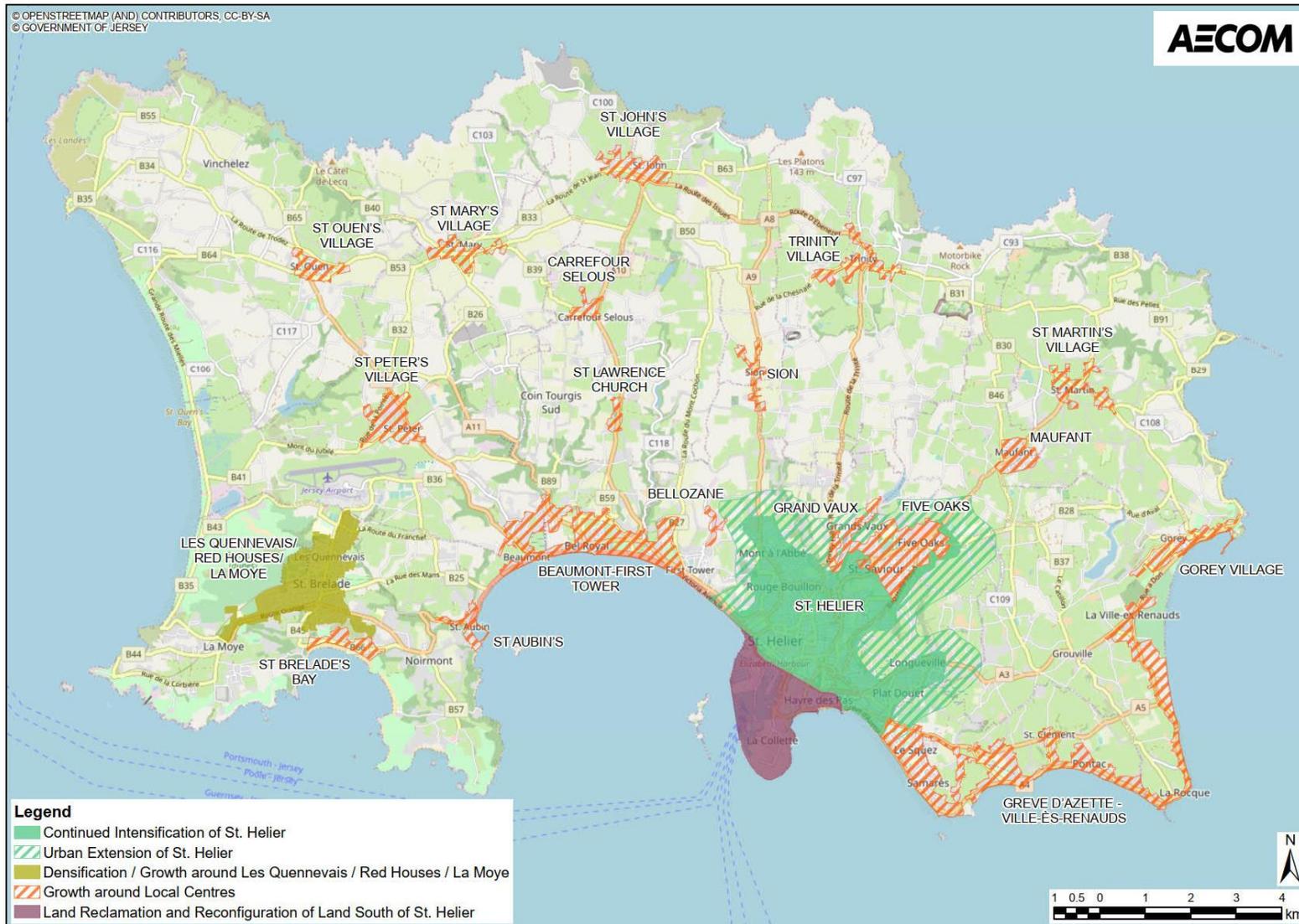


Figure 5.2: Longer term growth opportunities

Limitations relating to approach

- 5.31 **Impacts on historic environment:** St Helier town has a rich historic environment resource, with the largest concentration of listed buildings and non-designated heritage assets in the island. Without high quality and sensitive design and layout, the approach has potential to lead to impacts on the fabric and setting of key features and areas of cultural heritage interest.
- 5.32 **Impacts on townscape character and key views in St Helier:** Intensification in the town (including potentially through the use of taller buildings) has the potential to have detrimental effects on the quality of the public realm, local distinctiveness and key viewpoints in the town.
- 5.33 **Impacts on brownfield biodiversity:** Previously developed sites are often important habitats for protected species. Intensification of land uses therefore has the potential to lead to the loss of key brownfield habitats.
- 5.34 **Impacts on traffic and congestion:** Intensification of uses has the potential to increase the urban population of St Helier, with increased traffic flows and pressures on community provision. The extent of impacts will partly depend on the degree to which new residents are able to readily access places of employment and amenities through sustainable transport modes.
- 5.35 **Housing delivery elsewhere in the island:** An increased focus on St Helier may undermine the delivery of housing which meets the specific housing needs of other settlements in the Island.

