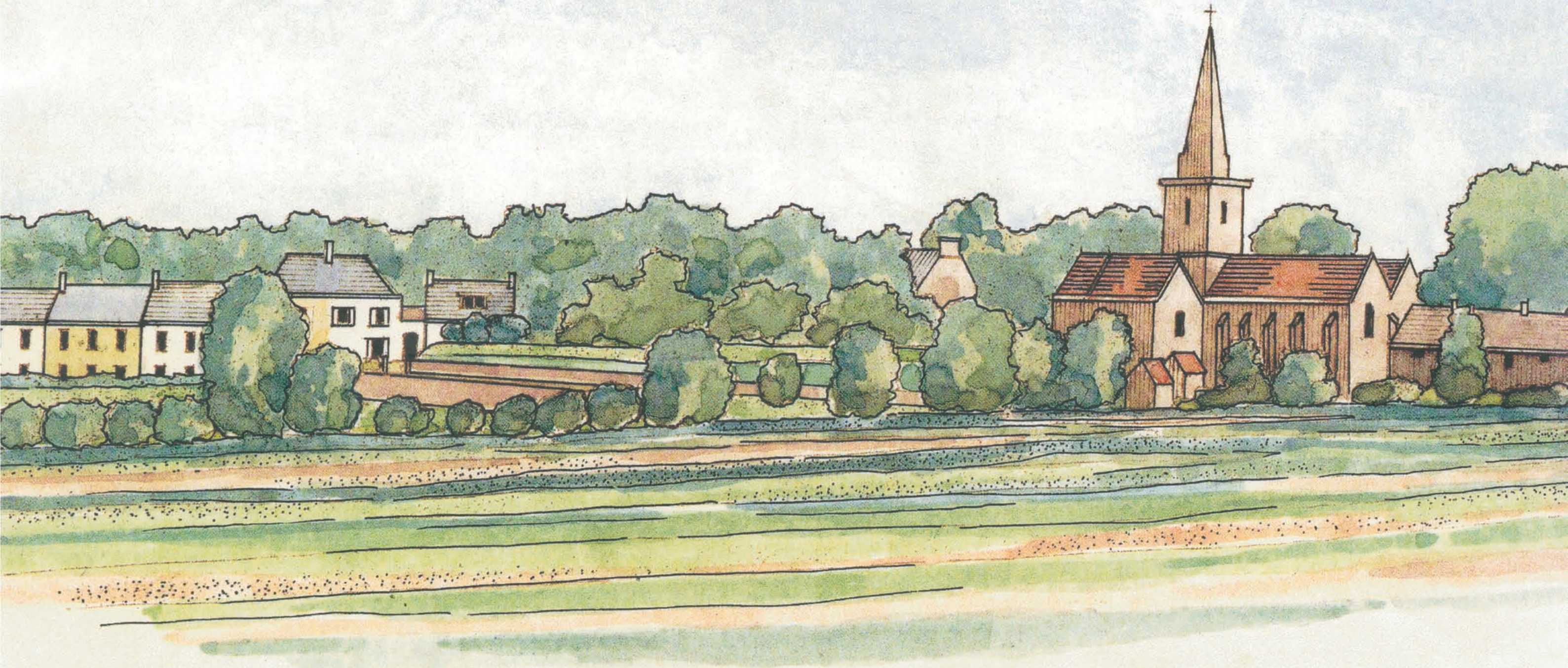


# St Martin, Village Regeneration, Community Regeneration, 2010 and Beyond





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## INTRODUCTION

This document was prepared in consultation with:

The Procureurs du Bien Publique of St Martin  
The Comité Paroissial of St Martin  
St Martin's Housing Association  
St Martin's Honorary Police

and will show the progress which has been achieved since the St Martin's Village Proposals of 1993 together with a collection of ideas and topic headings aimed at the successful completion of the 1993 proposals and the continuation of the work towards the Regeneration of St Martin's Village and the Parish Community through the provision of significant improvements to the social infrastructure and communal facilities.

We ask that this document is considered within the current **Island Plan Review**.





The 1993 Village Plan proposals were included and formed the basis of the 2002 Island Plan Built Up Area for St Martin's Village. We ask that they be incorporated in the new Island Plan Review and extended as appropriate.

The Village Plan is an essential tool for monitoring and identifying future development. Its relevance is shown by comparing the 1993 Parish needs with the numbers that have been provided to date as below:

- |  |   |
|--|---|
| • Parish Need Housing                  | 31 units completed 1996 (Rue de la Haye)                |
| • Recreation                           | Field 388 purchased 2004                                |
| • Green Lanes                          | St Martin's proposals adopted within the island network |
| • Car Parking                          | Virtually complete                                      |
| • Traffic Calming                      | Western section from Church to School only              |
| • Footpaths and Safer Routes to School | Project started   |
| • Sheltered Housing                    | 21 units complete 2003                                  |

**The Village Plan has acted as a catalyst for structured change.**

However, some of the above items still remain to be satisfactorily completed to support our community and draw in the inhabitants of the outlying settlement areas. In addition, some identified aims have not yet been achieved.

- Affordable First Time Buyer Housing
- Further Footpaths (across the Glebe and other areas to improve pedestrian access)
- Pedestrian Links and Pedestrian Safety
- Further Traffic Management
- The Village Green
- Sports Facilities
- Landscape Enhancements
- Possible Further Sheltered Housing

The Village Plan was incorporated in the 2002 Island Plan and has not been reviewed since that date despite statements of intent by the Island Development Committee.

The 2002 Island Plan Review should reinforce the Village Plan and extend the Envelope as requested in the interests of Community Regeneration.







Sheltered housing, Le Court Clos



Sheltered housing, Le Court Clos



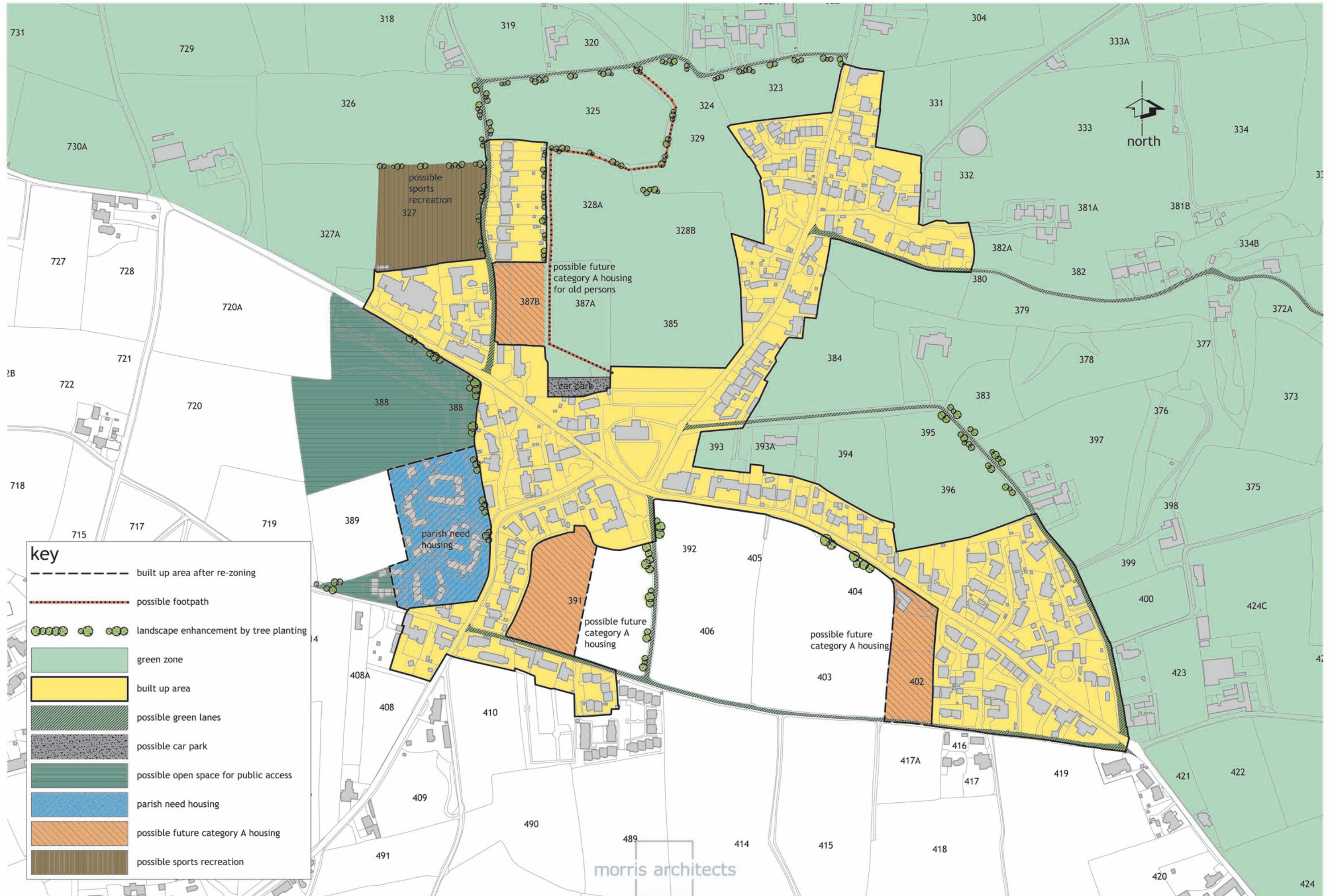


Sheltered housing, Le Court Clos



New tenants at Le Court Clos







In January 1994 the States approved the St Martin's Village Plan P120/1993 as a development plan under Article 3 of the Island Planning (Jersey) Law 1964, as amended, which stated:

- a) The Island Development Committee will prepare "Village Development Plans" for the settlements identified on the Island Map. Development will be permitted in accordance with these plans and the policies adopted for their implementation.

and:

- b) Housing

It is a fundamental principle of the Plan that overdevelopment will not be allowed and that any development within the Village should be directed to the needs of people connected with the Parish and carried out by the Parish or with their concurrence.

