

Summary of Responses

GREEN PAPER ON ISLAND PLAN REVIEW: STRATEGIC OPTIONS

Appendix 1 – Detailed Responses to Green Paper

A total of 225 individuals responded to the paper, generating a total of over 7,500 responses to the questionnaire.

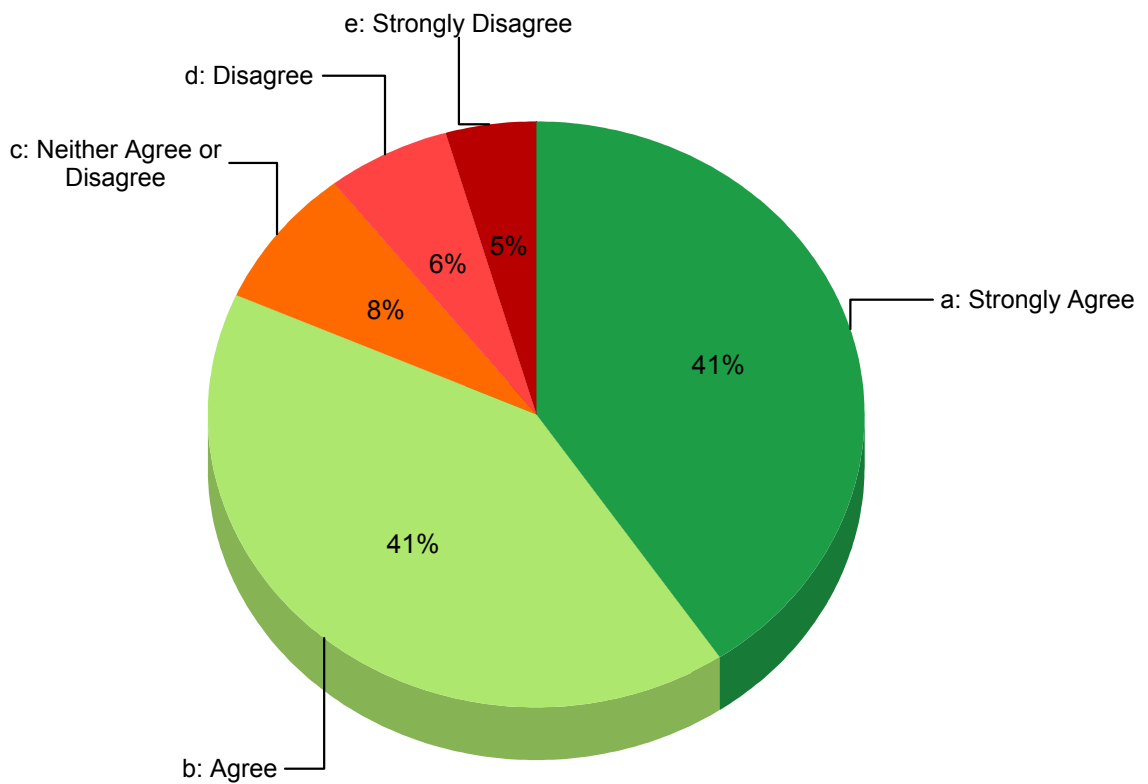
All 79 of the questions have been analysed and summarised into pie charts for easy review, together with any comments that were made in association with the answers given.

Please note that the percentages against each response have been rounded.

Spatial Strategy

Question No 1: Urban containment

Do you agree that the new spatial strategy for the Island Plan should be based mainly on the concentration of new development within the existing built-up area, with a particular focus on St Helier?



■ a: Strongly Agree	80	41%
■ b: Agree	81	41%
■ c: Neither Agree or Disagree	15	8%
■ d: Disagree	12	6%
■ e: Strongly Disagree	9	5%
Total:	197	100%

Question No 1: Urban containment

a: Strongly Agree

I am not in favour of any new development in the countryside spaces between the existing built up areas; therefore any extensions to the existing built-up areas must receive most careful consideration. I am very much in favour of development for social need within existing built-up areas particularly in wishing to see regeneration of the northern and rural villages where the Community initiative is the driving force to provide affordable homes for 1st Time Buyers comfortable retirement for the elderly with access to the existing infrastructure adequate shops an efficient public transport system and the possibility for employment and recreation. This development should be on infill sites if available or brownfield sites. If there is a need to consider the extension of existing built up areas it should be made strictly with these development aims in mind and should be with close consultation with the Parish Connetables. I am strongly in favour of the regeneration of St Helier as a residential area but i would not wish to see all social housing concentrated in the town as this would lead to further social imbalance in the villages to the great detriment of the Parish communities. The rural parishes must not be allowed to become solely dormitory areas for St Helier.

Avoid building on greenfield and brownfield sites.

It is important to maintain effective infrastructure of essential services ie water sewage etc regular maintenance and upgrading would be more economical and effective thus reducing overall costs in running these supplies to a concentrated areas of land rather than sprawls of dwellings spread to wider areas. St. Helier is the capital full potential should be made without expanding in to other parish built up areas.

Following the recent calamitous re-zoning in the Green Zone for over 55's built up areas and brown field must be the first priority

or the urban areas of St Saviour and St Clement.

New development around village (on concentrations). In the outer parishes would spoil their charm.

This is a small island no further encroaching on the countryside. Do not agree with higher density buildings.

Build should also be considered in the wildly un-developed areas such as in northern parts of the island - ie; St Ouen.

This is considered absolutely critical due to the impact out-of-town development would have on the Island's infrastructure eg transport drainage highways etc

But open amenity space must be factored into development. This does not happen with the current system by which developments are only considered on their own merits and considered with the Developers and landowners Interests over and above all others.

Based on (nil - + 50) net inward migration. Every problem and every issue affecting this Island and this 'Island Plan' has to do with trying to put a quart into a pint pot! Not good to anyone.

Even if Town finishes up like Hong Kong the only hope for the pfrerservation iof our blessed Island is 1) Cap the population 2) Maximise accomodation within Town.

But don't forget rural parish need.

I would like to see a policy introduced that disallows any development in any area outside an existing built-up area or in St Helier without other specific conditions being met. The decision should not be in the gift of the Planning Minister. The review of the 2002 Island Plan should not allow a line to be drawn widely around the existing built-up areas (as happened in the last review) so as to allow in-filling because this excludes any provision for green-lungs no matter how small in existing semi-urbanised areas.

Plenty of land within St. Helier is ripe for redevelopment and the overall environmental impact of new residential development in the town will likely be less than that of green field development. However there is a limit to tolerable density in town. One of my 2 kids wants an affordable place in St. Helier but they also want a little defensible amenity space. There's too much pressure already on land within the Countryside / Green Zones and this Island Plan needs to send out a positive signal that development in the countryside will be more firmly restricted than it has been. Can we please be clear in this Island Plan and say either that we are going to confine all new residential development of any significance (i.e. more than the odd one or two houses here and there) to the existing built up area or that we are going to have to build on more land in the countryside / green zone to fulfill our housing need? At least then the public will understand what the heart of the new plan will really mean and how it relates to population policy. Saying mainly...within the built-up area isn't really good enough.

The number of exceptions and special cases over recent years has already contributed to the deterioration in the quality of life and our environment. Consequently I would have preferred to see 'mainly' replaced with a more definitive word as the answer could otherwise be interpreted to mean just 51%.

Jersey Needs to preserve it's countryside and charm and developement in the non urban areas will spoil this quality offering. Also non urban developement creates greater traffic problems

By using existing Brownfield sites and other areas requiring redevelopment we should be able to contain the majority of new infrastructure in and around St Helier and other urban areas such as Les Quennevais without expanding into the rural environment.

There is good infrastructure.

The new Island Plan must be crystal clear in its' definitions - any ambiguity is a gift to developers whose lawyers and consultants always seem to win any argument. The misinterpretation of both the spirit and text of the 2002 Island Plan has led to much unnecessary development both in the countryside and the 'small built-up areas'. We have seen too much valuable open space replaced by ugly ribbon development.

Builing (Rezone) green belt must be stopped.

We must preserve our country environment at all costs. But provide flats/apartments that people want to live in that have a private space for the occupants i.e. a generous patio or balcony. There are some excellent flats/apartments in town the flying freehold apartments at Millbrook are very popular States flats at Vincent Court phase 3 St. Helier. But see also John Le Quesne Close St. Clement - La Selliere Court St. Clement. Other good accommodation include Oak Tree Gardens with courtyard areas.

Question No 1: Urban containment

b: Agree

If the main thrust of new development is focused on St Helier and other existing built-up areas this will provide the developmental structure for the new Island Plan describing a settlement's pattern of growth whether it is St Helier or other urban / suburban areas placing boundary constraints on expansion proposals for these areas. This will in effect give the necessary all important protection of the countryside and the small rural communities.

Significant car parking and amenity space requirement amendments needed.

Without highrise development (over 6 storeys)

But should be led by housing need not in-migration.

There is also a case for other urban areas such as Quennevais or St Saviour / St Clement.

My view is that where possible the existing built up area should be used to provide additional accommodation however there is also a demand for first time buyer homes in the more rural areas. Thought should be given to what type of property is classed as a first time buyer home and how such properties can be included in the development of brown field sites. Equally thought must be given to minimum sizes as some of the new 1 and 2 bed apartments are less than adequate and lack amenity space. The question needs to be asked as to whether some office accommodation should be provided out of town in order to alleviate traffic congestion.

This does not mean high-rise development though.

There is much capacity for housing development in the town Fort Regent and the reclamation area.

I do agree however as there are plenty of apartments already for the ageing population we should be focussing on the needs and requirements of families. It is not good for society to put young families in flats (as that is essentially what apartments are) with no garden small sized units where you cannot eat together around a table or find your own space no parking - especially with very young children as everyone who has lived in town knows! What sort of society do we want to live in? There is plenty of evidence out there to see what happens when you cram lots of people into less than adequate housing conditions. We should be looking at building new town houses on three floors with a garage and safe rear garden (doesn't have to be large) and storage on ground floor for bicycles etc. Kitchen and dining room with a family room/lounge on the second floor and bedrooms on the top floor. There should be laws to ensure that these new builds follow best practice with energy saving initiatives and restricted to families purchasers/tenants only - not for property investors to make a quick buck from. We have seen the developments of over 55's property now lets see some restrictive targeting for affordable family dwellings. Our population will continue to age our housing arrangements do not encourage our highly educated children to return to their home Island as they can achieve a better quality of life ie. own their own property or rent a decent accommodation in the UK or further afield! St Helier along with Gorey and Quennevais could all benefit from this type of rejuvenation to create a more caring and inclusive society. We should not look to build elsewhere until we fully utilise existing opportunities within our existing built environment.

We must preserve the countryside. If more building is to be done on the Esplanade site whether housing or offices it makes sense to regenerate St Helier.

There has been too much encroaching of countryside i.e. housing developments at Goose Green Marsh and Rue De La Pointe in St Peter.

I agree in principle but I think it is vital that consideration be given to the quality of life for residents in built up areas like St Helier. ALL residents should be protected from traffic dangers - speed noise crossing roads priority for pedestrians. Those homes that already exist [in town especially] and have front gardens large enough should be able to in fact encouraged! - to create parking for their own use. There is currently an issue with removal of railings and walls to create vehicle access in areas of town this should be changed to allow partial removal allowing access for small car such as a Smart car. Families need to have access to their homes. Priority needs to change from car driver to PEOPLE! Cars can be diverted away from people's homes it adds seconds to journey time but houses can not be diverted from traffic. Any future development of the island MUST take in to account parking facilities for residents and vitally pedestrian safety. We can not carry on allowing car drivers to abuse our streets and put our children's lives at risk. If building density increases without these issues being addressed [and they are NOT being addressed currently] build up areas will be become black spots on the face of the Island.