Urban extensions to St Helier

- 5.36 This approach would deliver urban extensions to St Helier in appropriate locations to the north, east and west of the town. This would deliver growth on the urban fringes of the town on open countryside.

Opportunities relating to approach

- 5.37 **Delivery of a broader range of housing types:** Greenfield development sites of larger size have the potential to deliver a broader range of housing types than many smaller urban intensification sites. For example, the approach has the potential to deliver a larger proportion of 3 bedroom family homes, which have been identified as a key element of housing need in Jersey.
- 5.38 **Delivery of community infrastructure:** The delivery of urban extensions on larger sites increases opportunities for the delivery of new community facilities to accompany growth. This includes through potentially sizeable developer contributions.
- 5.39 **Enhancements to green infrastructure networks:** New development areas taken forward through this approach have the potential to deliver enhancements to multifunctional green infrastructure networks which link with existing urban areas. This will support health and wellbeing and the quality of life of residents. It also has the potential to bring environmental enhancements, including relating to biodiversity net gain (discussed below).
- 5.40 **Biodiversity net gain:** The delivery of larger scale urban extensions has the potential to deliver biodiversity net gain if development is accompanied by enhancements to habitats and ecological networks.

Limitations relating to approach

- 5.41 **Impacts on landscape character:** Urban extensions to the town have the potential to affect landscape and seascape character and key views. A number of areas around the built up part of St Helier are sensitive in terms of landscape and seascape character, and the hinterland of the town comprises a range of landscape character types, including enclosed valleys, agricultural land and escarpment.
- 5.42 **Impacts on greenfield biodiversity:** Urban extensions have the potential to lead to the loss of key habitats and ecological networks on previously undeveloped land. The approach may also have the potential to lead to direct and indirect impacts on designated biodiversity and geological sites in the vicinity of the town.
- 5.43 **Impacts on archaeology:** Areas around St Helier have areas of significant archaeological potential. However, this does not necessarily need to be a significant constraint if appropriate approaches are taken to recording, conserving and enhancing assets.
- 5.44 **Loss of productive agricultural land:** Urban extensions onto greenfield land around St Helier would lead to the loss of agricultural land in the vicinity of the town.

Land reclamation and reconfiguration of land to the south of St Helier

- 5.45 This direction of growth would seek to deliver growth to the south of St Helier through land reclamation and the reconfiguration/repurposing of the La Collette, waterfront and harbour areas. Growth in these areas would be delivered through masterplanning exercises which would seek to deliver new communities at appropriate locations.

Opportunities relating to approach

- 5.46 **Development of high quality, mixed use communities in accessible locations:** Land reclamation and reconfiguration to the south of St Helier would be likely to take place in locations readily accessible to the services, facilities and employment opportunities present St Helier town centre. This will support accessibility to key amenities and employment, leisure and recreational opportunities available locally.
- 5.47 **Remediation and reuse of land:** The La Collette area includes a number of contaminating uses, including the power station, fuel stores, recycling centre and refuse incinerator. In this respect, the reconfiguration of the area offers significant opportunities to remediate areas of land contamination.
- 5.48 **Enhancements in the quality of the public realm and local character:** Given current land uses in the La Collette area (including the power station, fuel stores, recycling centre, refuse incinerator) a reconfiguration of uses in the area has the potential to support enhancements to the quality of the public realm and landscape / townscape / seascape character.
- 5.49 **Enhancements to the fabric and setting of the historic environment:** The harbourside area and northern part of the La Collette area are of significant historic interest. Whilst poorly planned growth can have negative effects on the historic environment, high quality growth provides significant opportunities to support the rejuvenation and reuse of key features and areas of historic environment interest in the area, and support enhancements to their fabric and setting.
- 5.50 **Opportunities to enhance the resilience of the area to coastal change and coastal flooding.** In terms of climate change adaptation, the La Collette and Waterfront area are vulnerable to coastal change and coastal flooding.

- 5.51 **Supporting economic regeneration:** The approach offers significant opportunities for supporting the economic vitality of the areas and wider town. This includes through increasing the resident population of the area and delivering significant enhancements to local economic and community offer.