Whilst under principle a) the Island Development Committee only prepared Village Development Plans for St Martin and St Mary in 1993; we would recommend that the Planning and Environment Department should urgently consider Village Development Plans for the northern and rural villages in close consultation with the Connétables for the regeneration of Parish Communities where the **Community Initiative** is the driving force to provide affordable homes for **First Time Buyers** and comfortable **Retirement for the Elderly** with access to the existing infrastructure.

Also we would request that principle b) is clearly restated in the 2002 Island Plan Review.

People of St Martin



St Martin's infants meet the Rector

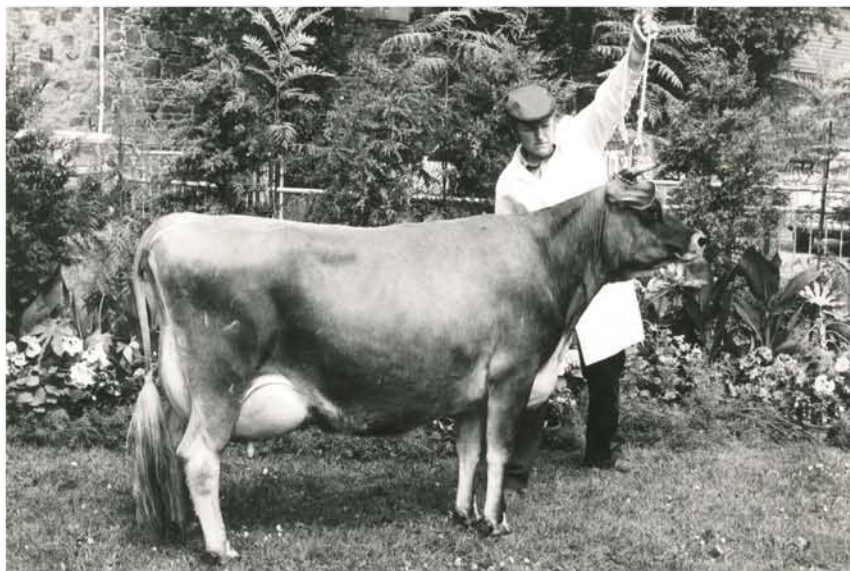


Palm Sunday Procession





Gerald Richardson, Cattle Breeder



Colin Richardson, Dairy Farmer



Lester Richardson, Farmer / Agricultural Contractor





Thomas John Marett, Blacksmith / Farrier



Thomas Charles Marett, Blacksmith / Farrier



Thomas Herbert Marett, Farrier



Lodged au Greffe on 10th August 1993  
by the Island Development Committee



STATES OF JERSEY

STATES GREFFE

160

1993

P.120

Price : 75p

2

## PROPOSITION

THE STATES are asked to decide whether they are of opinion -

- (a) to approve the St. Martin's Village Plan as a development plan under Article 3 of the Island Planning (Jersey) Law 1964, as amended, as shown on Map No. 399/1;
- (b) to approve the zoning of -
  - Field 389 - east part, measuring 4.5 vergées; and
  - Field 390, measuring 3.5 vergées;
 for use for Category A housing and other housing purposes as determined by the parish of Saint Martin;
- (c) to authorise the Island Development Committee, in the event of the parish being unable to acquire the said land, to negotiate with the owners for the purchase of the land at a fair and proper price to be agreed with the Finance and Economics Committee;

- (d) to agree that, in the event of it not being possible to agree a fair and proper price with the owners of the land, the Island Development Committee should be empowered, in exercise of the powers conferred by Article 4 of the Island Planning (Jersey) Law 1964, as amended, to acquire the land by compulsory purchase on behalf of the public in accordance with the provisions of the Compulsory Purchase of Land (Procedure) (Jersey) Law 1961, as amended;
- (e) to authorise the payment or discharge of the expenses to be incurred in connexion with the acquisition of the said land and all interests therein and the payment of all legal expenses from the Island Development Committee's vote of credit 'Acquisition of Land - Major Reserve' (Vote No. C0904);
- (f) to authorise the Attorney General and the Greffier of the States to pass on behalf of the public any contracts which it might be found necessary to pass in connexion with the purchase of the said land and any interests therein.

3

## ISLAND DEVELOPMENT COMMITTEE

NOTE: The comments of the Finance and Economics Committee will follow.

4

## REPORT

### Introduction

The Island Plan, approved by the States in 1987, includes in the countryside section a policy for Village Development - Policy C09

**The Island Development Committee will prepare 'Village Development Plans' for the settlements identified on the Island Map. Development will be permitted in accordance with these plans and the policies adopted for their implementation.**

Such a Development Plan for St. Martin's Village has been prepared by a working party chaired by the Connétable in consultation with the Planning Department.

The Plan, which is attached to this report, has been approved by the Committee and requires agreement by the States to the zoning of small areas of land for the immediate housing needs of the parish. The Plan also identifies areas of land which will be considered for future development by the parish, and also for recreational and amenity use, zoning of which will be requested when required.

### Conservation

The Plan provides for the designation of a substantial part of the Village as a 'Conservation Area'. Within this area there will be a strong emphasis on conservation, restoration, and enhancement to ensure that the charm and character of the Village is maintained.

Schemes to assist the enhancement of the Conservation Area will be assisted by the recent establishment of The St. Martin Conservation Trust, which has been set up in consultation with the Connétable by private individuals with interests in these matters.

### Housing

It is a fundamental principle of the Plan that over-development will not be allowed and that any development within the Village should be directed to the needs of people connected with the parish and carried out by the parish or with their concurrence.

The parish has identified a particular need for starter homes to accommodate young couples and families, many of whom are presently housed with their parents, for people who wish to return to their native parish, and for retirement homes to allow older people the opportunity to 'trade down'. They have established a target of 60 homes to be built within the parish in the next 10 to 15 years. The parish intends that developments should be limited to small groups of mixed housing located about the Village, and the other built-up areas, in such a fashion that the rural character of the parish should be not lost. Arrangements to buy the required parts of Field 389 and Field 390 have already been negotiated with the landowners for sufficient land to meet half the housing target within the Village and proposals for zoning of this land are now being made.

The proposed development will incorporate significant areas of open space which will be designated for tree planting and amenity space.

The proposed development should be seen in the context of the Conservation and Development Plan as a natural extension of the Village, rather than as a housing estate within the Village. For this reason the parish wishes to ensure as broad a spectrum of residents are housed as they are able, and wish therefore to provide a mix of low cost housing to meet the identified needs of the parish.



It can be seen that the boundary of the 2002 Island Plan built up area for St Martin's Village follows that of the 1993 Village Proposals fairly closely and logically, some of the adjacent housing clusters on the 1993 Envelope and the School playing field have been included.

There are 4 no H3 sites shown within the 2002 Envelope and other areas have been included, namely Fields 327 and 393A. Please see our comments below:

**Field 402:** Would provide an ideal site for affordable First Time Buyer Housing. There is a willing seller and we would wish to progress this site in the immediate future.

**Field 391:** Would be absolutely ideal as a site for Sheltered Housing for the elderly and could accommodate up to 30 homes. It has easy access to the existing infrastructure and is close to the shop, the bus routes, churches and Public Hall. The present owner is not a willing seller but we would wish to retain this site within the Plan for the long term.

**Field 423:** This site is in the Green Zone. It would not be suitable for Sheltered Housing and the Village Development Committee are not in favour of developing this site for Category A Housing in the near future because of the highly visual aspect of ribbon development on the Mont de la Mare St Catherine. The owner is not a willing seller and we would recommend therefore deleting this site or holding in low priority for the long term future.

**Field 410:** We understand that the owner of this site has a binding commercial contract with a developer and has stated he would wish to develop the site for high density commercial profit. The Village Development Committee is not interested in this type of development on a green lane, edge of settlement site.

**Field 327:** We approve of the inclusion of Field 327 and the School playing field into the Village Envelope. At some future date it will be necessary to consider the need for a new Primary School. This could be built on the existing playing field with Field 327 becoming the new playing field. We would then reclaim the site of the old School for either Category A Housing, a Residential Home or some other Community Facility.