The JOA considers that agricultural land is a valuable resource which should be preserved for producing food for the local population. Therefore any new housing should be restricted to existing built-up areas. (We should bear in mind that St Helier is low-lying and therefore vulnerable to flooding when the sea level rises.)

Extending development around centres of population can reduce fragmentation of the countryside. Adequate social space should be made available in all new developments including play space for children and young people.

I would prefer homes to be built where possible within the existing built up areas...so we do not lose more green fields

my comments below are made on the basis that a FULL population debate needs to be undertaken not just the 2035 exercise. I do not believe the population should grow by 10% and if it does then it is a self perpetuating circle ie more people need more doctors schools etc and it is not SUSTAINABLE. That is where the council of ministers has got it wrong. there are too many civil servants just having meetings for the sake of having meetings to discuss ideas / policies which never come together due to political interference. too many fingers in pies and empire building is still happening. unless there is a real population strategy and transport strategy then the island plans will fail because they cannot deliver without a coordinated approach. i tried to get a bus this morning (in scholl holiday period) at bel royal the first one turns up full and drives on the next is almost full and is totally full when the 10 passengers get on. this bus drives passed 50 other potetail passengers witing to get on the bus unless there is a REAL alternative to the car people will not use it. Tax petrol and this will deter car use but the tax cannot then be squandered by the states it must be put to good use. Childern need to be bused to school which stops many car journeys through town in the rush hour. when i have rasied this before the States are not interested. the UK govt is spening millions trying to get kids on to buses. if parents were free of doing the school run then they could get on a bike (or bus if they are not full) but there are no options. the waterfront development will choke the town of traffic as the older offices will not be reused for housing as planning desire and there will just be more offices and the assocaited car journeys. the old HSBC offices stood empty for years and could of been used ofr residential but they were not (as its not viable) so they reverted back to offices.in a letter written for WEB a local surveyor confrims the old buildings will be used for offices and probably not residential which is totally contrary to the waterfront plan mantra. TTS have confirmed if this happens the traffic flows do not work as the roads cannot cope. NO great joined up thinking between States depts again

Why haven't we been asked about the need for population growth. Do we just have to accept this?. Some few people will make a lot of money out of it and the rest of us will suffer for it. Population control would obviate the need for this.

I think we should first fully implement the 2002 Plan. Otherwise what confidence can we have that the new Plan will be fully implemented?

I do feel that we should be careful not to create an unpleasant environment for living by making it too built up - green spaces are needed for everyone to use but i would rather see building in existing areas rather than countryside.

I believe that developemnt should be constrained to those areas with significant built-up areas . The island is in danger of losing its rural nature by encroaching and ribbon development. Green areas should be strictly maintained.

There are a lot of derelict buildings within St Helier that could be used or knocked down in order for more condensed build project. The town as to be built to its full potential but always remembering this is not the UK Jersey is a unique once quaint island please do not make another Hong Kong

The island is small and already lacks open spaces. Those that remain must be safeguarded

A complex problem so no easy answer. Some thoughts - clearly it is better to make the best use of already built-up areas allowing for enough open spaces green environment etc (very important to the psychological health of those living there and therefore cost-effective in the long run). Any increase in population - a major driver behind development demand - should be avoided we should be looking to make the most effective use of our present population by developing community activity perhaps where possible and also lowering too-high expectations . Quality of life can appear to be dependent on material gain (including going up the housing ladder) but is not necessarily so - positive education from school age onward would help. As with other areas of life eg energy use the best long-term approach is to use less want less and work to satisfy people's needs rather than wants. And most importantly any decision on a spatial strategy needs to take into account the point that once lost to development green fields are lost for good and Jersey should be looking into maintaining its green areas for both its food-producing potential (so Jersey can be as self-sufficient as possible) and its benefit to the whole population psychologically and environmentally.

If the Island wants to retain and protect its natural resources then concentrating the majority of new development in the Built-up Area has to be the correct approach. Housing on its own is not the whole answer however and careful attention needs to be given to whole living experience - journeys to the shops amenities the provision of recreation areas and so on. At the moment the town is woefully short of recreation space and where potential exists it is either under-developed - eg: Fort Regent Town Park or there can be conflict with existing residents. Although I do not agree with allowing significant new development in the countryside I do believe that there are occasions when cases for new houses in the countryside can be allowed without causing harm. There are many sites which are part of existing small hamlets which could provide housing in the following ways: - the conversion or replacement of existing ancillary buildings - infilling gaps between buildings where a site is bordered on at least one side by another domestic building and the boundaries of the site form a logical part of the hamlet The following parameters would have to be met; - there would have to be no loss of agricultural land involved -new buildings would have to demonstrate that they can comfortably form part of the existing building group of which they are a part - all residential standards and policy requirements would have to be met and accommodated without encroaching onto agricultural land - existing access arrangements capable or made capable of meeting Highway Authority requirements without causing harm Very often the benefits of allowing such development would be that housing is provided for family members thereby contributing to the provision of affordable housing in the Island.

Question No 1: Urban containment

c: Neither Agree or Disagree

Not answered.

It has to be a balanced approach to be successful.

I honestly cannot see how we can solve the problem of an ageing society by growing the population. Surely by doing this we are just passing the problem on to our grandchildren? Will the new influx of people not eventually become old one day too and will then have to be replaced? We are not willing to pass our island on to the next generation in the red but we are quite willing to pass the island on as a concrete jungle. You can always solve any economic problems but once all our green fields have gone they are gone forever. Population must be contained at the level it is at the moment or less! All the problems the island faces are down to over-population. One of the main reasons why Jersey is such a desirable place to live is that you can literally jump in your car and be minutes away from wherever you want to go. Surely more and more people will result in more and more traffic on the roads and this equates to much longer travel time. What about all the social problems which will result if the population is not contained? We elected you as States Members to find ways to sort out Jersey's problems. Increasing the population is just taking the easy route and really shows how little you care about our future. Obviously you will not be around to see the real problems our grandchildren will face as a result of the decisions you are making. Quality of life should be measured by the quality of air we breathe not by how many porches we have in our driveway. Increasing the population appears to be continuing to make the fat cats fatter and those that are poverty stricken poorer so you cannot say for economic reasons we need to grow the population. The fact that so many A-H fat cats were allowed to purchase numerous amounts of 3-bedroomed properties in the island so that they could rent them to J cats really is just so frustrating for anyone who was born in the island and unable to afford their home. Is this not the reason that house prices have just gone totally out of control!

There has to be a balance between the existing built up area (St Helier) and some other key urban areas.

Whilst I understand the importance of targeting the town for development the reality is that because of land ownership issues and owner's hope value for their property land will be difficult to assemble for comprehensive developments which should be the aim and therefore realistically the town will not be able to deliver sufficient housing to meet the demand as has been the case with the last two Island Plans. Also the notion of high density developments on small sites is likely to result in unsatisfactory developments without the necessary car parking and amenity provision. Therefore it is imperative that provision must be made within the Island Plan for the development of appropriately sited glasshouse (brownfield) sites and selected greenfield sites on the edge of town key rural settlements and other small built up areas for residential purposes so that there is a good supply of land on which high quality developments can be delivered to meet the demand for housing. Such land should therefore be either re-zoned for Cat A Housing or re-zoned into Built Up Area for Cat B Housing.

I am unable to answer this question since I agree with one half and not the other. I agree strongly that the focus should be on new development within the existing built up area of St Helier but disagree strongly that the same might apply to St Clement or similar built up areas (if they are classed as an existing built up area) This is a BADLY worded question and the answers you receive could be totally misleading.

We're up to section 3 - and only now do we get the chance to comment. In my opinion the spatial strategy is trying to achieve the wrong goal. Over time we have to reduce the population in the island - not continually increase it. When this is the goal - then a sensible spatial strategy can be devised to create appropriate accommodation in appropriate areas.

Careful consideration should be given to densities of proposals within St Helier. Recent history is blighted by high density schemes in urban areas for families in both lower and middle income. These have become ghettos and should be avoided at all possible cost. A variety of development types is required in order to meet market demands for all home types.

With particular focus on St Brelades St Saviour and St Clement

Questions 1-3 - we did not have the spatial strategy with us therefore cannot comment on these questions.

Question No 1: Urban containment

d: Disagree

not if this means further urbanisation of St Clement

I think that good quality well designed housing has its place in infill sites on the edges of existing settlements. Not everyone wants to live in town where there is noise pollution and at the moment no high quality family housing.

Question No 1: Urban containment

e: Strongly Disagree

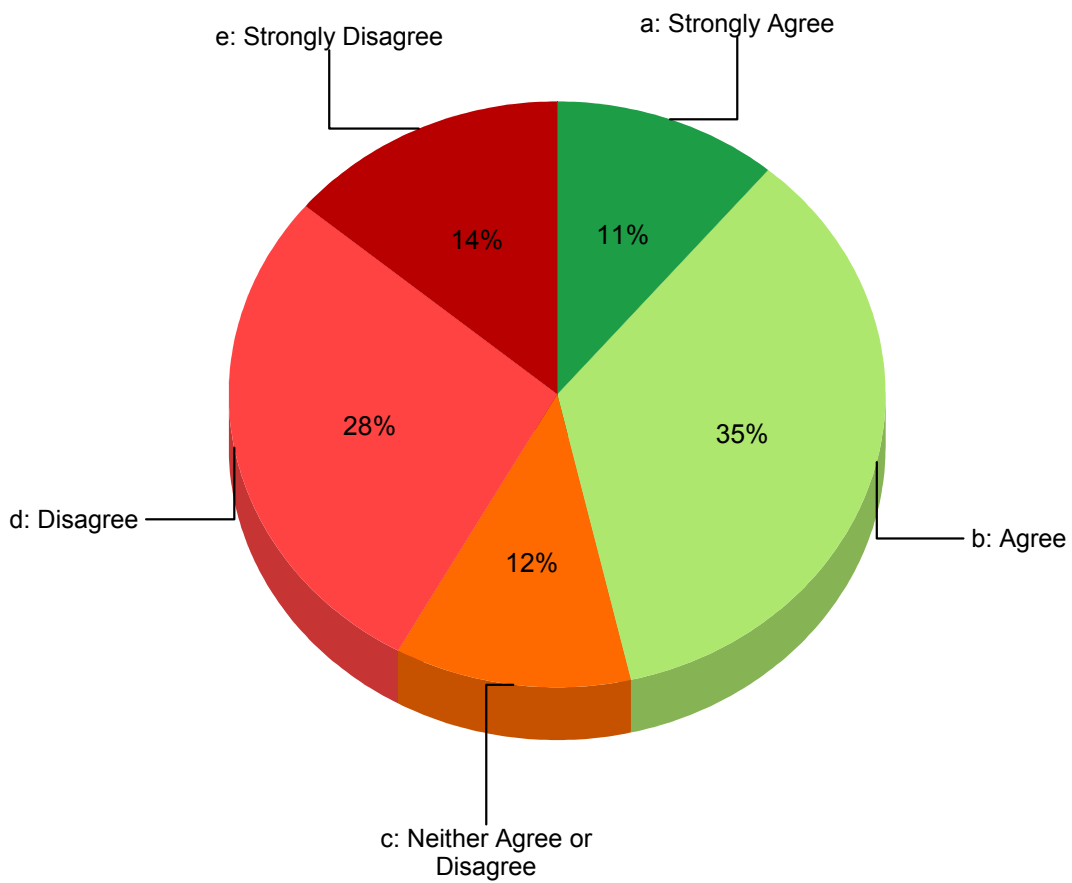
None

Not everyone wishes to live in St Helier. With careful siting housing can be built in out of town areas. Some villages eg Gorey have excellent transport links to St Helier and have infill sites that could be excellent locations for family homes without having a detrimental effect on the countryside. New homes in out of town village areas would strengthen the community and provide business for local shops and businesses.