Limitations relating to approach

- 5.52 **Impacts on biodiversity sites and habitats:** The South East Coast of Jersey Ramsar site covers the inshore area south and eastwards from c.100m south of the La Collette Yacht Basin, and encompasses the areas south and east of the La Collette peninsula. Any land reclamation which takes place in these areas therefore has the potential to have significant effects on this internationally designated biodiversity site. Key biodiversity habitats present around the peninsula and waterfront area include intertidal sand and intertidal rock. These areas are currently susceptible to marine pollution and reclamation. In this respect a longer-term strategy of reclamation and reconfiguration in the Waterfront and La Collette area has the potential to lead to significant impacts on these habitats.
- 5.53 **Impacts on landscape and seascape character and the historic environment:** Reclamation and reconfiguration of the La Collette and Waterfront areas have the potential to lead to significant changes in landscape, townscape and seascape character in the area. Large scale changes to the area facilitated by land reclamation and reconfiguration have the potential to lead to significant effects on views to and from Elizabeth Castle, and also on the historic character of the harbourside area. Impacts of growth though, with sensitive design and layout, can be positive as well as negative.
- 5.54 **Impacts on archaeology:** Areas to the south of St Helier have areas of significant archaeological potential. However, this does not necessarily need to be a significant constraint if appropriate approaches are taken to recording, conserving and enhancing assets.
- 5.55 **Impacts on existing economic activities:** The approach would be likely to require the relocation of existing economic activities, including associated with the existing harbour operations and operations at La Collette.

Densification / growth around Les Quennevais / Red Houses / La Moye

- 5.56 This approach would recognise the role of Les Quennevais / Red Houses / La Moye as the secondary centre for the island, as defined by the Island Plan settlement hierarchy.⁵ Recognising the significant constraints present around these settlements, this direction of growth would involve a degree of intensification of uses in these areas.

Opportunities relating to approach

- 5.57 **Housing delivery:** The approach has the potential to deliver housing of a range of types and tenures which could help to meet local housing needs in the secondary centre of the island.
- 5.58 **Accessibility:** Growth in the area would facilitate development in a location well served by amenities and connected by bus and cycle routes. This will support access to services and facilities.

⁵ Government of Jersey (2nd November 2020) Council of Ministers Report: Island Plan Review Spatial Strategy Report

- 5.59 **Community provision:** Housing delivery in the Les Quennevais / Red Houses / La Moye area will also support the viability of services and facilities locally and facilitate enhancements to community infrastructure.

Limitations relating to approach

- 5.60 **Impacts on biodiversity sites and habitats:** The areas surrounding Les Quennevais / Red Houses / La Moye are of high sensitivity in biodiversity terms. The South West Coast ESA adjoins the built up part of Red Houses and La Moye to the south, and the St Aubin Valley ESA and the St Ouens Bay ESA adjoin Les Quennevais to the east and west respectively. The Les Blanches Banques Ecological SSI adjoins the western part of Les Quennevais. Reflecting these designations, a range of important habitats are present in the area, which adjoin the existing built up area. These include dune grassland, mixed woodlands, dense scrub/gorse and wet meadow. More broadly the marine zone and coastal area are sensitive locations for biodiversity and incorporate a range of habitats and species. They are also rich in geodiversity. As such the biodiversity interest of the area provides a significant constraint to development, and would need to be central to decision making if significant growth is taken forward in the area.
- 5.61 **Landscape sensitivities:** The Jersey Coastal National Park adjoins the western and southern part of the built up area of Les Quennevais / Red Houses / La Moye, and provides a significant constraint to development. Development in this area therefore has the potential to impact on the special qualities of the National Park, including on views to and from the National Park.
- 5.62 **Impacts on the historic environment and archaeological resource:** A key historic landscape in the area is Les Blanches Banques Prehistoric Landscape located to the west of (and adjoining) Les Quennevais. This has been designated as a Grade I listed place in light of its association with the presence of features associated with a neolithic ritual and settlement landscape. La Moye golf course, located adjacent to this area has also been identified as an area with a rich archaeological resource, and is identified as the La Moye Golf Club Prehistoric Landscape Area of Archaeological Potential.
- 5.63 **Congestion issues:** Additional development in these locations has the potential contribute to existing congestion issues along key routes around St Aubin's Bay (including the A1 and A2).

Growth around the island's local centres

5.64 This would deliver growth around the island's local centres, as defined by the Island Plan settlement hierarchy.⁶ This would enable the expansion of these settlements through the release of land on the edge of the settlements.

Opportunities relating to approach

- 5.65 **Housing delivery:** The approach has the potential to deliver housing of a type and tenure which could help meet localised housing needs in these settlements.
- 5.66 **Vitality of local centres:** Housing delivery in the vicinity of the local centres has the potential to support the settlements' vitality through the presence of additional households. This may serve to support the viability of existing services and facilities.
- 5.67 **Community provision:** Appropriately provisioned growth has the potential to facilitate the delivery of new and improved community provision in these locations; this however depends on the extent to which growth is accompanied by new community infrastructure.