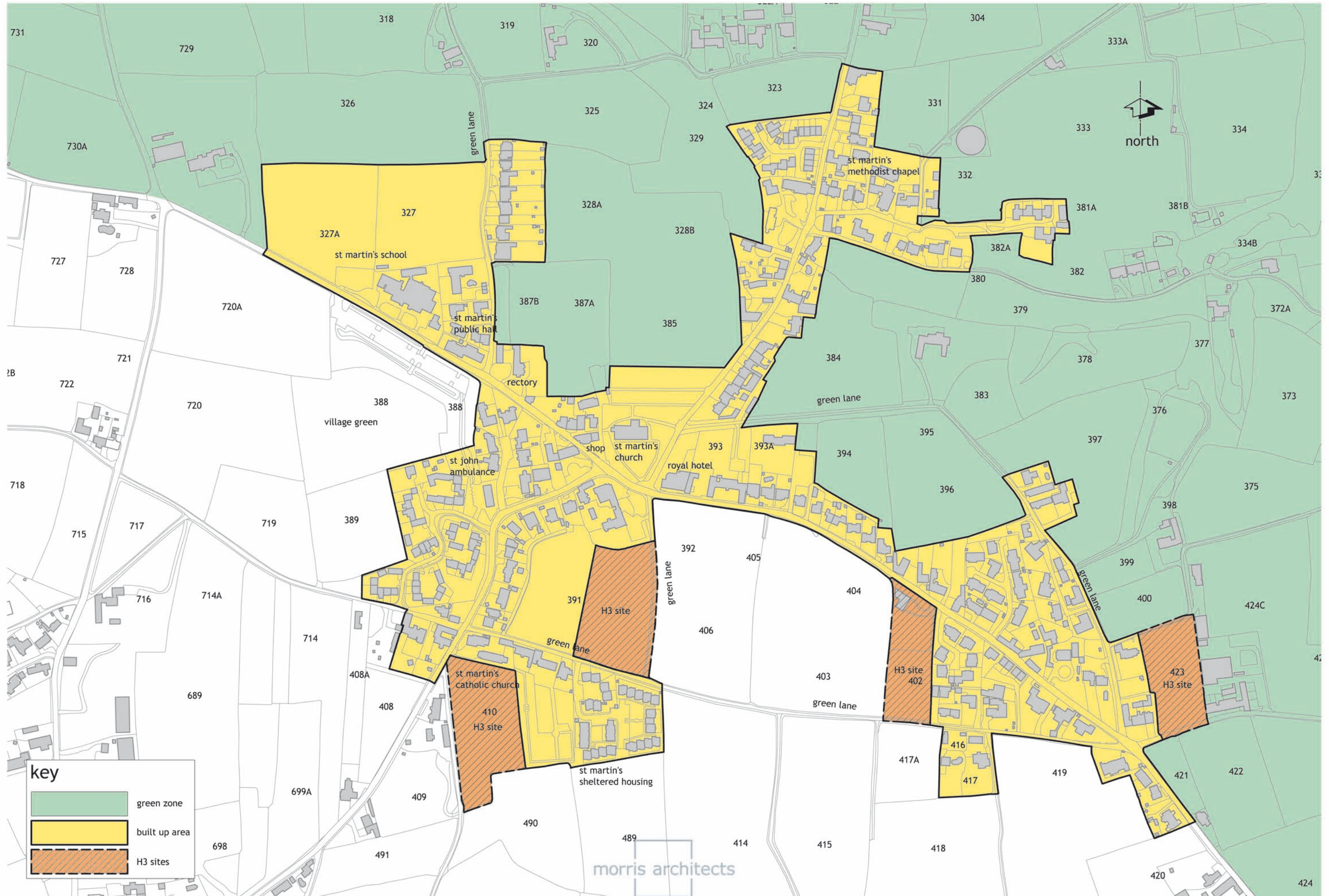


Parish need housing - Rue de la Haye



Parish need housing - Rue de la Haye







Now is definitely the time to consider the unique Parish communities in parallel with the need for social housing. During the past decade the social balance of village communities has changed quite significantly due to the lack of affordable housing for ordinary working families. It is these families who are the integral elements of the social fabric of the island and they are also the core assets of the Parish Community.

New development within the existing or extended built up areas must be for social need and should be considered for a community long term future time span, possibly in excess of 50 years. The new village boundaries (built up areas) must be most carefully planned and must be sacrosanct.

The responsibility and good maintenance of the Parish Community lies squarely with the Connétable and his Municipality. It is the Connétable and the Parish who must have ultimate control of the development of this community through the provision of social housing and all aspects of the supportive infrastructure.

We would like to refer back to item 2:

The Island Development Committee Proposition, P120 lodged 10 August 1993, which approved the St Martin's Village Plan as a development under Article 3 of the Island Planning (Jersey) Law and stated:

**Housing:** It is a fundamental principle of the plan that overdevelopment will not be allowed and that any development within the Village should be directed to the needs of people connected with the Parish and carried out by the Parish or with their concurrence.

We would highly recommend that, for the purposes of the Island Plan Review, these principles, with the precedent of St Martin's Village Plan, be reinstated and reinforced.

This would enable the Connétables and Procureurs to negotiate with landowners who may wish to sell land at a favourable price for Parish affordable First Time Buyer or Sheltered Housing.

These are most important considerations. Whilst we know that it is possible to build a 100 house estate in 2 or 3 years, we also know that it would take 2 or 3 generations to rebuild a community that was lost due to mistakes in the planning process.

#### Proposed Extensions to the Village Envelope

These are shown within the dotted lines.

#### Extended Areas and Possible Future Housing Sites

**Field 402:** This is an H3 site already within the 2002 Village Envelope. We would wish to progress this site immediately for First Time Buyer Affordable Housing using the HomeBuy Shared Equity scheme.

**Field 423:** This is also an H3 site within the 2002 Village Envelope and in the Green Zone. It is at present unavailable for social housing. We would therefore only consider this as a possibility for the long term or to be deleted from the H3 list.

**Field 388:** It is appropriate that the Village Green and the Parish Car Park are within the Village Envelope.

**Field 389:** Situated next to and with access to the Village Green and the School, this site would be an ideal location for Affordable First Time Buyer Housing.  
Estimated timescale for consideration: 10-15 years

**Field 404:** With an identified urgent need for affordable First Time Buyer Housing we would suggest this site as an ideal possibility for a follow on to the possible development of First Time Buyer Housing in Field 402.  
Estimated timescale for consideration: 5-10 years

**Field 405:** We would wish to consider a further development of Sheltered Housing for St Martin's elderly residents in 8 to 10 years time. If Field 391 is still unavailable we believe that Field 405 would provide an excellent location for this purpose.

**Field 392:** An exciting possibility to provide a focal point - a Village Square. See item no 5.  
Estimated timescale for consideration: 10-20 years

**Field 393A:** This field was included in the 2002 Envelope and considered a "windfall site". In 2006 we considered this site for sheltered housing and, despite strong objections, the site was approved for luxury housing.

This luxury development will contribute absolutely nothing to the social well being of the community. There has been absolutely no identified planning gain and this is on a site adjacent to an area subject to serious traffic and pedestrian problems.

This was contrary to the St Martin Village Plan Proposal and the Island Development Committee's Proposition P120 1993.

**Fields 403 & 406:** Possible backstop sites for Community Social Need for the long term.  
Estimated timescale for consideration: 40-60 years

We wish to present these recommendations as a basis for consideration as an inclusion in a **Supplementary Planning Guidance Document** for St Martin's Village.