It would be a restriction of space do not put families in restricted areas

Question No 2: Brownfield development

Do you agree that the new spatial strategy for the Island Plan should also enable the development of brownfield land, even where that land is outside the built-up area?



■ a: Strongly Agree	21	11%
■ b: Agree	66	35%
■ c: Neither Agree or Disagree	22	12%
■ d: Disagree	53	28%
■ e: Strongly Disagree	26	14%
Total:	188	100%

Question No 2: Brownfield development**a: Strongly Agree**

Because the town is unlikely to deliver all the housing needed over the next 10 years provision must be made to enable residential development on brownfield sites especially on appropriately sited glasshouse sites which are all now effectively redundant given the demise of the JP MO marketing group the price of oil competition from subsidized nations transport costs etc etc. The larger sites could be re-zoned for a mix of Cat A and Cat B Housing to form Model Eco Villages. Policy C20 can be reworded to allow appropriate low density development on the smaller glasshouse sites in keeping with the character of the area. Remote glasshouse sites not linked to existing surrounding development should be permitted sufficient development to enable the removal of the glasshouses but still making it worthwhile to the owner otherwise the glass will simply not be removed.

Even so development should fit in with existing properties.

but there should be protection of landscape especially of coastline.

USE SITES THAT CANNOT BE RETURNED TO AGRICULTURAL LAND FOR HOUSING.

Depends upon definition of brownfield land - it may well have already been assisted in purchase by expensive and unrepaid agricultural subsidies!

Chamber is supportive of brown field development sites being used where there is opportunity to diversify the economy to support small business enterprises particularly where that business is complimentary to the existing agricultural economy. Additionally the possibility of high quality Eco homes could be considered where larger sites support the development of less dense properties based on thermo technology.

Use sites that cannot be returned to agricultural land for housing

Question No 2: Brownfield development**b: Agree**

definition of 'brown field sites' needs clarifying ie; one glasshouse in a field should NOT qualify the whole field.

But depends on location and adjacent land.

In seems sensible that brownfield sites should be looked at - but I agree with the concerns raised by other commentees that these sites are sensitive too. I return again to the point that surely the only long term strategy is one of population reduction.

If there is no other purposful use of brownfield land such land should be developed.

Providing this does not result in increase in car traffic and litter in small lanes.

There is a case for developing villages further in come cases - but local infrastructure (shops & pubs etc) should be considered.

Emphasis given to extinguishing commercial uses in countryside.

Brownfield development can be intrusive. For example replacing greenhouses with 3 storey houses has a significant negative visual impact. I agree with the general presumption that brownfield sites should be developed. But where such sites are out of town there should be a planning guideline that aims to ensure that the visual impact of any new development is no more than what was on the site previously.

Each potential site development should be considered on its merits. A 'one size fits all' policy should be avoided.

As long as it is high quality design and takes into account area improving area.

Brown field land is often unattractive and people need some where to live. As long as these areas are developed sympathetically - not just huge blocks of undersized flats - with parking and safe play areas for children it would be beneficial to the people of Jersey to allow development.

Brownfield sites should be developed for various building types not only housing. These brownfield sites should include disused farms and light industry.

If we really have to build outside Town we should concentrate exclusively on Brownfield sites including old Glasshouse sites

brownfield and green field land should be developed on a case by case basis where there is no better use of the land. Some brownfield sites may be better used to recreate countryside habitat extend adjoining habitat or to restore connectivity of habitat or landscape features.

Using Brownfield sites for development is a good use of existing developed space to whatever extent the existing development has taken. However if this is outside urban environments such as the Holiday Village overlooking Plemont a careful consideration must be taken on each site as an individual decision based on its merits or lack of. The use of brownfield sites within the green zone should not be supported as this would essentially create a two tier green zone. The provision of a plan that can protect the green and countryside environment cannot be achieved with a yearly 250 heads of household net inward migration (around 600 people if dependants are taken into consideration). The options paper admits that our infra structure will not cope. Our water resource is limited. The traffic system will not cope.

I am not against the development of Brown field sites outside of the built up area but thought needs to be given to what type of development would be allowed. For example there is a need for additional industrial/commercial facilities for large and small businesses. There are also certain businesses operating in St Helier which would be better located elsewhere freeing up space for housing etc. Finally there is also the issue of what is classified as a brown field site? Some would argue that a green house site could be classed as a building on agricultural land designed to produce food in a protected environment. If this description is apt then it would follow that if the green house is no longer required the land where possible should revert to agricultural use.

Caution must be used and each case considered on it's own merits - sometimes brownfield areas should be returned to countryside use - i feel strongly that industrial buildings derelict farm buildings and glasshouses should be removed or repaired and not left to rot in the hope that they look so bad any planning application would be better than what is there.

TTS would prefer to see light industrial development in brownfield sites as opposed to residential but if the latter the site must be on main transport routes and have adequate drainage facilities.

But I do not think that glasshouses are automatically brown field. Their location must be taken in to account.

Only for first time buyers sheltered homes etc. Not for luxury development.

But only if it proves impossible to provide housing for young families i.e. with sufficient space for garden or play area within the urban containment area

But only if 'said site' is impossible to be returned to agricultural use.

It is better to use brown field sites than green fields.

Question No 2: Brownfield development

c: Neither Agree or Disagree

I fear this might be the thin end of the wedge for developing rural areas.

This depends on the individual piece of brownfield land of course. I would like to see for example the Plemont holiday camp site returned to undeveloped land back to its prior nature rather than any development replacing the existing buildings. However another brownfield site might well be clearly useful for development and might not be suitable for returning to nature. Similarly some agricultural brownfield sites may well be best used for new agricultural development. Yet another site might be suitable for development but this to include allowance for say linking other wildlife areas. Each area should be considered individually - and for this to work properly full information as to its value for the various uses is essential - its value for wildlife for agriculture for the Island's countryside environment for housing etc.

It is imperative that brown-field sites should be developed instead of green-field sites. Brown-field sites in the countryside however should only be developed if it is impossible to return them to agriculture. (badly phrased question - it should be 2 separate questions!)

This in effect relates to Question 1 - would these sites for development require specific qualities such as its location size etc. to count as part of the developmental process in urban village or Parish settlements? Brownfield sites are important but need to be analysed for their appropriateness in relation to the concepts suggested in the Island Plan Review document i.e. where they lie in relation to existing settlements and satisfy the criteria that will be required to maintain the logical expansion of a settlement; not use a Brownfield site that is isolated thereby contradicting Question 1 of maintaining the idea of only building 'within the existing built-up area'.

Only when impossible to return to agricultural use.

It depends on each individual case. If not done selectively it could encourage deliberate brownfielding / further dereliction and encourage speculation. Location must be carefully considered to avoid ribbons of development eating into other areas.

Brown field sites should be returned to countryside wherever possible. Brown field sites could see their value rise with the possibility of planning permission for residential purposes being granted. People with farms or light industry may feel encouraged to cease trading due to high financial gains from the sale of land.

It seems like a reasonable suggestion but I think each case would have to be looked at individually.

Question No 2: Brownfield development**d: Disagree**

No there is a need to clearly define brown-field land (most definitions seem to refer to previously developed land) proceed with caution - UK definition includes designated industrial land that has outlived that use. Jersey should continue with that. The panel considers this to be a loophole and that contradicts question 1.

I think developement of brownfield sites in the countryside should not be taken as granted but judged on merit and enviromental impact

The JOA understands that 'brownfield' can mean agricultural land. The Association considers that existing sites within the urban areas should be used for new housing and that agricultural land should only be rezoned in exceptional circumstances following full public consultation and a States debate.

I disagree with a 'blanket' presumption that brownfield sites may be developed. Each site needs individual consideration with the presumption of not allowing development when outside the built up area.

This is already being done although very quietly.

There is a concern here that once browfild land is developed the areas alongside it are in danger of devlopment.

Residential development can be more intrusive than other uses so this could be very dangerous if introduced as planning policy . It could be tantamount to fast track rezoning of large swathes of land as built up area without proper analysis or consultation. Residents living near some of these sites seem to know what plans are in the owners' minds at the moment and some are already getting worked up for a fight. Yes one or two of these brownfield sites in the countryside could be considered as possible locations for new residential development but if they are in the countryside then that built development should NOT be more dense than what is there already - and the remainder of the existing countryside / green zone policies should still apply.

The so called brown-field sites in Jersey are mainly not. An abandoned greenhouse originally allowed as an agricultural enterprise should not as a result of it's owners neglect be transformed into a winning lottery ticket. All such sites should be judged on their merits as if they were pristine agricultural land. The owners should be made to clean them up. Other options should include compulsory purchase at agricultural prices with a deduction for the cost of clean up clan up by the States then resale on the open market as agricutural land

Although clearly the redevelopment of brownfield sites should be admissable it cannot be acceptable that any such site will apriori acquire planning consent for residential development. Not only are there issues about the unacceptability of residential developments in certain parts of the Island because of other factors (pressure on other resources/traffic/noise etc) but because it is akin to handing out winning lottery tickets to the owners of this type of land who can do will exploit the situation for financial gain at the expense of the public good.

Question No 2: Brownfield development**e: Strongly Disagree**

Only develop brownfield within already developed area.

The assumption that green houses can not be returned to open field agricultural use is wrong. It is just used as an excuse to build houses to sustain an overheated economy. Sites should be considered on merit not on an accident of history which lead to a farmer choosing to build greenhouses. The same applies to any other brown site use. Buildings can be demolished and soil can be re-instated.

I disagree with a 'blanket' presumption that brownfield sites may be developed. Each site needs individual consideration with the presumption of not allowing development when outside the built up area.

I disagree that this should be the automatic position. Full Planning considerations should apply. Two wrongs do not make a right - if building a greenhouse in the countryside was wrong on Planning grounds 30 years ago then replacing it with a house now is equally wrong. Some brownfield sites are so sensitive that they should be returned to greenfield status NOT developed (e.g. Plemont Holiday Camp) and if there is a presumption for development because they are brownfield this is less likely to happen.

Not until all other options are fully researched and no other alternative is found.

No - no brownfield sites should be allowed to be built on.