Limitations relating to approach

- 5.68 **Loss of agricultural land:** Given the lack of brownfield sites in these settlements, this approach to growth would be likely to take place overwhelmingly on greenfield land, which has the potential to comprise productive agricultural land. This will not support the efficient use of land.
- 5.69 **Impacts on landscape character:** A number of the local centres are within sensitive landscapes which comprise a range of distinctive character types. Additional growth in the vicinities of the local centres have the potential to have significant effects on landscape character, dependent on the detailed location, design and layout of development.
- 5.70 **Impacts on the historic environment:** The local centres of the island have a rich historic environment which may be affected by development.
- 5.71 **Pressures on local community facilities:** Development in these settlements has the potential to place additional pressures on existing community amenities available locally.
- 5.72 **Encouragement of car use:** Given the key urban centres of the island (i.e. St Helier and Les Quennevais / Red Houses / La Moye) have a greater concentration and range of services and facilities, additional growth in the smaller local centres has the potential to increase the need to travel and encourage car use. It should be noted though that a number of the local centres in the island are very well connected by public transport and walking/cycling links.

⁶ Settlements defined as the island's local centres including: Bagot-Longueville; Beaumont - First Tower; Bellozane; Carrefour Selous; Five Oaks; Gorey Village; Grands Vaux; Grève D'Azette - Ville-ès-Renauds; Maufant; Sion; St Aubin; St Brelade's Bay; St John's Village; St Lawrence Church; St Martin's Village; St Mary's Village; St Ouen's Village; and Trinity Village.

The delivery of a new settlement

5.73 This approach would deliver a new settlement in the island, or the significant expansion of an existing settlement. The settlement would be comparable in size to a local centre and would likely require an extensive process of land acquisition and the development of open countryside.

Opportunities relating to approach

5.74 **Housing delivery:** The approach has the potential to deliver significant housing provision of a range of types and tenure which helps address existing deficits in the island.

5.75 **Community provision:** The delivery of a large-scale new community has the potential to provide a critical mass which enables the delivery of a wider range of services/facilities. Such an approach also offers opportunities for delivering comprehensive multi-functional green infrastructure networks.

5.76 **Renewable energy provision:** It is noted that there are generally more opportunities to integrate low carbon and renewable energy into large scale development. It is therefore considered that the delivery of a new community has the potential to lead to significant positive effects in this respect.

5.77 **Sustainable transport provision:** A new community offers the potential to provide a critical mass which enables the delivery of high quality walking and cycling networks and new and improved public transport infrastructure.

5.78 **Biodiversity net gain:** The delivery of larger scale growth through a new settlement has the potential to deliver biodiversity net gain if development is accompanied by enhancements to habitats and ecological networks.

Limitations relating to approach

5.79 **Quality of life of existing residents:** There may be significant impacts on the quality of life of those living nearby from a new community, including from issues such as an increase in traffic and congestion, visual, noise or air quality impacts, or additional pressures on existing services and amenities.

5.80 **Loss of agricultural land:** The delivery of a new community would likely take place on greenfield land. This has the potential to lead to the loss of significant areas of productive agricultural land.