Field 389



Field 402



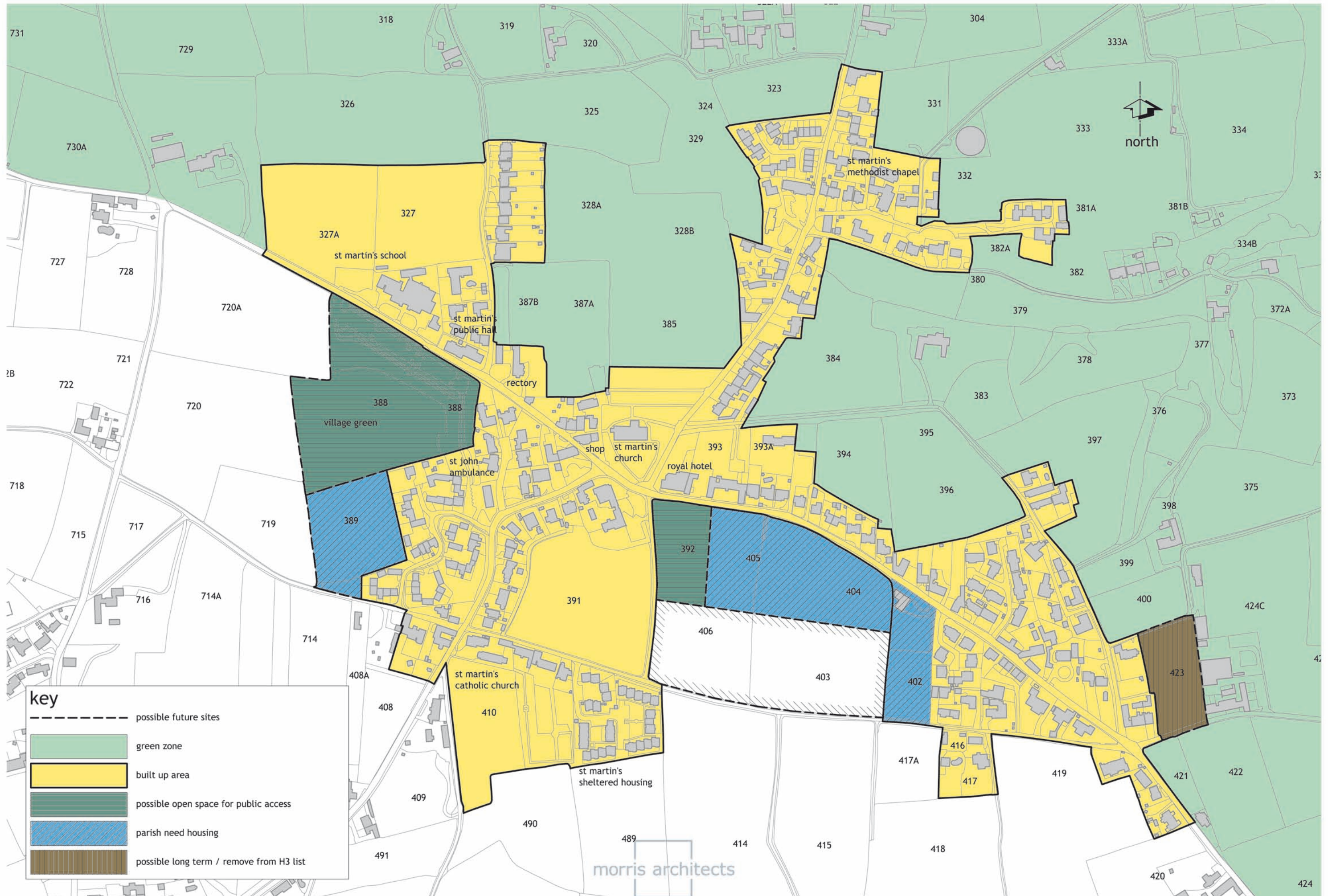


Field 404

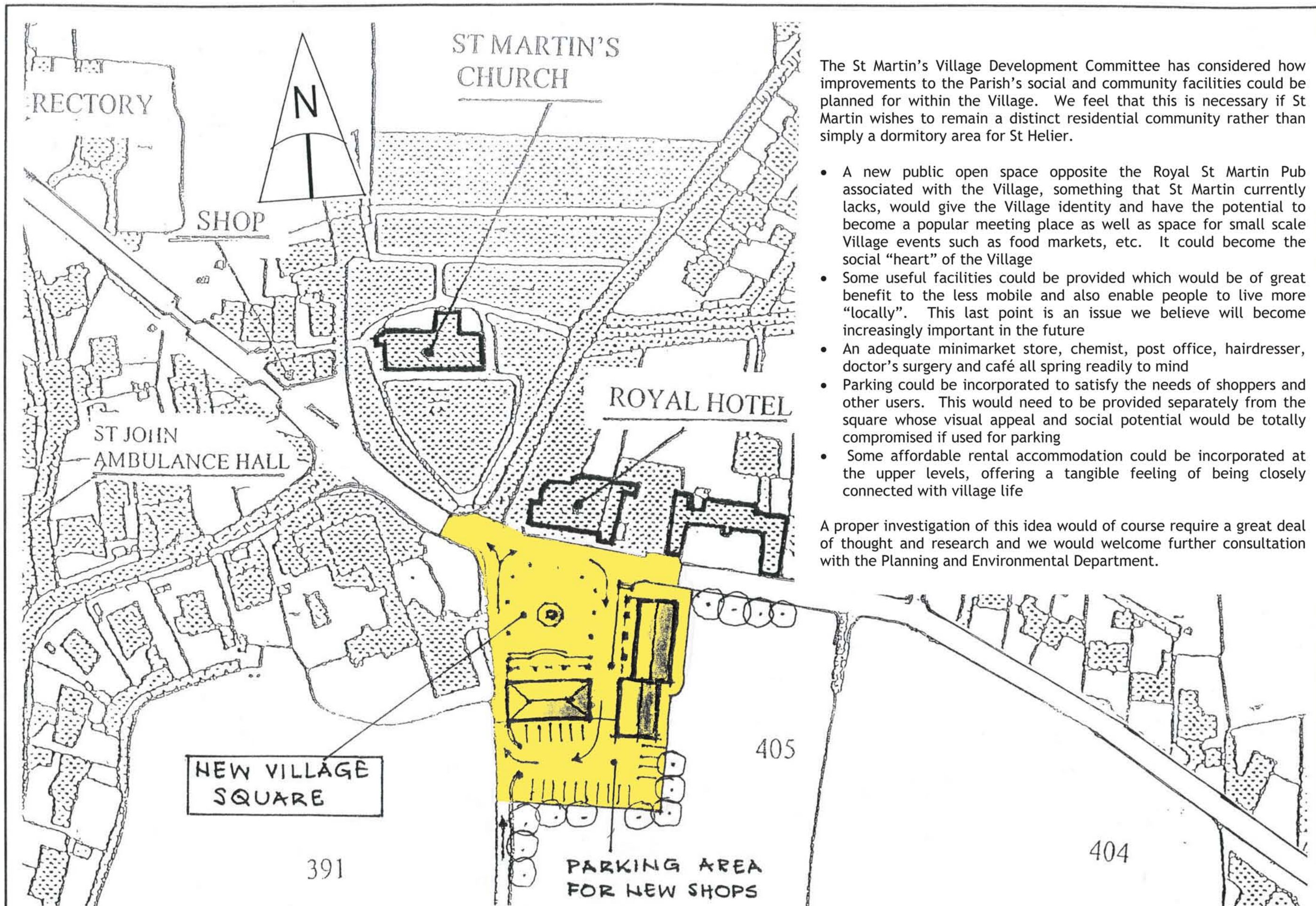


Field 392/405









The St Martin's Village Development Committee has considered how improvements to the Parish's social and community facilities could be planned for within the Village. We feel that this is necessary if St Martin wishes to remain a distinct residential community rather than simply a dormitory area for St Helier.

- A new public open space opposite the Royal St Martin Pub associated with the Village, something that St Martin currently lacks, would give the Village identity and have the potential to become a popular meeting place as well as space for small scale Village events such as food markets, etc. It could become the social "heart" of the Village
- Some useful facilities could be provided which would be of great benefit to the less mobile and also enable people to live more "locally". This last point is an issue we believe will become increasingly important in the future
- An adequate minimarket store, chemist, post office, hairdresser, doctor's surgery and café all spring readily to mind
- Parking could be incorporated to satisfy the needs of shoppers and other users. This would need to be provided separately from the square whose visual appeal and social potential would be totally compromised if used for parking
- Some affordable rental accommodation could be incorporated at the upper levels, offering a tangible feeling of being closely connected with village life

A proper investigation of this idea would of course require a great deal of thought and research and we would welcome further consultation with the Planning and Environmental Department.

Job:

SKETCH IDEA FOR NEW ST. MARTIN 'VILLAGE SQUARE'

Drawing:

PERSPECTIVE FROM NORTH

MICHAEL BRAVERY RIBA CHARTERED ARCHITECT

Scale NTS  
Job No -Date OCTOBER 2008  
Dwg No 02Drawn MB  
Rev.





Job:

SKETCH IDEA FOR NEW ST. MARTIN 'VILLAGE SQUARE'

MICHAEL BRAVERY RIBA CHARTERED ARCHITECT

Drawing:

SKETCH PLAN

Scale NTS  
Job No -Date OCTOBER 2008  
Dwg No 01Drawn MB  
Rev.



St Martin's Village has historically grown around the staggered junction of the east/west route of La Rue de la Croix au Maitre (B30), the north/south route La Ronde Collas (A6) and La Grande Route de Rozel (B38).

These roads form both the major route ways to and from Rozel and St Helier as well as part of the primary northern route of the island.

The volume of the traffic has greatly increased over the years to a level that has detracted from the amenity of the Village, eroding the historic core in particular, and increasing the dangers of pedestrian movement through the Village.