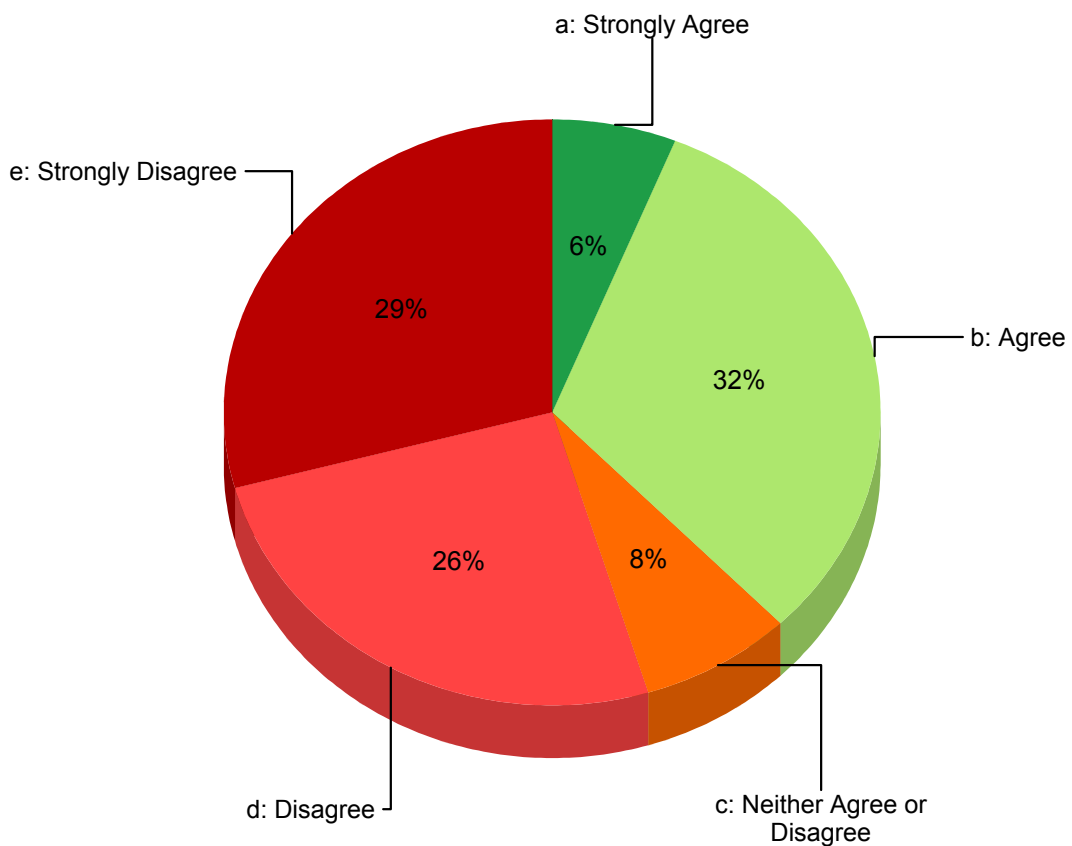
Any further developments of brown field land potentially is the beginning of destructive conversion of greenfield zones creating further problems for the need of infrastructures .

Build only in brown field sites which are NOT adjacent to green field sites. (see my remarks to question 1)

I agree only when the brownfield land is within the existing or extended built-up areas. The close connection and integration with the existing community infrastructures must be the overriding consideration. I therefore most strongly and emphatically disagree if the brownfield land is outside the existing or extended built-up areas. This would mean new development in the countryside and i believe that there will be sufficient development areas within the existing and extended built-up areas for the foreseeable future. I would have no objection to derelict glasshouses being redeveloped as viable glasshouse units.

Question No 3: Support for parish communities

Do you agree that the new spatial strategy for the Island Plan should enable some development on greenfield land, where it would help to maintain and enhance rural parish communities?



■ a: Strongly Agree	12	6%
■ b: Agree	62	32%
■ c: Neither Agree or Disagree	15	8%
■ d: Disagree	50	26%
■ e: Strongly Disagree	57	29%
Total:	196	100%

Question No 3: Support for parish communities**a: Strongly Agree**

I would prefer to bring my children up in a village environment not a town. Not all greenfield should be sacrosanct some is arbitrarily classified as countryside zone and could easily be built on with no real loss to the environment and a massive gain to the people that would live there and the local community.

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 lack of affordable housing for ordinary working families. It is these families who are 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 fifty 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 Connetable and his Municipality. It is the Connetable and the Parish who must have ultimate control of the development of his community through the provision of housing and all aspects of the supportive infrastructure. I would like to refer to: The Island Development Committee Proposition P120 lodged 10th August 1993 which approved the St Martin Village Plan as a development plan under Article 3 of the Island Planning (Jersey) Law and stated: HOUSING - It is a fundamental principal 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. I would highly recommend that for the purposes of the Island Plan Review these principles with the precedent of the St Martin and St Mary Village Plans be extended to all northern and rural parishes. This would enable the Connetable and Procureurs to negotiate with landwoners 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 one hundred house estate in 2-3 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.

As long as it is with full Parish support.

In order to support the Parishes a diversity in age groups is required and this should be achieved by providing affordable housing for first time buyers and young families.

Carefully planned development of Village centres in the country parishes including shops and amenities that are accessible for the residents so that travelling longer distances by car is reduced.

Because the town of St Helier is unlikely to deliver the necessary housing over the next 10 years appropriately sited greenfield sites abutting key rural settlements and small buit up areas should be considered to be re-zoned for residential purposes especially where their landscape impact will be limited and where additional development will help to sustain the local services 9ie post office village pub corner shop etc and enable 1st time buyers to remain in their Parish which is important to sustain a sense of belonging and therefore a strong community spirit.

Question No 3: Support for parish communities**b: Agree**

Must be a very strong case for this only if all other reasonable alternatives exhausted.

Must be limited to sensible proportions.

Yes as long as it is well planned and enhances the community. Many of us would prefer to live within the village and therefore you need the facilities to be improved with time.

Sheltered housing would be ideal for this kind of development.

One reluctantly feels that some development of green areas is going to be necessary for the future of families in the Island however one feels strongly that the developments should be affordable housing for young families not just an extension of privileged provision. We need to give affordable and attractive housing options for our children before they leave the island for ever.

Where necessary but they should be kept to a minimum

e.g schools housing for elderly.

'Village' development should be planned with adequate social resources such as shops/post office in order to reduce the need for vehicle journeys to protect the independence of the elderly and to promote a cohesive community. Adequate space must be provided to enable play space for children and young people and for recreation such as walking/dog walking informal 'sport' such as multigame court facilities play equipment etc. even where this requires a greater loss of greenfield land than the footprint of the housing development itself.

I would agree to minimal development only specially designed to fit in with existing houses.

But only small infill areas.

I agree but please no ribbon development along every road.

The worst thing would be an unplanned random sprawl so that we are left with no real countryside. Certain areas such as St Ouens should be designated as Island Parks. Similarly all residential areas of any size should contain open public places within them (parks playgrounds)

Yes The panel is supportive subject to a strategic plan being in place for the Parish. Formally drawn up community plans for the parish neighbourhood areas should be required.

If there is no other purposful use of greenfield land such land should be developed.

Particular attention should be paid to the needs of the aged in the community with appropriate provision for those able enough to remain in the community where ever possible.

I agree but on a qualified basis. Some of the residential developments attaching to the rural parishes are hideous in their urbanity (St Ouens in particular). Whether it is housing for the elderly young families or for the well-heeled we must build architecture that lends itself to the Parish vernacular. The built is never unbuilt and it is a trusim that cheap States-led or developer-led housing developments scar the Jersey landscape. If we do not deal with this issue then the Island will eventually begin to look like an extension of the horrid suburban generality of Quennevais & its environs that has its equal in any ordinary suburb in the U.K.. I also disagree strongly with any notion that because a person was born in a parish they have a right to own a property there.

Keeping communities going is important. A nice village development.

TTS would support this proposal but would caution on the scale of development and infrastructure (or lack of it) should be taken into account before approval.

as Q2 - Infrastructure also needed.

Only VERY selectively and with strict Parish control to avoid thin end of wedge - allow some development so allow more. But housing for elderly parishoners seems an obvious need.

Where the use of Greenfield land for a development would have a very positive enhancement to a rural parish community its location to any existing development would still need to be analysed (ref Q1 & Q2 above) to ascertain whether that land for a development would be a 'natural extension' to the existing settlement and not selected on an ad hoc basis i.e on parcels of land isolated from existing settlements. These first three questions will generally define the way it will direct the planning policies in the coming years on how developments will shape what the decisions will be and how it forms the framework in the way we want Jersey to be.

Question No 3: Support for parish communities

c: Neither Agree or Disagree

If this is included it should be with the agreement of the Parish and to include community facilities in the development or elsewhere at the cost to the developer not the Parish.

Benefit to Parish community has to be balanced agaisnt Environmental Impacts including Visual and Countryside considerations. It is not a given that development is necessary to maintain and enhance Parish communities. There should not be any presumption to approve.

Existing rural communittees should continue to thrive without increasing in size.

Ribbon development can be acceptable but tell architects to stop paving over everywhere in their designs courtyards etc. Not only does this increase the risk of flooding but the wildlife has no chance of survival and need corridors between building.

Depends on the area.

only developements that would be considered and requested by the parish as essential to the well being of the community. i.e doctors surgery post office community center etc.

Only in exceptional cases such as homes for the elderly etc.

Although I accept that some development could be allowed clear guidelines must be provided in order to determine when a development on greenfield land is acceptable. Furthermore the general rule should be that any development in greenfield areas should only be allowed following consultation and States approval. Overall the Island Plan should in the main focus on protecting the countryside and open spaces not on simply enabling additional development to take place.

Question No 3: Support for parish communities

d: Disagree

except in VERY exceptional circumstances

This would adversely affect the special character of rural villages and their surroundings.

Where are the people coming from?

In view of the unknowns in Jersey's economy I think all development on greenfield land for housing should be ruled out for the foreseeable future

As before another complex question with attention needed to each individual case. However there should be a general presumption (as stated in previous Island Plans) against development in the existing countryside as too much has already been used up in much of the Island. Again any decision in favour of development would need to be based on full information about its value to wildlife agriculture countryside character etc. with consideration of access to local amenities (bearing in mind Jersey is small so everywhere is reasonably accessible). There is I would think potential for some further development within existing rural communities but again this should involve careful consideration of the above.... as for any development within the bounds of our small Island.

While it is important to keep the character of the Island's individual villages alive it is also important for those villages to be pleasant vibrant places in which to live. It may therefore be an advantage to support some small-scale development in these areas. At the same time it is vital to remember that too much development can also erode and alter the character of a small village. The development of villages through the use of Greenfield sites should be resisted.

Use land i.e. brownfield and none agricultural; and leave good land for growing crops.

Such building should be kept to an ABSOLUTE MINIMUM

Development of greenfield land is always wrong. Population control would obviate the need for this.

Housing on greenfield land wherever it may be is not something we want to aspire to.

Either we're serious about protecting the countryside or we're not. There are some commercial / industrial activities in more rural areas (e.g. larger out of town supermarkets disguised as garden centres car paint shops etc) that could be regarded as less than ideally located. If some of these helped to move to a more appropriate location in order to release pockets of land for rural housing then that would seem more sensible.

Too open ended. If it was at the behest of the Parish and Parishioners then this could be acceptable but not as a result of another example of government's proactive involvement.

Question No 3: Support for parish communities

e: Strongly Disagree

There has been too much building on greenfields already - these will be needed for food in future.

Greenfield land is finite.

Enough village development has already taken place.

I cannot agree with the assumption that we need more immigration. Therefore I cannot see the need to develop any more green-field sites - anywhere!

More development will not enhance rural parish areas.

Parochial developments is suspect in Jersey. Too much personal lobbying (crazy power).

The recent over 55 re-zoning was a step too far. Just because the Connetable and the Parish want it is no reason to use more green zone sites - the States failed to have regard to all Island consideration earlier this year. The country parishes are well set up as they are and it is easy for them to play the pensioner card in a bid to get green fields re-zoned which really should be resisted. There must be brownfield sites within reach of most parish centres and frankly most pensioners drive these days until pretty late in their lives (as do 1st time buyers!)

no rural communities make Jersey special its the small little areas that keep the community spirit St Aubins is big enough any bigger and it is not separate from the island it would become too widely spread

No. We must not encroach into the green zone at any price. We must vigorously control immigration whilst retaining an adequate workforce. The more immigrants arrive the more housing they will require which will need more immigrants to build it. A never upward ending spiral.

The notion that all Parish's should build houses and take their turn at the despoilation is ridiculous. The ultimate result of that line of argument would be an Island with 12 urban developments the size of St Brelade with very thin strips of fields between each . I also do not think we can sustain the idea that people have a right to retire to a nice little house in the Parish of their birth.