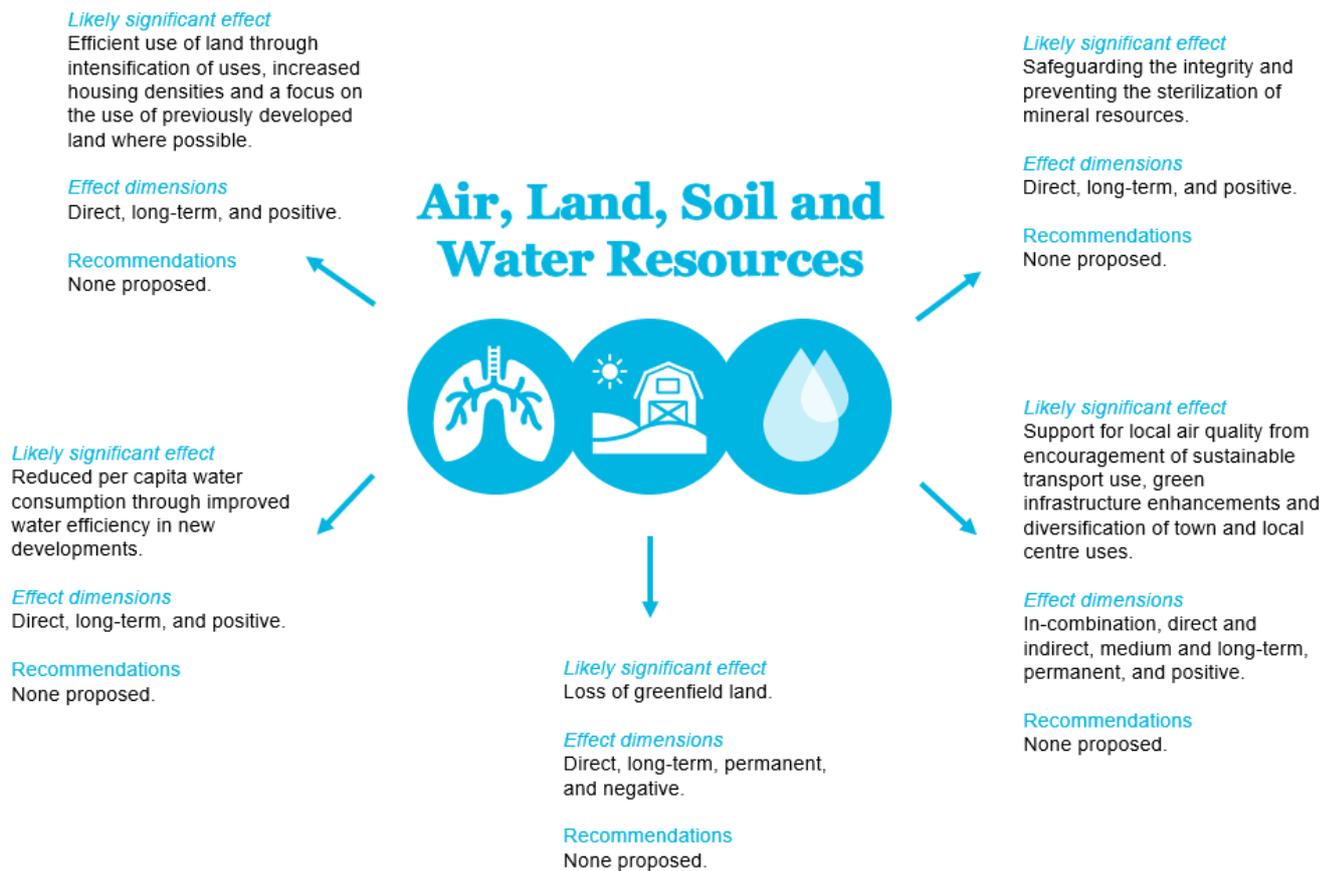
5.81 **Impacts on landscape character:** Given the likely scale of such development, and the loss of greenfield/undeveloped land, such an approach has the potential to have significant impacts on landscape character.

5.82 **Impacts on the historic environment:** The significance of effects from a new community on features of cultural, built and archaeological heritage assets depends on the location, scale and nature of development.

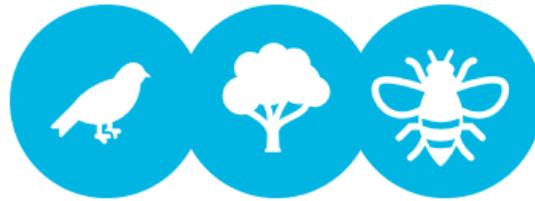
6. What are the appraisal findings at this current stage?

Appraisal of the current version of the bridging Island Plan

- 6.1 Part 2 of the SA Report answers the question – what are the appraisal findings at this stage? – by presenting an appraisal of the current consultation draft of the bridging Island Plan. Appraisal findings are presented under the ten SA Theme headings, and summary findings of the likely significant effects of the bridging Island Plan are presented below.
- 6.2 Detailed findings of the appraisal of the current consultation draft of the bridging Island Plan are presented in Chapter 8 of the main body of the SA Report.



Biodiversity and Geodiversity



Likely significant effect
Protecting the integrity of
designated sites and areas of
biodiversity and geodiversity
value on the island.

Effect dimensions
Direct and indirect, short,
medium and long-term,
permanent, and positive.

Recommendations
None proposed.

Likely significant effect
Enhancements to ecological
networks through green
infrastructure enhancements.

Effect dimensions
Direct and indirect, long-term,
permanent, and positive.

Recommendations
None proposed.

Likely significant effect
Improved ecological resilience,
including to the effects of climate
change.

Effect dimensions
Direct and indirect, long-term,
permanent, and positive.

Recommendations
None proposed.

Landscape, Townscape and Seascape



Likely significant effect
Protection of landscape /
townscape / seascape character
and local distinctiveness.

Effect dimensions
Direct and indirect, long-term,
permanent, and positive.

Recommendations
None proposed.

Likely significant effect
Impacts to visual amenity,
important viewpoints and
landscape perception.