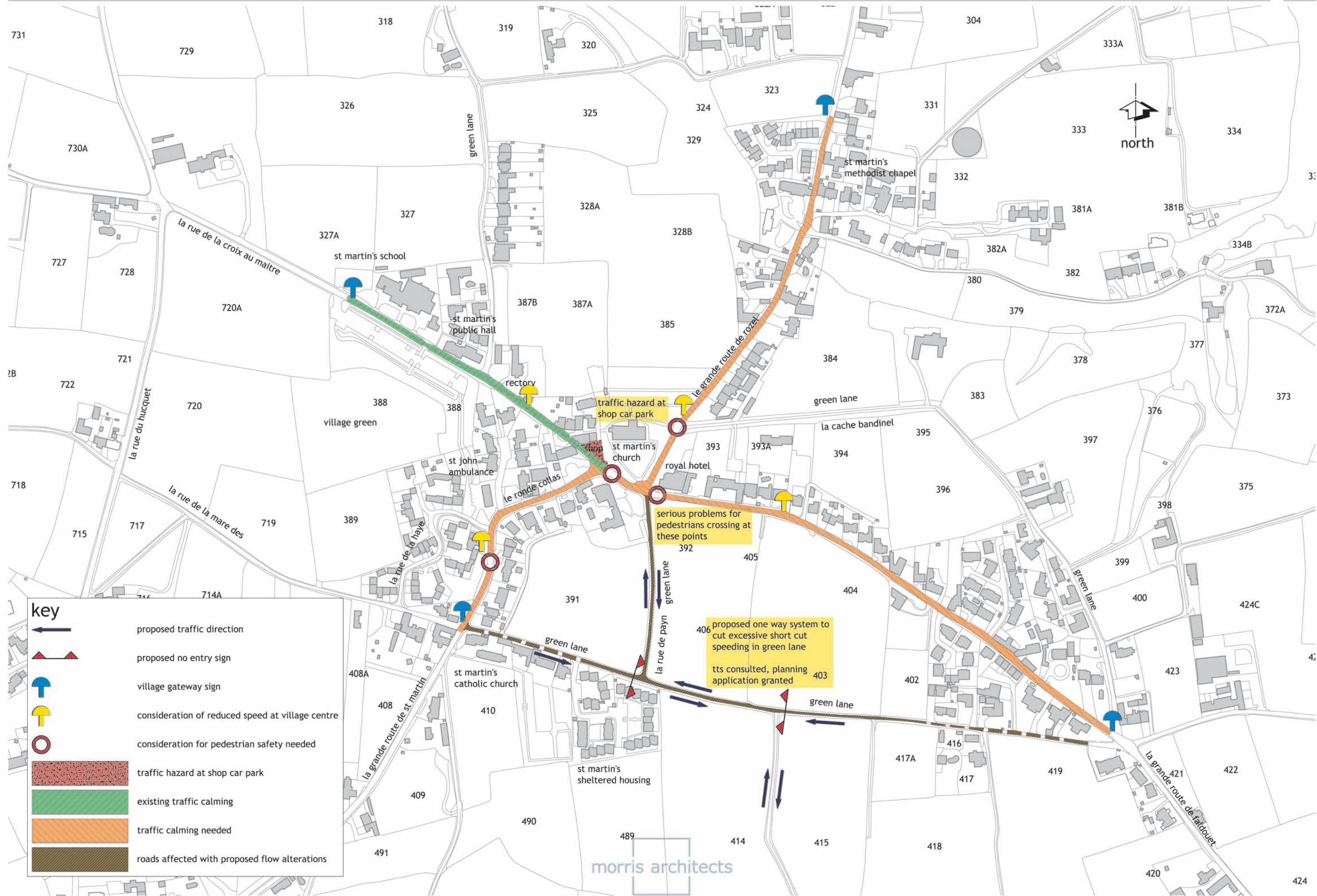
There is a 30mph speed restriction imposed on all main roads through the Village but, with the lack of pedestrian footpaths, this speed is dangerously excessive at the centre of the Village. There are too many pedestrians walking amongst the traffic at the centre and on the Grande Routes de Faldouet and Rozel and this is particularly dangerous during the dark winter evenings.

The fact is that from a driver's point of view, St Martin's Village is just a built up area around an awkward main highway crossroads. We would wish to change this perception by installation of "Village Gateway" signs on the four main roads into the Village with a reduction of the speed limit. Drivers must be made aware that they are entering a residential village and that there will be elderly pedestrians, families and schoolchildren crossing the road. The exact locations of the Gateway and speed reduction signs to be decided in consultation with Transport and Technical Services.

It would seem that it would be imperative that we request a Traffic and Pedestrian Safety Audit from Transport and Technical Services. Until we receive such a report our comments and suggestions serve only to demonstrate the problems rather than recommend a solution.









Pedestrian movement through the Village is neither easy nor safe.

There has been some improvement in the situation with the introduction of the Safer Routes to School initiative in 2005, the provision of a new pavement from the Church to the Public Hall and the link through the Village Green. However, much remains to be done.

A good pavement exists along the eastern side of La Grande Route de St Martin, La Ronde Collas extending as far as the bus shelter opposite the Church. A good pavement exists from the School on the Rue de la Croix au Maître and has been extended as far as the Church.

There are no pavements on the Grande Route de Rozel or on most of the Grande Route de Faldouet and pedestrians are at considerable risk from motor traffic on these main roads.

It may be seen by referring to the Pedestrian Map opposite that the Village is fairly well provided with “green lanes” that give relatively safe walking routes almost to the centre but also that the map is graphically divided east to west by the lack of four crucial safe crossing points.

We would wish to request a Pedestrian Road Safety Audit from Transport and Technical Services specifically for the consideration of pedestrian crossings at:

Chasse Bandinel to East Cemetery Gate

Rue de Payn to South Church Gate and Royal St Martin Pub

La Ronde Collas to Church Lane

On La Ronde Collas with a new pavement to link Rue de la Haye

and also for the consideration of pedestrian protection on the main roads of Grande Route de Rozel and Grande Route de Faldouet by the provision of:

Roadside pavements where possible

Protected pedestrian walkways (as at Westhill, St Helier and Rue de Jambart, St Clement) if feasible

Off road pedestrian pathways where they would be useful.

We ask that the above Pedestrian Safety issues be brought to the notice of Transport and Technical Services for serious consideration.



Safer routes to school



Safer routes to school





Safer routes to school



Safer routes to school





Protected pedestrian walkway at Rue de Jambart



No pavement, no protection



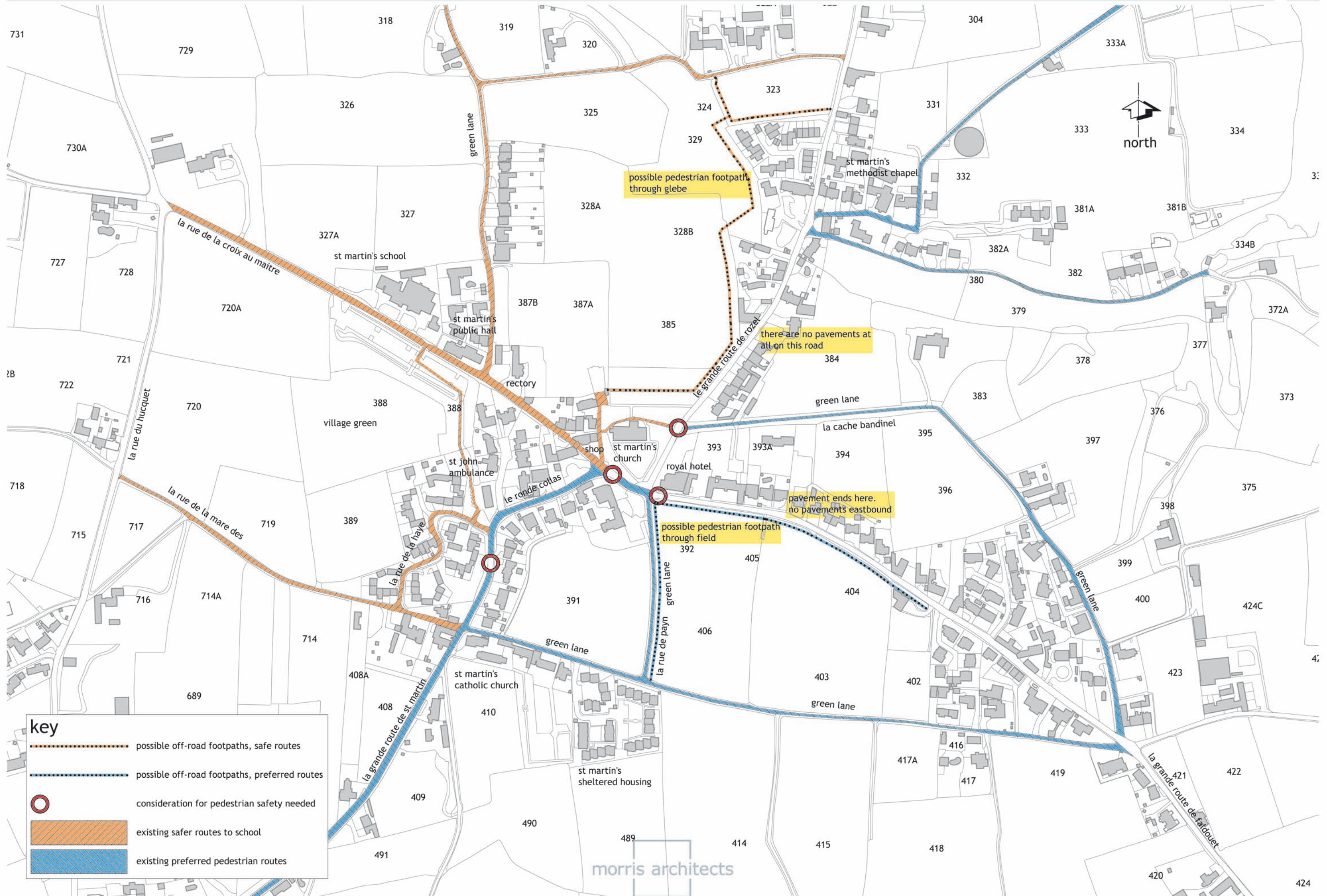


Pedestrian crossing needed at village centre



Pedestrian crossing needed at village centre







Undoubtedly one of the best success stories arising from the 1993 Village Plan Proposals. A report dated April 1993 stated that:

*“On-street parking causes significant danger to through traffic and pedestrians within the Village centre and on the Grande Route de Rozel.*

*Both the Church and Village Primary School have very limited off street parking and as a result there is congestion at the Church every Sunday and at the School every weekday when parents drop off and pick up their children.*

*Public car parking provision is limited to a small area outside the Public Hall”.*

Sixteen years on we have eliminated on-street parking in the Village except for a small section of regulated residents' parking and all centres of activity now have either EXCELLENT or ADEQUATE parking facilities.

The one exception is the small car park for the shop at the centre of the Village. This will take 6 or 7 cars maximum and frequently becomes jammed causing frustrated drivers to reverse out onto the main road at the dangerous blind western end. This is not at all satisfactory.

The purchase of Field 388 has enabled us to provide a 96 space Parish car park and this has proved an invaluable asset for the St Martin's Community. It enables us to hold all Parish events, Club and Association Summer Fairs and Charity Car Boot Sales on the adjacent Village Green with no parking problems.