If farmland is to be used find out which farms recieved subsidies and buy the land back at farmland prices even if it has to be compulsory purchased.

It would be so easy to allow development for 'community use' or to enhance villages or communities. I would argue that existing communities/villages have been through a long period of natural devlopment. On an island the size of Jersey it is relatively easy to access facilities not readily available in the imediate vicinity.

I believe continued rural parish development is a thing of the past. Why should any person born in a particular parish demand the right to retire there? This is and will become increasingly unsustainable

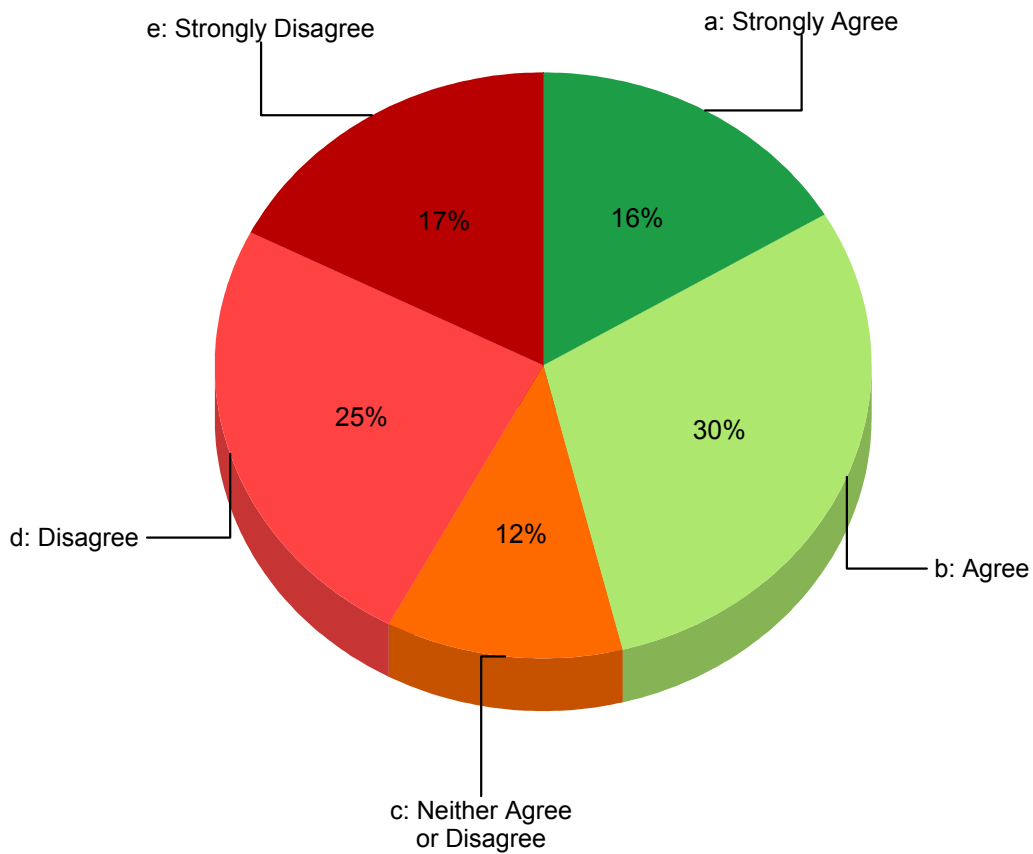
Greenfield land should not be used.

The last time that greenfields were rezoned we were told that this would solve the housing shortage. Obviously this has not solved the problem at all as we now have even more of a housing shortage. We should not as much as possible be building on greenfields. Population must be controlled now!

It never does!

Question No 4: Strategic option of relocating the port

Do you agree with the potential relocation of the commercial port to La Collette as a strategic option for the release of future land for development in St Helier?



■ a: Strongly Agree	31	16%
■ b: Agree	56	30%
■ c: Neither Agree or Disagree	22	12%
■ d: Disagree	47	25%
■ e: Strongly Disagree	33	17%
Total:	189	100%

Question No 4: Strategic option of relocating the port**a: Strongly Agree**

We should not be expanding we should aim to improve what we have.

A bigger deeper port would benefit the island.

There is also a case for separating Commercial Freight from Passenger Arrivals and Departures .
In other parts of the world passenger arrival is done so much better. It is seen as a High Profile Welcome Event through the gateway to the town and can be very impressive with an associated Feel Good Factor .

TTS strongly supports this proposal as the town area has all the infrastructure facilities to support increased residential units.

I recall that when the tanker berth was constructed behind Victoria Pier in the 1970s there was provision for a potential ro-ro terminal on the other side of the tanker basin - I don't recall why that never happened. Access to the new port should NOT be via Commercial Buildings which should be retained for leisure purposes - I suggest a link-road from the Weighbridge end of the Tunnel rising through the Normans site to Pier Road which would regain its historical purpose - linking Town and Pier.

Relocation of commercial port not recreational.

We should have no compunction about extending La Colette southwards by building a further infill area -- and thereby eventually creating a deep-water harbour.

A better designed port and more land for homes in a great spot.

A clean sheet design for the Commercial Port and separation of leisure activities would be a good thing.

We should have no compunction about extending La Colette southwards by building a further infill area -- and thereby eventually creating a deep-water harbour.

The relocation of the port has been discussed often in Jersey's history with plans abandoned in the 19th century when money ran out. JEF supports the opportunity to provide berths for visiting cruise liners and the provision of facilities for larger freight (notably fuel) vessels and the relocation of the fuel farm – although to what extent we should base a long term plan on fossil fuels that may have a comparatively short life. The sites thus made available have the potential to further enhance the tourism industry and provide housing. The examination of these opportunities will need to be balanced against the implications for the Ramsar wetland area.

The current Port of St Helier is already too small. We should look to develop all form of marine & leisure tourism

Unfortunate the port was never placed there in first instance!

Question No 4: Strategic option of relocating the port**b: Agree**

Ramsar considerations very important. Support Ramsar at St Aubin westward round Corbiere.

At what cost? Who pays?

Much of the existing port architecture is now better suited to residential / retail than commercial port activities.

subject to infrastructure development (eg access roads)

The opportunity to relocate the port to release extra land for new developments such as housing leisure and domestic marine activities and including a new Waterfront scheme would be a positive move. This of course depends upon the outcome of the current feasibility study being carried out - also the environmental considerations regarding the relocation of hazardous installations at a safe distance but not encroaching upon the existing Ramsar site. One can then envisage the possibility of creating a truly stunning interlinked development extending from and including Fort Regent - Mount Bingham with terraced areas for a new residential area leading down to the harbour with a new broad promenade with shops restaurants etc. The existing Commercial Buildings could then be relocated to the new reclamation site with purpose built premises and service roads.

I agree with the relocation of the commercial port and car ferry facilities to the existing La Collette but I think that the historic port of St Helier should be maintained as the leisure port maintaining St Helier's nature as a coastal port.

Depends on Design

The released land should be used for house with gardens not flats or offices. If there is a requirement for offices or yuppie flats in St Helier then they should be built within the current town.

I support the relocation of the port if it means that a new harbour will be able to cater for large commercial ferries and Cruise ships which presently cannot enter our port. If this can be achieved it is clear that the existing port could be used for other uses including housing etc which would be beneficial to the Island as a whole.

If the port at La Collette were to have greater financial gains for the island e.g. attracting cruise liners then I would support the development of the old harbour site for tastefully designed first time buyer family homes (not built by Dandara)

It will be necessary for importation of sand and aggregates.

Dependant on cost and ramsar.

Make sure if money is spent it is spent wisely for once

would be a great opportunity to redevelop Commercial buildings area and create cycle track / promenade to link steam clock to Havres des pas but would be concerned about traffic impact .

Question No 4: Strategic option of relocating the port c: Neither Agree or Disagree

This is not an option if the incinerator is located at La Collette.

It is worthwhile investigating but it will firstly need to be the subject of extensive and complicated assessments (ie EIAs Transport Statements Contamination etc) and extensive consultation exercises and will not therefore satisfy the development pressures in the short term (ie the next 10 years). However a policy or raft of policies should be included in the new Island Plan to enable it to be implemented. In the short term however a combination of sites in town brownfield sites outside of town and selected greenfield sites on the edge of key rural settlements or small built up areas should be re-zoned to alleviate the development pressures associated with a growing economy.

The panel suggested that there was a need to provide a long-term strategic plan for relocation of whole of the port commercial and passenger prior to any commitment being made.

This would depend upon the impact on the coastline coastal habitats and protected areas such as the RAMSAR site. The proposal should be investigated.

Neither Agree or Disagree

If the port were moved for necessity then the land released should be used for housing.

If the population is allowed (or encouraged?) to grow at its present rate then i suppose it would be a prudent idea. If however the population were to be capped at its present level the need for more land for development would be unnecessary. With the population capped the island would still retain its charm and beauty and everyone would be happy - except of course the developers who would either emigrate or get a proper job!

As long as there is no effect on the Ramsar site. If not I am all in favour of releasing the potential to segregate commercial and leisure port users as it could offer significant community benefit and a tourist plus (Tourists always hold St Peter to be far superior to St Helier since the port is enveloped within the town.) As Jersey is perceived to be of a maritime nature it behoves it to have a port that is apart of the town - pleasant to walk over to after shopping tho perhaps sit out in a cafe and watch the world go by on the quayside. Unfortunately the town and port are severed at present but with a little imagination and some long term planning this could be turned around.

The cost of relocation will be too great meaning the released land can only be used for luxury apartments.

We don't consider that we have the requisite technical information to be able to answer this question from an informed position.

I don't want any more reclamation if it starts to encroach or have an effect on the Ramsar site. However if cruise liners could get closer to the Island then there may be some commercial benefit. I think that we have enough office areas and those could be redeveloped but not for more flats!

Again - as with housing we are not addressing the cause of the problem - increasing population. Therefore moving the harbour is an irrelevance - an expensive one - but in the longer perspective still an irrelevance.

Question No 4: Strategic option of relocating the port
d: Disagree

I don't really know what's involved here. To release the WHOLE port would seem to be astronomically expensive. Would it release sufficient land to justify the cost? Road access would seem to be a problem as at present the port has several approach roads while La Collette only has one.

It is perfectly alright where it is - why mend it if it's not broken.

Unnecessary and too expensive.

I am yet to be convinced about the viability of traffic access to a proposed new Port off La Collette. The current old drying harbours have enormous historic value and contribute to the intrinsic character of the Jersey Harbour environment. Both old harbours together with the commercial buildings La Foie site and the North Quay should be protected as historic sites of interest. In addition the impact on the South East Coast is an enormous issue.

Massive cost of infrastructure - provision of new roads walkways relocation services etc. Before considering every attempt to create new living areas on inland St Helier should be considered. Any such plans should show full schedule of the proposed including necessary infrastructure such as roads safety issues re planning of nearby areas etc.

Elizabeth Harbour is only a few years old!

There may be good reasons for looking into relocation of the commercial port etc to La Collette - bearing in mind the risk to the Ramsar site and other coastal aspects in this area and of course the vehicle access to any new areas and whether we should even be considering any further land reclamation (reduce our waste instead??) but such a move should NOT be done purely to release further land for development in St Helier..... This sort of thing requires some serious joined-up thinking which from the appalling evidence of the development of our existing Waterfront area is not something the States and the civil service in Jersey are very good at - do they even work towards this very often?

It seems preferable to await the outcome of the feasibility study before forming an opinion.

Leave the port and harbours as they are.