Effect dimensions
Direct and indirect, short, medium
and long-term, permanent and
temporary, positive and negative.

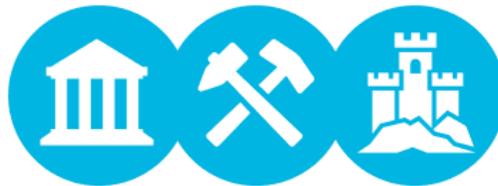
Recommendations
None proposed.

Likely significant effect
Safeguarding rural character and
the open countryside.

Effect dimensions
Direct and indirect, long-term,
permanent, and positive.

Recommendations
None proposed.

Historic Environment



Likely significant effect
Conservation and enhancement of the historic environment (including listed buildings and places) and their settings.

Effect dimensions
Direct and indirect, short, medium and long-term, permanent, and positive.

Recommendations
None proposed.

Likely significant effect
Implementation of appropriate mechanisms for understanding and preserving the island's archaeological resource.

Effect dimensions
Indirect, short, medium and long-term, permanent, and positive.

Recommendations
None proposed.

Likely significant effect
Reuse and rejuvenation of historic environment features of interest.

Effect dimensions
Direct and indirect, short, medium and long-term, permanent, and positive.

Recommendations
None proposed.

Likely significant effect
Limitation in greenhouse gas emissions resulting from growth through reducing the need to travel and promoting alternative methods of transport.

Effect dimensions
Direct and indirect, long-term, permanent, and positive.

Recommendations
None proposed.

Likely significant effect
Limitation in greenhouse gas emissions resulting from growth through the development of low carbon and renewable energy installations and the promotion of energy efficient development.

Effect dimensions
Direct and indirect, long-term, permanent and positive.

Recommendations
None proposed.

Climate Change



Likely significant effect
Enhancements to improve resilience to the effects of climate change (including flooding).

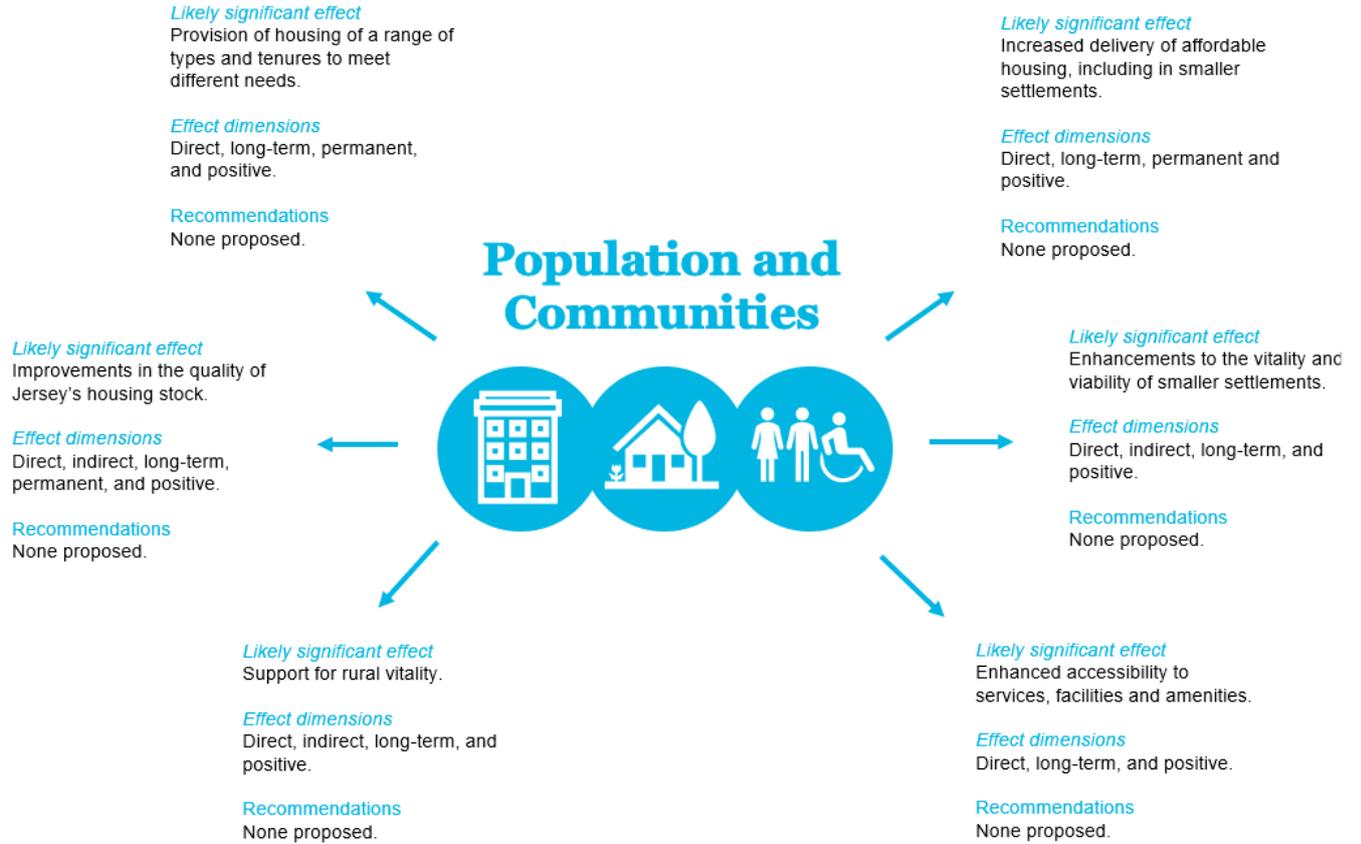
Effect dimensions
Direct and indirect, short, medium and long-term, permanent, and positive.