It has been of great benefit to the school traffic and we see 500 car movements a day for this situation, thus eliminating major daily congestion.

It has been noted that perhaps half a dozen commuters regularly use the car park as a transport hub for their daily bus journeys to St Helier for work and we feel that this is an aspect of the integrated transport policy that could be developed. There is an excellent bus service from the Public Hall.



St Martin's Parish Car Park, 96 Spaces



Bring Bank Recycling Centre





St Martin's Parish Car Park, 96 Spaces



Shop Car Park, 7 Spaces





St Martin's Catholic Church, 40 Spaces



St Martin's Methodist Chapel, 50 Spaces





St Martin's Church, 28 Spaces



St Martin's Church, 28 Spaces





Potential Transport Hub



Potential Transport Hub





**key**

- existing parking
- parking problem



There is not a similar success story for car parking at Gorey where there has been no significant increased provision of parking for very many years. Since 1993 there has been a major refurbishment of Mont Orgueil Castle but with **no provision for extra parking** to service this iconic and historic tourism site, which is of international standard and is now also a venue for corporate events and weddings.

All available parking is essentially on road except for about 20 spaces on lower Gorey Hill and about 20 spaces at Welcome Slip. All roadside parking is regulated by either 3 hour scratch cards, any 12 in 24 or 7 day maximum stay.

The problems for residents, tourists, hotel guests, hotel workers and boat owners during the summer months are extreme and serious, causing bitter complaints every year. Perhaps reconsideration of some of the **old ideas** in an integrated way could provide some improvements to the current situation.

**A Castle Car Park:** Situated directly west of the Castle Green, the lower section of this area would provide 50-60 parking spaces and would significantly improve the tourist requirements for Mont Orgueil Castle and the immediate area. An open visual aspect of this car park from the Castle and Castle Green would not be acceptable and this car park would have to be screened by trees and pergola trellis. Costs probably moderate and **good value for money**.

**Improved Roadside Parking:** On the Route de la Cote at Castle Green there are about 11 spaces currently used, mainly by residents. However, this parking restricts the road width and two way traffic for public service vehicles is not possible. However, if the road width was increased by 1.2m this would allow full width for two way traffic and, importantly, it would improve **road safety** and allow Jersey Heritage to operate a mini bus shuttle service to La Crete Quarry for their corporate and evening events. Easily achievable and **good value for money**.

**The Old Boat Yard:** This property in public ownership has only 450m<sup>2</sup> at ground level and access from the street is poor. However, if this were considered as a multi storey project, the floor areas would increase significantly with increase of height and thus provide a useful number of spaces. This would greatly assist tourist, resident and hotel requirements. With entry from the bottom and exit from the top, the pedestrian access to the Castle would have to be realigned and a “green roof” would be essential. A complex project and quite costly. **Value for money would depend on solving the entry and exit problems and the number of spaces delivered.**

**A Harbour Car Park:** Situated behind the existing harbour wall, this area could provide 80-200 spaces dependant on the scale of the project and it is envisaged as a covered car park with a wide Marine Promenade over. This would **solve all the parking problems** for residents, tourists, hotels and boat owners and would allow the harbour frontage to be cleared of roadside parking to the benefit of the tourism scene. It could be massively expensive and whether it would be considered **value for money would have to be considered in the context of the provision of marina facilities and the further development of quality tourism, marine leisure tourism, marine business and the re-establishment of ferry links to Normandy.**

**Gorey as a Transport Hub:** With the lack of available parking at the Gorey Pier Terminus, the concept of a transport hub would seem unlikely. However, on the Route de la Cote between the Terminus and Welcome Slip there are 70 to 80 spaces regulated by 7 day maximum stay which are available to commuters throughout the year, particularly at the Welcome Slip end. Together with the excellent bus service to Gorey, this whole area could provide the ideal Transport Hub and should be considered within the Integrated Transport Policy.

The St Martin's Village Development Committee would welcome consideration to improve **public transport links** between **St Martin's Village** and **Gorey Pier** as an enhancement to the Community.

**Possible Controlled Pedestrian Crossing:** There is an identified need for a safe pedestrian crossing on this busy main road adjacent to the Welcome Slip to enable elderly parishioners to access the shops in Gorey Village and for Gorey Village residents to access the bus stop, beach and promenade walks.







Possible site for castle car park



Possible improved roadside parking





Aerial Photo of Mont Orgueil



Aerial Photo of Mont Orgueil





Unrestricted commuter parking, 70 spaces



Identified need for pedestrian crossing at welcome slip



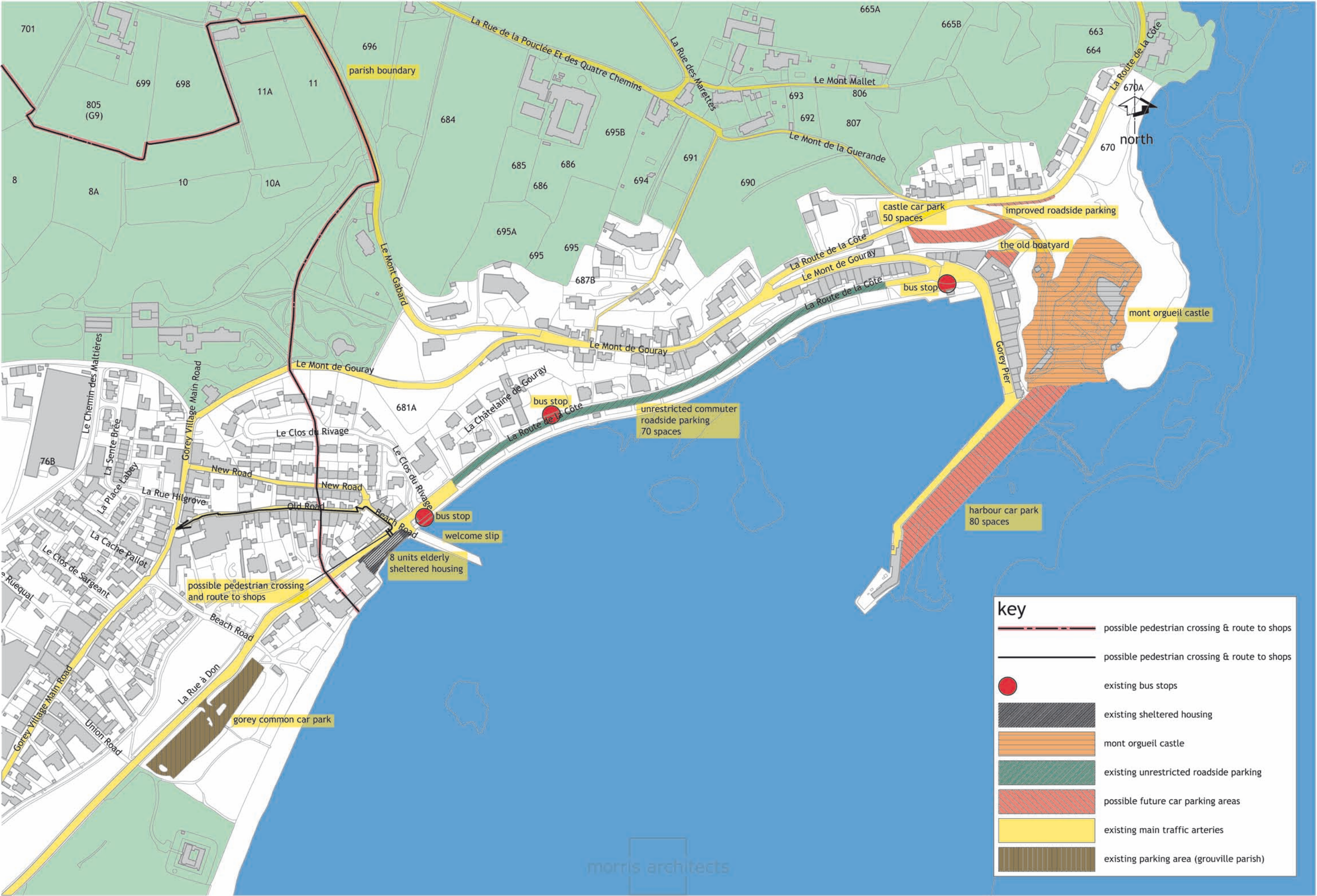


Public Transport



Potential transport hub







Significant progress for the Community has been achieved since the 1993 Village Plan Proposals where the purchase of Field 388 in 2004 has enabled us to create a Village Green for public access and recreational use for people of all ages.

The intended use will be to provide facilities for **community sport** by way of petanque pitches, family ball games, general fitness and football training, junior football coaching and **family leisure** by way of BBQ/picnic areas, nature and wildlife, children's play areas, cycle training and the simple enjoyment of pleasant, open rural surroundings.

The Village Green also provides a venue for Parish club events and celebrations, summer fairs and car boot sales.

The St Martin's Football Club currently play their matches on the school playing field and do their fitness training on the Village Green. We hope that if Education, Sport and Culture decide to build a new primary school at some time in the future on the site of the current playing field, they will acquire the use of Field 327 as a playing field for the new school.

The development of the Village Green is now under way and will be a 5 to 10 year project in consultation with the Community to provide the **Community Sport** and **Family Leisure** amenities together with toilet facilities and further landscaping.