Question No 4: Strategic option of relocating the port

e: Strongly Disagree

It would be horribly expensive and would remove funding from the needed pensions for the ageing population. The access to the new port as currently envisaged would be horribly expensive and still inadequate. Moving the fuel farm into the Ramsar site would be stupendous vandalism. The old harbours should be preserved in their current form. The traditional drying harbour is more beautiful and accessible than any marina. It also provides cheap boating and as such keeps the maritime heritage alive in the heart of the population. A marina full of rich boys' toys does nothing except provide a backdrop for more rich boys to make more money out of property development. Property development on the old harbour beds or their surrounds is undesirable: Population control would obviate the need for this.

This area is already a mess relocation will only make it worse. Not necessary.

Disaster and waste of public money.

Is there real necessity for this enormous totally disrupting proposal.

The whole concept is flawed and possibly based upon Jersey wanting to be the dumping ground for Guernsey's waste products to justify an oversized incinerator and the possibility that it can produce overpriced energy and still pollute the atmosphere and the land with dangerous health damaging toxic waste.

I oppose further land reclamation and would be saddened to see development around a Ramsar-designated site

Entirely impractical and not needed.

We should get one 'visionary' aspect of the waterfront complete before embarking on anything else.

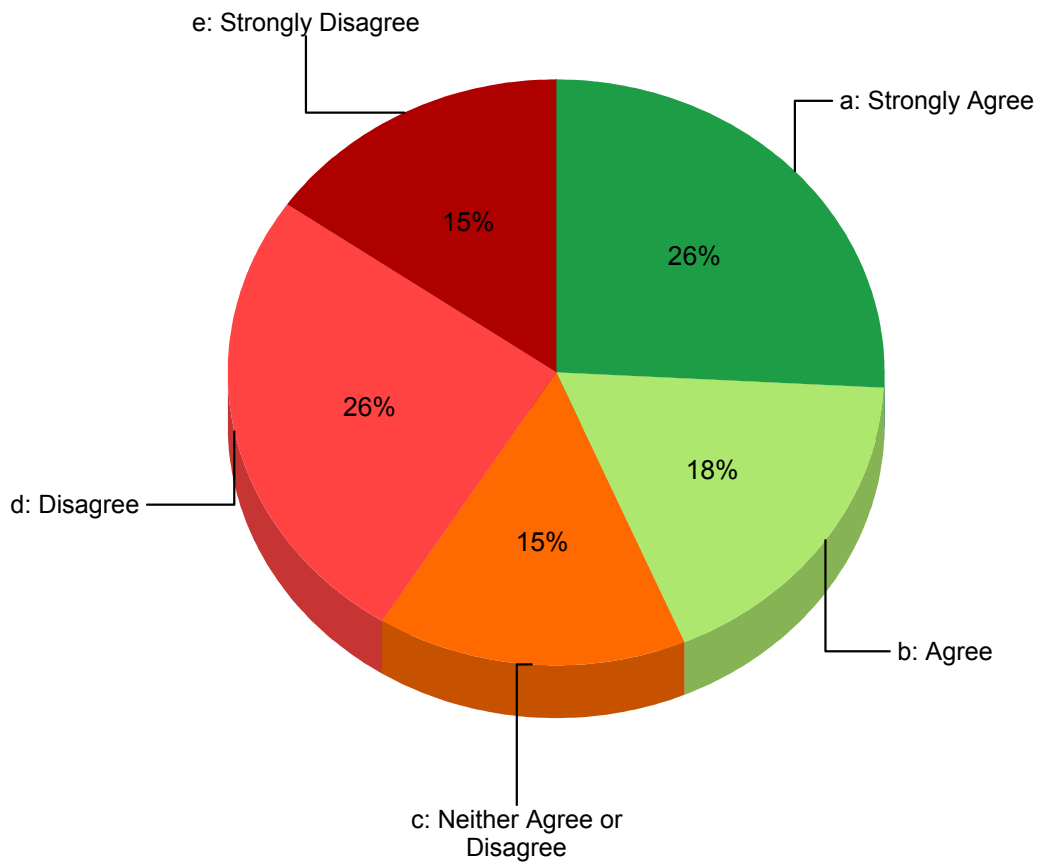
Disagree there are enough old premises to be able to convert for more efficient dwelling types for development.

The development of the harbour has historically been very poor in planning quality and application. Instead of piecemeal short term plans a more holistic approach is needed. There appears to be an onus on increasing land reclamation to make money in the short term at a cost to the environment especially when previous sites have been badly laid out constructed and used. More facilities for recreational activities such as sailing and rowing should be looked at. It is also rather saddening to see the way the old harbour buildings are used and abused as listed buildings more thought and protection should be given to them.

Natural resources

Question No 5: Extent of landscape protection

Do you agree that the extent of landscape protection should be enhanced in some parts of the Island, to ensure that the most vulnerable and sensitive parts of the Island's landscape character is adequately protected?



■ a: Strongly Agree	22	26%
■ b: Agree	15	18%
■ c: Neither Agree or Disagree	13	15%
■ d: Disagree	22	26%
■ e: Strongly Disagree	13	15%
Total:	85	100%

Question No 5: Extent of landscape protection**a: Strongly Agree**

All countryside and green areas.

This is even more important as a counter balance to the creeping urbanisation that has occurred over the last 3 decades.

The current raft of policies are appropriate for the different landscape character areas identified by the Countryside Character Appraisal. There is no need to revisit these policies. Indeed I would say that the St Ouen's Bay Planning Framework is a layer of control too far

Successive Island Plans have been very successful in protecting the countryside such that the character and appearance of the island's countryside and coasts have remained intact which successive Committees and the Planning Minister should be proud of given the development pressures that have been exerted post war. I also believe that the new countryside policies (ie Countryside Zone Green Zone and Zone of Outstanding Character) provide a good heirarchy of protection certainly better than those that served before the current island Plan. however appropriately sited fields on the edge of the town key rural settlements and small built up areas need to be released to enable much needed housing to be delivered within the plan period. also there remain existing clusters of development in these zones which could reasonably be re-zoned into Built Up Area which will provide limited opportunities for development but cumulatively will help redress the lack of housing supply

Unless such strong protection is given reasons will always be found for development to nibble away at these outstanding areas

Rather saddening to see the unsympathetic building at St Ouen's Bay like El Tico and the lack of SSI designation so as to allow the watersplash to propose a building totally unfitting for the area. Farmers should be given priority and support to improve existing and former farm sites instead of allowing the current practice of allowing property developers to benefit from these sites. More protection of the coastal vista is needed instead of having buildings like the raddisons or the proposed incinerator. The main entrance tot he Island is more akin to Milton Kenes than a rural community.

But not to the detriment of people livelihoods.

Plemont area one example of the above.

No it is not adequate - too many exceptions have b een made to date and the refusal of some applications which deserved consideration has resulted in a system that the public often sees as unfair and lacking consistency.

Area should include land down to low water mark.

What does 'some' mean?

Another Plemont situation should be avoided.

Question No 5: Extent of landscape protection**b: Agree**

But only in most sensitive and areas of highest landscape / ecological quality. We do not agree Longueville / Bagot and St Helier escarpments require enhanced landscape protection. In particular enhanced protection of St Helier escarpment will directly conflict with policy to concentrate development in the built up area.

We need to protect the beauty of our Island

This is important in view of greater pressures arising from increasing population and development.

No landscapes should be changed unless there is very good reason to do so. Who is the arbitrator of what is a vulnerable or sensitive part of the Islands landscape? Other areas might be valuable from a community perspective might not be classified as sensitive.

Care should be taken with areas of beauty but not necessarily at the expense of rational development. St Ouens bay should remain protected but some development along the North Coast harbours could be considered. Further village development of St Catherines could be considered.

The panel suggests yes there is a need for futher protection and no the landscape character is not adequatly protected.

The Island Plan offers protection but I am not convinced that this is honoured fully when exceptions are considered - for example the recent re-zoning of land for over-55 housing. It would also be useful to honour the aim of the protection of our coast by say returning a site like the Plemont holiday camp to nature now that the opportunity presents itself.

Question No 5: Extent of landscape protection

c: Neither Agree or Disagree

For its size Jersey has an amazing variety of landscapes which shoul db e retained. This is in doubt at Plemont.

We live on a small densely populated island therefore to enhance and protect landscapes of particular quality - abundant wildlife native plant species etc - would be in the interests of most residents; also wildlife - native and migratory visitors alike would benefit; We interact consciously or unconsciously with all life having a direct or indirect effect on one another and although we feel comfortable with what is familiar we may need to adjust to the idea of lessening our impact upon the environment especially in those areas assessed as being sensitive. Where the areas are identified as of a sensitive nature then these should be augmented still further to enrich the landscape areas - to enrich our experience! Perhaps Greenfield land lying in an area that does not lend itself to being developed could be considered for landscape enhancement schemes providing further opportunit es to create landscapes enriched with features each within its correct ecological context. (It may be poignant here to point out that the natural climax vegetation of this area of the world are trees!)

Probably not.

It is already protected.

Zoning is fine; but permission for development must be strictly in acoordance with the zoning . Some curiously bad decisons have been made for whatever reason.

Itis positive that certain areas are protected to higher level - but I am all in favour of this list being added too regularly.

Over recent times buildings have been permitted in areas where any form of development would be classed as having a detrimental effect on the landscape. The definition of landscape should include both rural and built up areas. In other words the town landscape is just as important as the North West Coastline in terms of requiring protection.

Whilst the current level may be adequate in most instances further protection may be needed as there appears to be plenty of developments appearing on rural sites.

In some locations the zoning appears arbitrary.

Not answered.

Should not be protected de facto but taken on merits of site and commercial needs

Question No 5: Extent of landscape protection

d: Disagree

I think there is a need to review some of the mechanisms employed by applicants to secure permission for development within the countryside / green zones since 2002 and to determine whether one or two loopholes are being exploited.

Over recent years I have noticed the 'creeping' development of certain areas which has not only affected the quality of life of residents but also had a detrimental affect on wildlife. The latter is due to the destruction of habitat and the increase of human activity particularly traffic together with more domestic animals being allowed to roam the countryside.

I think if we look at Jersey as it was 25 years ago and as it is now there are many things we would all like to undo . Landscape does not just mean the countryside and beautiful areas but the areas where people live too - if an area has been well developed and looks attractive - protect that too - don't allow high rise buildings where they are inappropriate - don't build too densely - think of the Island as a whole and not in parts.

People/developers will push and push to go on building even in vulnerable and sensitive areas : this must be resisted.

Planning department appears to dwell on minutiae and miss the things that really matter. When the horse has bolted their response is 'we will just have to treat that as a lesson learnt.' The time of learning lessons has to stop and there must be no further unbelievable 'mistakes' which unfortunately translate in the public eye into perceiving a lack of integrity. One example of this is the enormous building that was erected on the Le Hocq promontary which has scarred and will scar the coast sightline for ever.

Not in some cases

Far too much piece meal building being permitted.

So many ongoing examples of development in these areas :once they are gone they are gone

There should be stronger protection to certain valuable landscapes and vistas (including those seen from the sea). There are clearly loopholes that have been exploited. In addition it should not be the case that if a landscape is not included in a higher category that there is a presumption for development.

Current protection seems to be limited as presently the need for new developments overrides the desire to protect the environment.

The island's green areas rural and coastal landscape should be given as much protection from development as possible

No the States of Jersey really need to ensure that Jersey landscapes are protected especially in the St Ouen's Bay area. It seems if you have the money you can get away with doing exactly what you want.

Some key areas and landscape types continue to be developed therefore protection of the coastal and inland valley escarpments (skylines) and coastal areas should be enhanced. Key habitat features such as woodland should be afforded greater protection.