Recommendations
None proposed.

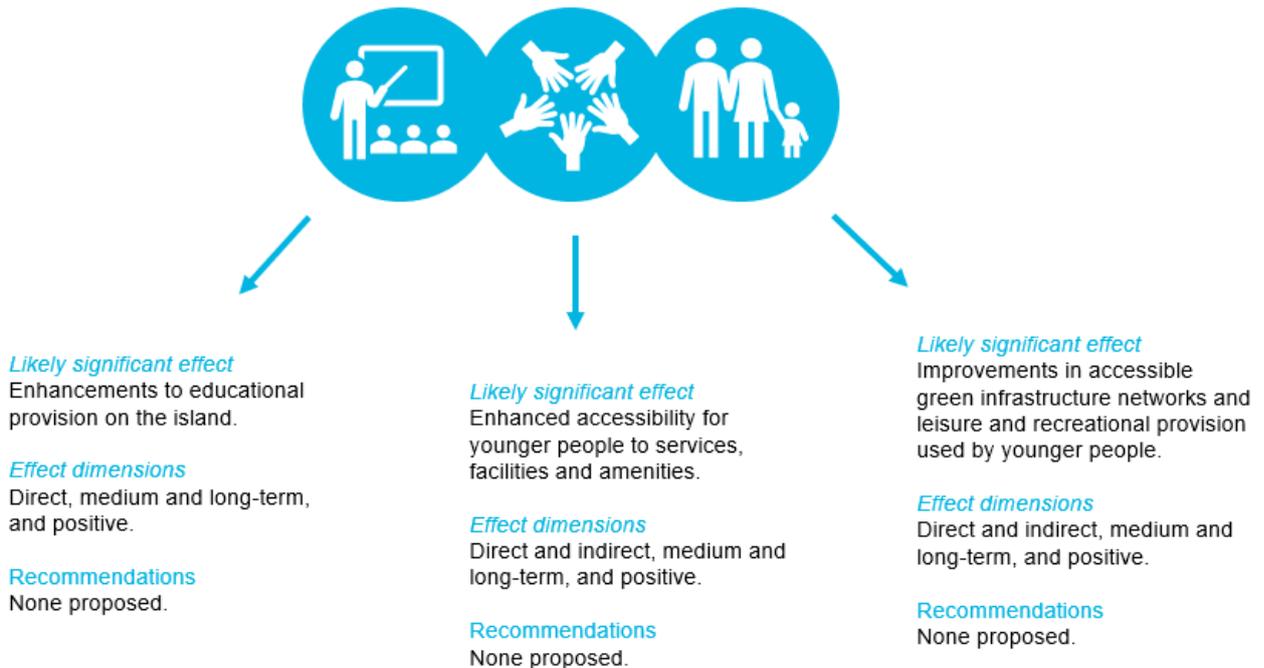
Likely significant effect
Adapting to climate change effects through the application of sustainable design and construction techniques and green infrastructure provision.

Effect dimensions
Direct and indirect, long-term, permanent, and positive.

Recommendations
None proposed.



Younger People



Likely significant effect

Support for the provision of new health services and leisure and recreation facilities.

Effect dimensions

Direct and indirect, short, medium and long-term, and positive.

Recommendations

None proposed.

Health and Wellbeing



Likely significant effect
Benefits to health and wellbeing linked to improvements to the island's neighbourhoods as a place to live.

Effect dimensions
Direct, indirect, long-term, permanent, and positive.

Recommendations

None proposed.

Likely significant effect
Promotion of active travel modes, including walking and cycling.

Effect dimensions
Direct and indirect, short, medium and long-term, permanent, and positive.