A softball game



Flying model aircraft



Family cricket





Car boot sale



Children's cycle training





A village fete



Irish dancers





Burgers al fresco



Girl Guides and Brownies fete







Environmental issues have become increasingly important since 1993 and the Municipality of St Martin have been active in promoting improvements to preserve and enhance our countryside amenities.

Good progress has been made and our activities have included:

**Green Lanes:** As part of the **Jersey Green Lane initiative** St Martin has achieved the 1993 proposals for the classification of Green Lanes leading from the **centre of the Village** almost to the head of **Queen's Valley**, to **St Catherine** and **Rozel**, where pedestrians have the priority to enjoy countryside walking.

**Parish in Bloom:** The St Martin's **Parish in Bloom Group** is the enthusiastic team actively promoting environmental awareness. Through their initiatives for "**adopt a hedge**", **designated responsibility for Green Lane tidiness**, **roadside flower tubs**, **planters and floral displays** throughout the Parish, they take part in the annual **Jersey Parish in Bloom Competition** with considerable pride.

**Hedgerows and Trees:** The Parish has been positive in its support for the good work done by the **Jersey Trees for Life** organisation and can confirm that all Parish land has been part of the **Countryside Renewal Scheme** with new hedgerows and trees being planted to repair the neglect of previous years and to form wildlife corridors for the enhancement of the environment and visual improvement. A programme of hedgerow and tree planting continues at the Village Green site and will include a designated **Wildlife and Nature area**.

**Footpaths and Safer Routes to School:** As part of the **Millennium Project** the Parish conducted a comprehensive survey of all ancient footpaths and rights of way. Once identified, these footpaths were mapped, checked for current access and signposted using the old established names.

The Parish has been most active in supporting the **Safer Routes to School** initiative and continues to seek links from the eastern side of the Village in order to encourage walking to school and fewer car journeys.

**Recycling:** We are supportive of the **Transport and Technical Services** increased recycling target of **36%** and have welcomed the installation by Transport and Technical Services of our own **Recycle Bring Bank** situated at the St Martin's Public Car Park.

This has been extremely successful and is very popular with our parishioners who actively see this as a positive way to help the island's Solid Waste Strategy and global environmental issues in general.

The enthusiasm of St Martin's residents has been recognised and will hopefully lead to kerbside collections for recycling within the next 2 years.

**Landscape Awareness:** It is appropriate that we recognise the important landscape and environmental value of our beautiful valleys and meadowlands. These are all in the Green Zone and will merit extra special attention in the future to preserve these jewels of the countryside for future generations.

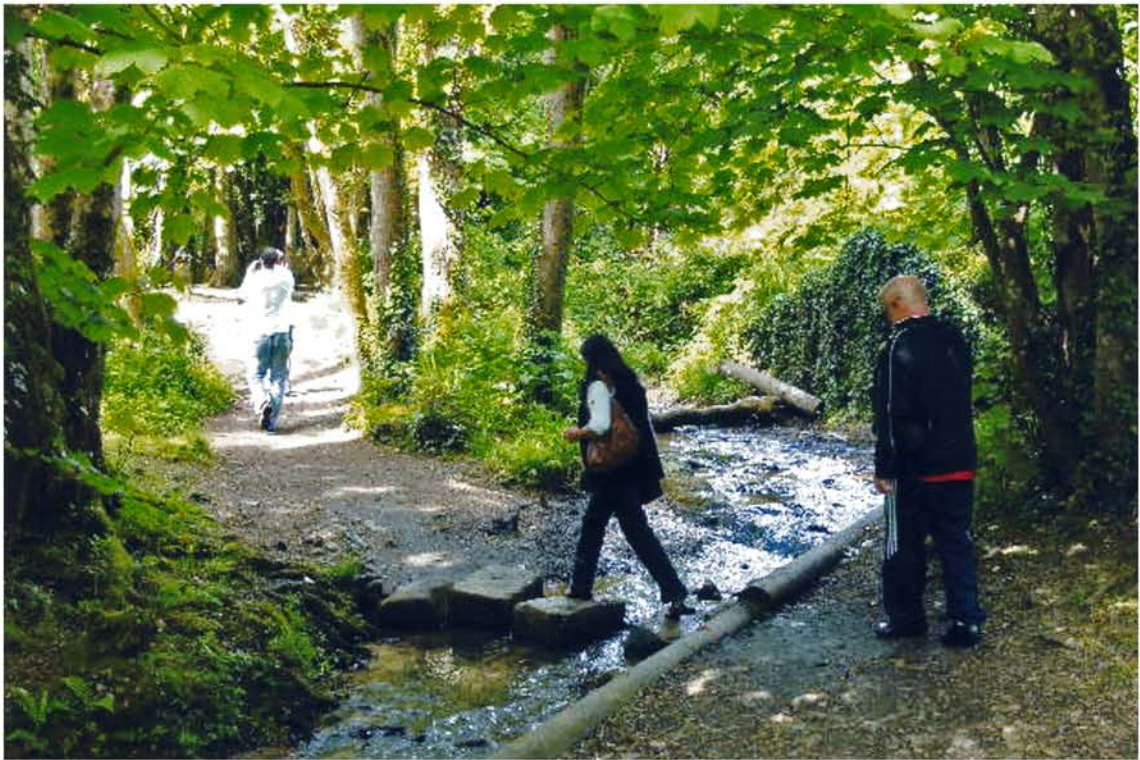
Much of the area is accessible to the public via green lanes and public footpaths and lead, for example, from the **Glebeland Meadows** at the **Church** via the **Perquage Path** through upper valley meadows to the 65 acres of the unspoilt deep wooded valley of **Rozel Manor Woods** and on to **St Catherine**.

Special attention should also be given to **Fliquet Valley**, **Rue des Fontenelles** leading to **Le Couperon** and **Le Saie** and particularly to **Rozel Valley** which has seen residential development pressures in recent years.

These areas are very special and deserve perhaps the extra care similar to that afforded to "**heritage sites**".







St Catherine's Woods



St Catherine's Woods





Hedgerow repair and replanting



Hedgerow repair and replanting





New hedgerow to village green



Footpath to Rosel Manor



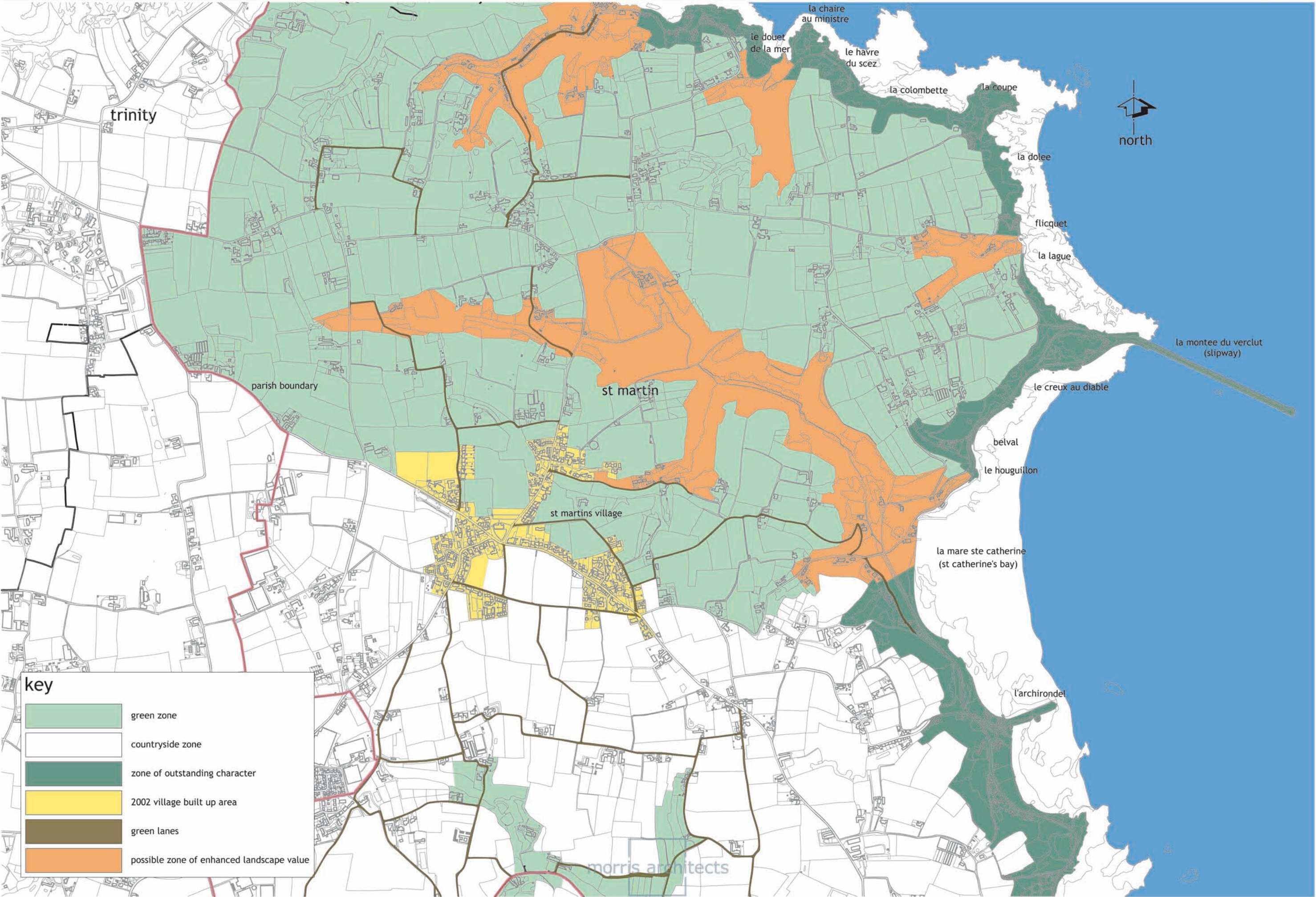


Footpath to Bel Val Cove



Coastal path at St Catherine







### St Martin's Conservation Trust

It was the St Martin's Conservation Trust who instigated the St Martin's Development Committee which led to the 1993 St Martin's Village Proposals. It is entirely appropriate that we acknowledge and thank them for the valuable work that they have done since 1982 and continue to do today.