Not when such cavalier lip service is paid to the Green and Countryside zones during the last panic re-zoning

I think it needs reviewing. Some designations do not make sense. I don't think it is looked at except as an aerial view on a map and of course landscape is not appreciated like that.

JEF considers the current level of protection to be adequate.

Landscape protection is plainly inadequate. Look at all the greenfield sites that have been lost over the last few years despite the 2002 Plan that put such stringent safeguards on them. All it takes is some ill-advised or naive President of Planning to ignore the Plan and then it's too late. (e.g. the Mont Nicolle agricultural field which is now an estate of 3 luxury houses!) There should always be a presumption against the development of any greenfield sites whether agricultural or just 'waste' land.

Question No 5: Extent of landscape protection

e: Strongly Disagree

Every application should be screened - to include some landscaping and for environmental gain.

No

Measures and enforcement too weak at present.

What protection did the plan afford St Brelades bay when officers watched dumping of soil for 6 days - what a joke - evidently I am told that the person who arranged this work did very similar things in his last residence in another island - the Planning dept do not want to know or apparently are not learning that they need to have some sort of powers!

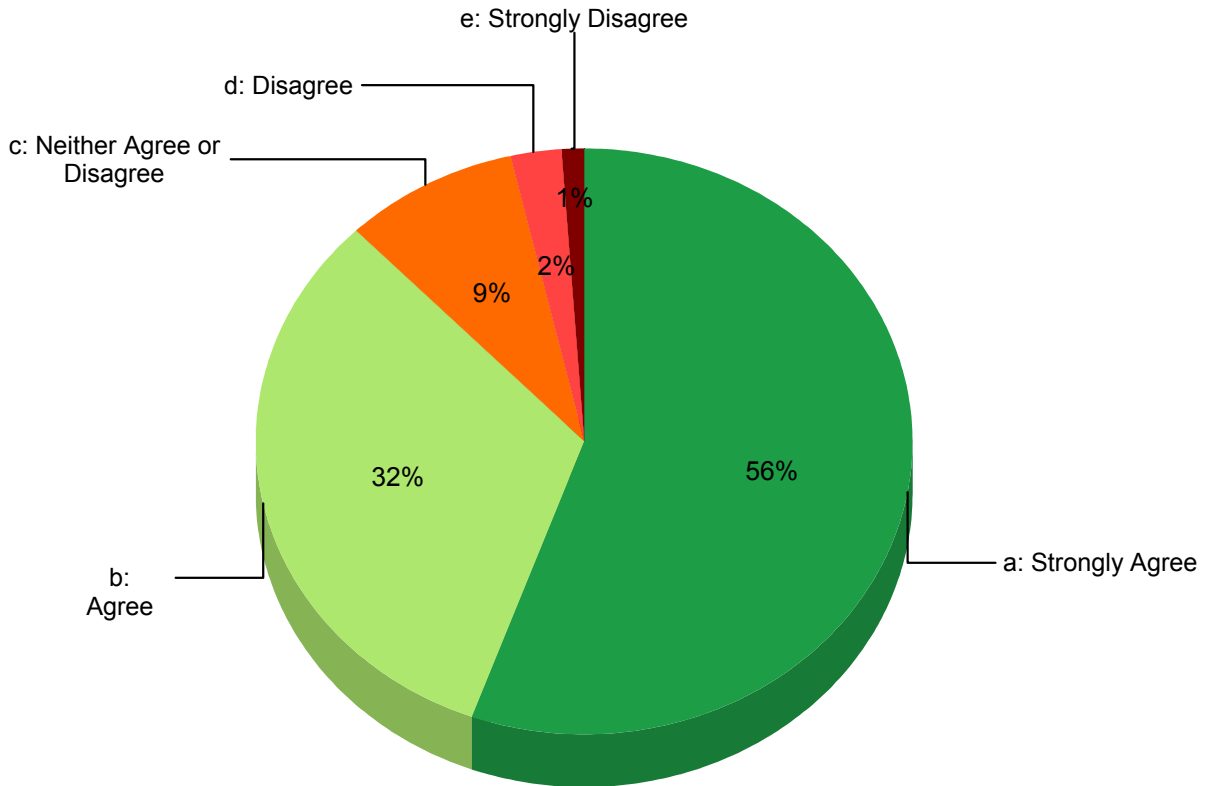
The 'old' green zone was better and stronger e.g. states decisions needed.

Jersey has rolled over and had far too cosy a relationship with developers for so long it will be hard to stop. Why did the planning dept sit with its thumbs twiddling when a developer dumped soil into St Brelades bay - because they either didn't want to upset someone or didn't know what to do - they do sadly appear to be spectacularly incompetent

No - the answer to this question should be yes or no.

Question No 6: Protection of landscape character

Do you agree that the planning policy framework to protect the landscape character of Jersey's countryside should be enhanced?



■ a: Strongly Agree	45	56%
■ b: Agree	26	32%
■ c: Neither Agree or Disagree	7	9%
■ d: Disagree	2	2%
■ e: Strongly Disagree	1	1%
Total:	81	100%

Question No 6: Protection of landscape character**a: Strongly Agree**

Jersey's remarkable variety of landscapes should be protected from urbanisation.

See answers to Q.5

Failure of protection would lead to spoiling of Jerseys ambience.

Questions 5 & 6 very similar.

Yes

Jersey is unique - safeguard it.

It is extremely important to enhance the planning policy framework regarding the protection of the Island's landscape character because it is the fabric of the Island's heritage. With the reduction of agriculture as an industry it is important to continue to preserve the character of the landscape through appropriate diversification. It is essential both for tourism and to preserve the quality of life for Jersey's inhabitants.

Increasingly overlooked due to perceived economic need.

I had believed that the green zone provisions protected the character of our landscape but it appears that no matter what may be claimed virtually nothing at the moment appears to be totally safe from development. Consequently without diluting the green zone principles it should be made absolutely clear that certain areas most of which have been identified will not be considered for any form of development under any circumstances.

Domestic curtilages into agricultural land should be resisted.

Because current policies and regulations do not appear to be working or being implemented. It is rather depressing to see buildings left for several years in a derelict state and perhaps some onus be put upon the authorities and the owners to rectify these blots around the Island especially when there is a shortage of suitable accommodation for many of the less well off in the Island.

Policies are already flawed - allowing major developers and others to do far more intrusive things than other people

Yes absolutely a line in the sand must be drawn which is not susceptible to tinkering with at the margins

The island's unique character and cultural landscape should be protected

Although agriculture has had a rough time in recent years it could with the increasing demands for organic food etc. become more viable in the future. It is essential therefore that all agricultural land should be protected from development not only for our benefit but for future generations.

Question No 6: Protection of landscape character**b: Agree**

Protection is important. Establish a strict policy...publish it...STICK TO IT.

Yes. As previous comment

All things change; Nature evolves giving challenges on how we understand those changes and to successfully create landscapes that are more diverse more enriched with wildlife etc. A planning policy framework has to work at a level where it takes into account all aspects of the countryside including understanding its ecology evolution possible outside pressures even develop new concepts that drive the momentum for achieving an enhanced and perceptive planning policy.

I think it is important enough to protect albeit that a pragmatic approach needs to be taken with land already used for agriculture. Agriculturalists might need a little more flexibility to ensure that what they grow - and how they grow it - can remain viable. However they shouldn't enjoy so much flexibility that they can maintain the viability of their farms by building new homes retail operations etc on that land. The last thing we would need with a population this big (and growing?) would be an eroding bank of agricultural land.

Yes the Character of Jersey's country side should have strong laws to preserve it's beauty but not so draconian as to become fossilised

The policy should be applied more efficiently

As I stated in answer to the previous question protection of the landscape should not just apply to the countryside. The Island has many areas of natural beauty which need protection. Consideration should be given to using planning policy to enable improvements to the landscape especially when considering new developments on existing sites. The repositioning of buildings on a particular site or a reduction in overall density should be a requirement of any application especially in the more sensitive and protected countryside areas .

Yes most definitely. This will ensure tourists still want to come and in fact people still want to remain living in Jersey.

Question No 6: Protection of landscape character

c: Neither Agree or Disagree

I do not want more red tape

The Panel considers that the types of enhancement suggested need further clarification.

Controls on development in Jersey should be tighter than in the UK. We have less land we need to be more careful with it and the beauty of the island is something it is good to protect.

I cannot believe that this is a serious problem. Deal with each case on its merits. There are more important things to spend our money on.

Already in place.

I would have thought that it should already be possible to enforce the aim of keeping our countryside safe.... the policy should be practical and flexible and certainly the system used should avoid the setting of precedents - judging a case on its individual merits should not necessarily affect future decisions. However it is SO IMPORTANT to protect the countryside we have now that it may well be necessary to strengthen the system.

Question No 6: Protection of landscape character

d: Disagree

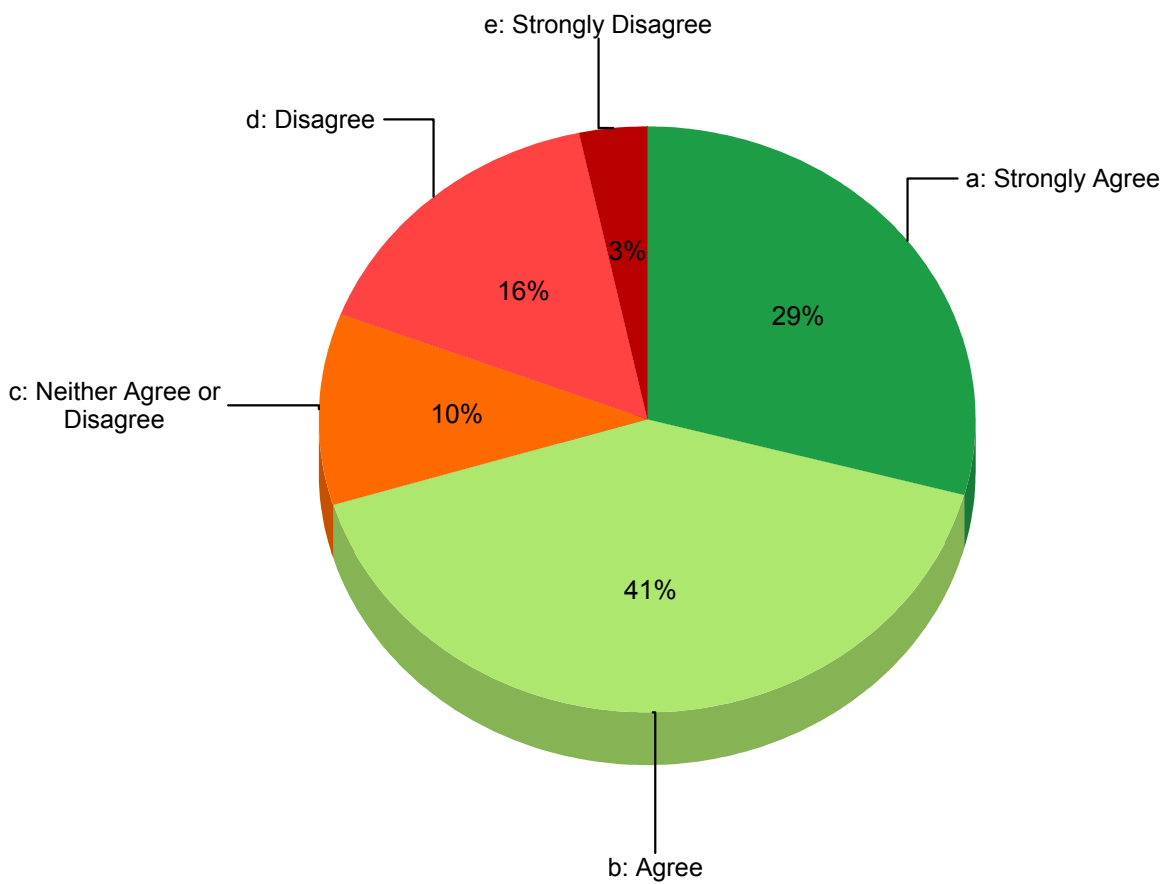
Question No 6: Protection of landscape character

e: Strongly Disagree

Current regime and policies in Island Plan 2002 are balanced and well focused.