Recommendations

None proposed.

Likely significant effect
Enhancements to local green infrastructure networks and associated benefits for health and wellbeing.

Effect dimensions
Direct, indirect, medium and long-term, and positive.

Recommendations

None proposed.

Likely significant effect
Support for health and wellbeing through the delivery of high quality, energy efficient housing.

Effect dimensions
Direct, long-term, permanent, and positive.

Recommendations

None proposed.

Transport



Likely significant effect
Increased use of sustainable transport modes, including public transport and walking and cycling.

Effect dimensions
Direct and indirect, medium and long-term, permanent, and positive.

Recommendations

None proposed.

Likely significant effect
Limitation of the need to travel to key services, facilities and amenities.

Effect dimensions
Direct and indirect, medium and long-term, permanent, and positive.

Recommendations

None proposed.

Appraisal of cumulative effects and monitoring

6.3 In combination effects can also result from the combined impacts of a plan with impacts of another plan or initiative. The bridging Island Plan therefore has the potential to combine with other planned or on-going activities in Jersey to result in cumulative effects.

6.4 Examples of other proposals and activities being taken forward in Jersey which may have the potential to lead to cumulative effects include:

- Ports of Jersey expansion (expansion of the port, increasing overall capacity to 1.2 million tonnes and allowing some land to be able to be released for redevelopment)
- The redevelopment of Jersey Airport (including integrated arrivals and departures terminal, and project to addressing aviation compliance issues)
- Health care enhancements (including, potentially, a new hospital at Overdale to replace the General Hospital)
- Coastal flood defence and land reclamation proposals. This includes those associated with the provisions of the Shoreline Management Plan, which proposes 'Advance the Line' policies in some locations, where new sea defences would be built seaward of existing defences, and 'Adaptive Management' approaches which will deliver tailored management schemes depending on the location
- Active travel enhancements (including the eastern shared cycle and walking network)
- Public transport enhancements (including general bus infrastructure and network upgrades)
- Potential expansion of tourism and visitor provision
- Strategic sports and leisure upgrades across the island (incorporating programme of works set out in the Community Sports Hub and Island Stadium Feasibility Study).

6.5 In this context, potential effects (both positive and negative) which may occur as a result of the in-combination effects of the bridging Island Plan and other proposals in Jersey include the following:

- Increases in traffic flows and congestion from the in-combination effects of development and infrastructure capacity enhancements, with potential impacts on air and noise quality, landscape character and the historic environment. However, the in-combination effects of proposals on enhancing public transport and pedestrian and cycle infrastructure may help limit potential negative effects and secure positive effects in this regard.
- Cumulative impacts on ecological networks. This is from the in-combination effects of new development and associated infrastructure on habitats and biodiversity corridors. However, enhancements to green infrastructure provision facilitated through bridging Island Plan proposals and other projects in the area, as well as an increased focus on biodiversity net gain have significant potential to support ecological networks.

- Cumulative impacts on coastal habitats. This includes from the in-combination effects of new development in coastal parts of the island with coastal flood risk management measures.
- Improvements to accessibility resulting from the in-combination effects of delivering development in accessible locations combined with enhancements to public transport and walking and cycling networks.

6.6 As highlighted above, for many potential cumulative effects, the policy approaches proposed by the current version of the bridging Island Plan will help reduce the significance of these in-combination impacts. However, monitoring for the bridging Island Plan will be a key means of ensuring that unforeseen adverse environmental effects are highlighted, and remedial action can be taken where adverse environmental effects arise.

6.7 In order to understand how these trade-offs take place in practice during the implementation of the bridging Island Plan, Chapter 9 of the main body of the SA Report presents a proposed monitoring programme for the SA to evaluate the identified effects of the plan.

7. What are the next steps?

- 7.1 Once the period for representations on the consultation version of the bridging Island Plan document / SA Report concludes, the main issues raised will be identified and summarised and the Minister for the Environment will publish his initial response to them.
- 7.2 The bridging Island Plan, together with all the representations and the Minister for the Environment's initial response to them, will then be submitted for independent examination. The GoJ will also submit the associated evidence base documents, and the SA Report.
- 7.3 At independent examination, an Inspector will consider representations (alongside the SA Report), before reporting back on the bridging Island Plan, which may include recommendations for modification of it. These may require further SA and consultation, depending on their nature.
- 7.4 The Minister for the Environment and States Members will then consider the draft Plan, SA and the Inspector's report before posing their own final amendments to the draft Plan (if deemed necessary), after which the plan and proposed amendments will be debated and approved by the Assembly.
- 7.5 At the time of adoption, an SA 'Statement' will be published that sets out (amongst other elements) 'the measures decided concerning monitoring'.