Their first work was an Historic Buildings Survey which was expanded to include important sections on geology, trees, flora and fauna, areas of outstanding natural beauty, archaeology, footpaths, harbours and fortifications. This was entitled, "The St Martin's Treasure".

St Martin is fortunate to have a wealth of historic buildings; many are listed by the States of Jersey Planning and Environment Department as Sites of Special Interest and Buildings of Local Interest. As listed buildings, these buildings are protected by the Planning Laws. These historic buildings bring charm and character to the Parish and help us to understand our history and the social development of our ancestors.

Some of these buildings are in locations where development would allow the Parish to provide homes and facilities for the Parishioners. The balance between retaining the setting of these historic buildings and development is a delicate one but far from impossible. A key aspect in achieving success is the understanding of these buildings and how these buildings fit within the landscape to ensure their value and character is enhanced. The historic buildings can provide focal points in the development of the Parish by the careful integration of footpaths, streets, recreation areas and natural areas. The space about the historic buildings together with the movement of people and traffic requires careful consideration. The contribution of the granite roadside wall, the hedgerows, the quiet lanes, traffic calming, road signage and street furniture are all very important in the aspects to be considered.

The Conservation Trust is now updating the Parish Treasure and volunteers are revisiting the gardens, buildings, churches and fortifications in the Parish as well as reviewing its archaeology and history. The results will be transferred to electronic storage.

This study, which is being carried out into "The St Martin's Treasure", is a very important piece of work. It will bring together valuable information which can aid the process of developing with protecting the charm and quality of the rural Parish life of St Martin.



Conservation Trust Members (left to right)  
Antony Gibb, Connétable Silva Yates, Gerald Le Cocq, Deputy Bob Hill,  
Mary Billot, Mary Gibb, Jenny Pallot, David Pallot, Colin Tadier and Mike Lees



Wrentham Hall





Les Alpes



Rosel Manor





La Campagne



Le Fleurion





Archirondel Tower



Victoria Tower



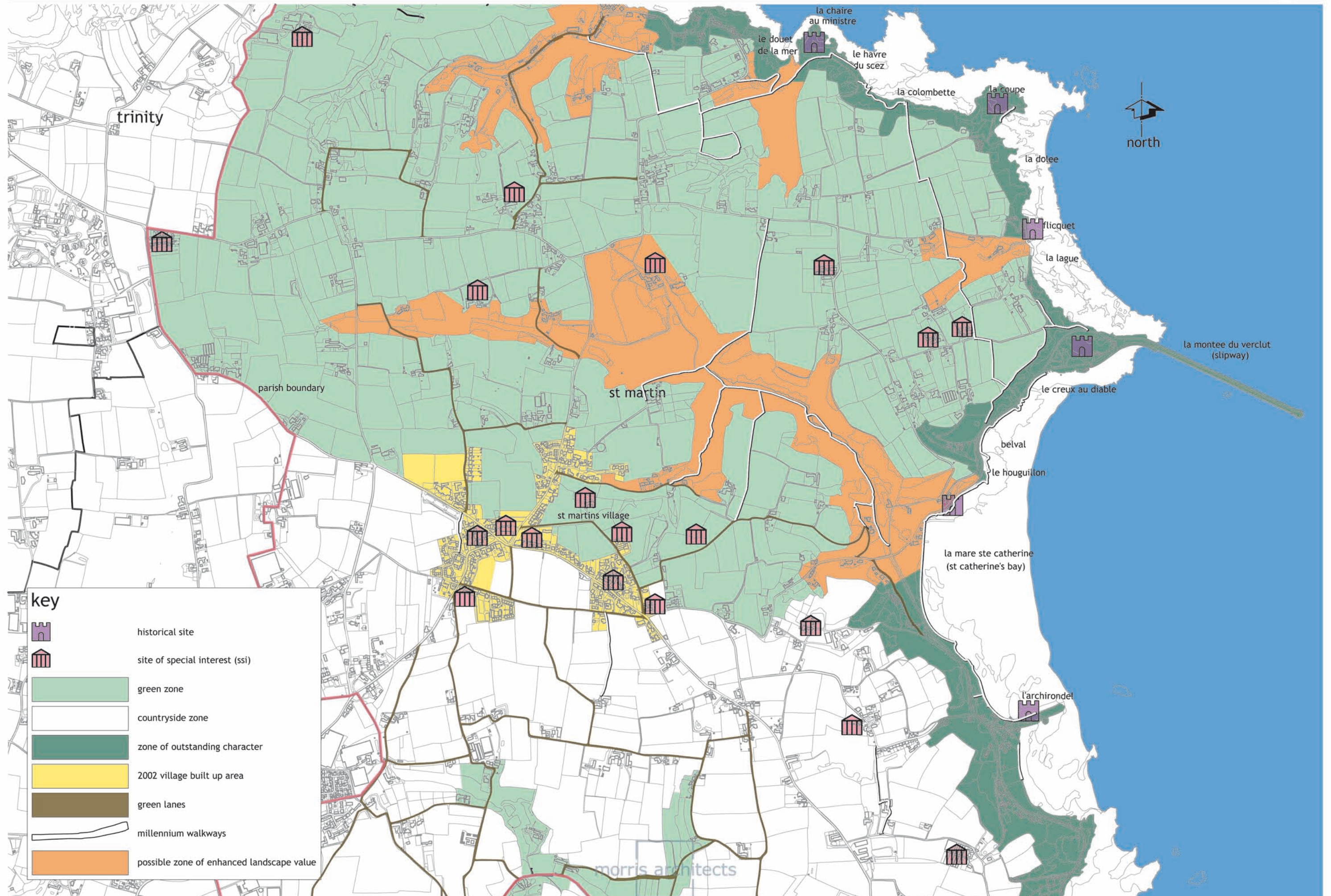


Faldouet Dolmen



Seymour Farm, The Old Naval School







In writing this summary I would like to thank the members of the St Martin's Municipality for their enthusiastic support, practical interpretation of Parish need and their wholehearted commitment to maintain the Jersey way of life.

In 1993 the **Village Development Committee** made proposals for the enhancement of the community and, since that date, much has been successfully achieved although much remains to be done.

Today, 15 years later, the social needs of the community are similar but the emphasis on certain issues has changed in varying degrees. The environment, pollution, waste management and recycling all now have a higher profile. Community expectations are higher and the lack of affordable First Time Buyer housing is acute.

On this latter point, the extremely high cost of property in the Parish is affecting the social balance of the community in that ordinary working couples just cannot afford to buy in their home Parish. **We are losing a core asset of our community when our young people move out of the Parish to buy or rent and this gives me cause for concern for the future.**

So, what positive steps should we be taking for the regeneration of the community?

I believe that we should work towards ensuring that all the elements for a **viable community** are in place. These will include all the important things such as:

- Having a place to live and enjoy family life
- Safe access to schools and pedestrian safety in the village
- Availability of recreational and leisure facilities
- The ability to shop locally with other services available in the village
- Easy access to good public transport
- The aspiration of young people for home ownership
- The provision of comfortable accommodation for senior citizens in their retirement

As in 1993 we made proposals, so in 2009 we should update our targets for the next 25 years.

We recommend that the **St Martin's Village Envelope** (built up area) is redefined to allow future development of necessary social housing and other community projects to occur within the hub of the village. We recommend that a long term programme of social aims is identified and progressed to a measured and incremental plan and considered as part of the **2002 Island Plan Review**.

As part of this programme we would wish to provide 50 to 60 affordable designated First Time Buyer houses, to be purchased under the **Jersey HomeBuy Scheme** and, to balance our social housing, a further 25 to 30 units of social rented accommodation for our senior citizens.

We also request that **Principle (b) of the St Martin's Village Plan P120/1993**, adopted by the States of Jersey which stated that;

**"Any development within the Village should be directed to the needs of people connected with the Parish and carried out by the Parish or with their concurrence".**

is clearly restated in the 2002 Island Plan Review and this document is considered as a basis for a **Supplementary Planning Guidance Document** for the future of our Village and Parish.

Silva A Yates  
Connétable - Parish of St Martin

July 2009

The Municipality of St Martin 2000



1 Connétable, 2 Procureurs du Bien Public, 4 Centeniers, 5 Vingteniers,  
10 Constable's Officers, 5 Rates Assessors, 1 Rector, 2 Church Wardens, 2 Almoners,  
1 Parish Deputy, 5 Roads Committee, 10 Roads Inspectors, 1 Registrar

A collective total of 700 years of Honorary Service to the Community

That's commitment and continuity!