Question No 7: Domestication of the countryside

Do you agree that greater control should be used to control the extension of private gardens into agricultural land to protect the character of the countryside?



■ a: Strongly Agree	53	29%
■ b: Agree	75	41%
■ c: Neither Agree or Disagree	19	10%
■ d: Disagree	29	16%
■ e: Strongly Disagree	6	3%
Total:	182	100%

Question No 7: Domestication of the countryside**a: Strongly Agree**

I don't believe this is happening to any extent.

This would be used to get around the Island Plan

Encouragement should be given to create wildflower meadows.

Jersey's landscape has evolved from its working character as farmland. Domestic gardens are one thing fields and valleys being manicured turned into neat areas of sweeping lawns are greatly to the detriment of the character and heritage of the countryside. I very much agree that this is an issue of concern

Extra gardens = extra green waste.

Also concerned at the number of stable blocks and sand schools proliferating.

If this means that in future reviews the line on the Island Plan gets drawn around the garden and then that garden is turned into housing eg former nursery at the top of Bouley Bay then I am totally against. The Island is in need of country park space though for nature conservation etc.

The encroachment of private gardens should be resisted since this would necessarily alter the character of the rural areas of the Island.

In the not too distant future we may need all the agricultural land we can get our hands on . Allowing domestic garden extensions seems totally illogical.

Not just greater controls some controls would be of use. Existing controls are not being applied. Hasnt someone been checking satellite pictures for the last 20 years or annual arial Photographs ??

Domestic developments would alter the nature of many rural areas.

gardens involve the loss of wildlife habitat and the introduction of paving pesticides and artificial fertilisers etc. Jersey ios fast becoming one big suburban sprawl

Question No 7: Domestication of the countryside**b: Agree**

In certain cases yes. Natural meadows have been spoiled by 'gardenification' in many areas.

For one's own use only.

Extension of private gardens into the countryside can be quite easily controlled. This would entail a simple measure of law that states e.g that any proposal by a property owner wishing to extend their garden into the countryside would be in line with planning regulations that requires any garden extension shall be of a style that does not detract from the immediate surrounding landscape whether it be agricultural woodland etc. or other types of established landscapes. A plan detailing the intentions is suggested as a requirement showing the extent of the scheme and a detailed planting plan showing tree and plant species to ensure these are of appropriate types.

Some gardens are as large as fields but if not farmed would need to be managed.

Current policy seems to work. As an exception occasionally a good case could be made to increase private garden provided a precedent is not created which might allow building development at a later date.

Agricultural land into gardens I don't have a problem with. But where the gardens are all fenced off and the land becomes no longer part of the vista - then that too is something to move away from.

Agricultural land is a strategic asset; to be preserved

Yes but so long as this used to control the spread of unproductive/decorative landscaped private gardens rather than preventing privately owned small scale food production or allotments.

But allowed for orchards and allotments.

I would have thought this was already controlled but the question implies that the extension of private gardens is not strongly controlled...? Again an individual case may have merits especially if there is significant benefit to wildlife countryside character etc rather than a too-formal landscape or one introducing hard surfaces and built environment. But generally we need to maintain our agricultural land for future use - for feeding the local population as well as benefiting wildlife maintaining the countryside character of Jersey providing potential for export income etc.

There has been a landscaping of certain areas which is inconsistent with maintaining the character of the countryside. At times however such landscaping can enhance the area but as often as not results in a detrimental affect on wildlife. This is partially due to increased human activity within newly created recreational areas but also by the increase in the number of domestic animals allowed to roam not only those specific areas but also adjoining areas.

Question No 7: Domestication of the countryside

c: Neither Agree or Disagree

Countryside already 'man made' type of extension critical?

agricultural land given over to extension of gardens is not a problem if the level of hard landscapng is kept to a minimum and that the new extensions are not allowed to be fenced off thus spoiling the overall vista of an area

There are a lot more important issues and concerns that need addressing. It also depends on the circumstances.

I would prefer garden extension to green field development.

To a large extent controls already exist to manage this issue. There are some cases where a private garden can have a greater environmental benefit than agricultural land. One issue that needs further consideration is what is the ideal size of a garden. As we push for higher density garden areas become smaller whilst we advocate the creation of communal open spaces. If the amount of land around one's home is restricted it limits the ability to extend or add further living space at a later date. Equally it is important for homeowners to have their own private space which they can call their own. Communal facilities are all well and good but in many cases they are difficult to manage as no one takes ownership of the areas.

Question No 7: Domestication of the countryside

d: Disagree

Current policies and control are adequate. Decisions should be made on merits of each case.

So long as development by private house-owners promotes the local beauty.

So long as development by private house-owners promotes the local beauty.

Whilst I do not want to see hundreds of fields used in this way each case should be judged on it's merits - if a farmer is willing to sell a field or part for this use it is probably not an area that is being used productively anyway - why not allow the landscaping but with the proviso that no sheds etc are put on that land.

That is more red tape

We should be able to manage the lanscape as befits our times and not as it was in the previos generations

The island could benefit from more allotments and it seems that a return to post war grow your own is coming... Therefore why not extend gardens as long as they are used as such. Is it not possible to protect new gardens with covenants?

Can see no need.

Boundaries should be legally secure. Avoid nanny state.

Private gardens provide better habitat for wildlife than the continuous application of fertilizers fungicide pesticaide and vyadate to the fields. Also the huge damage done to trees by agricultural operatives and their mincing machines.

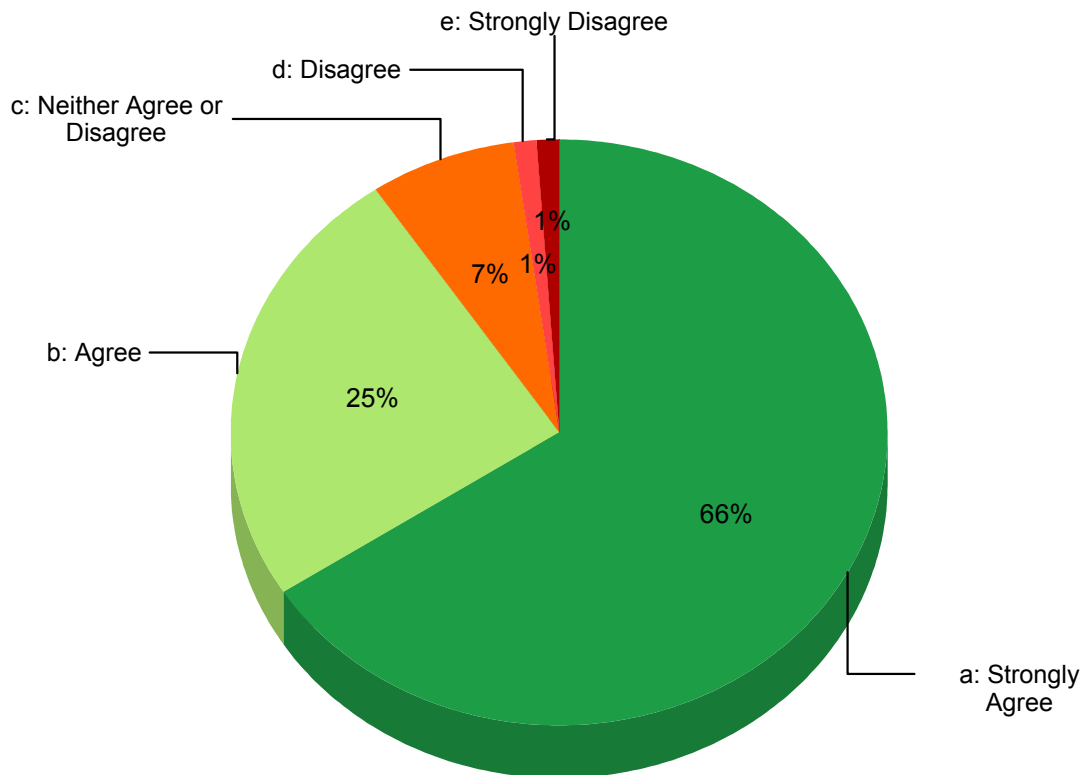
I feel that it better to give families an opportunity to enjoy the outside and develop a beautiful place where they can be proud of. to use fields that agricultural land will not be used or not effected by a little taken from them would be better than people being hemmed in. this would have to be done tastefully

I believe each case should be considered on its own merits and where there are small parcels of land that are not useful for agriculture and are contiguous with existing gardens are well screened etc then I see no reason why a householder`s amenity should not be improved . However I appreciate that in order to control this there needs to be a presumption against such development unless it can be demonstrated that extension of the garden will not be harmful.

Question No 7: Domestication of the countryside**e: Strongly Disagree**

Question No 8: Protecting the undeveloped coast

Do you agree that the revised Island Plan should introduce stricter policies for protecting the undeveloped coast?



■ a: Strongly Agree	56	66%
■ b: Agree	21	25%
■ c: Neither Agree or Disagree	6	7%
■ d: Disagree	1	1%
■ e: Strongly Disagree	1	1%
Total:	85	100%

Question No 8: Protecting the undeveloped coast

a: Strongly Agree

Why allow developers to spoil the lovely coastline?

Jersey's coast is varied and should be preserved for wildlife.

Particularly honour the Ramsar sites.

Such coastline is beyond price.

Protect what we have - don't destroy.

The new Island Plan should certainly tackle the problem of new developments encroaching on the unspoilt areas of Jersey's coast. The example of recent development of Corbiere has certainly altered the unspoilt nature of the area and is perhaps surprising as it is such a well-known tourist spot. Implications on coastal wildlife should also be taken into consideration.

Too much of the island's coastline is already the victim of ribbon development

New developments should be restricted but there are already policies to apply.

It is our heritage.

Every time there has been any development on the coast over recent years it has been to the detriment of our landscape and with the disapproval of the great majority of residents. Coastal areas are used extensively by residents and holidaymakers alike and should certainly be firmly protected.

The coast is what an island is all about! The controls should be very strict. Why should power generation be allowed on the coast? Move it inland where those who need the power can bear the cost. Population control would obviate the need for this.

The coast is a priceless asset occasionally undervalued by those who come from cities or land-locked backgrounds. Energy generation should be placed inland close to those who need it without spoiling the coast. Population control would obviate the need for this.

It seems that WEB do not think it is inappropriate to charge consultants Scott Wilson to investigate reclamation possible zones within both RAMSAR and the MPZ (South and East of La Collette.) This makes one wonder what the point was of spending all the years that many concerned organisations and individuals have getting these zones in place and through the States. It is as if they are now treated as of little consequence. So yes even stronger measures should be put in place to protect our precious marine environment which has suffered enough already with La Collette Phase 2.

The coastline is amongst the most beautiful part of the country and so is naturally under greater pressure to be exploited. I would like to think therefore that more care is taken with it.

This would be both sensible and wholly justifiable. There may be some compelling strategic reasons for breaching such a policy in future. If so the development that causes the breach should be required to fund a project to deliver an environmental benefit to Jersey's coastline proportionate to the damage done.

The coast is one of our best assets and must be preserved in its natural state. It is our heritage and we are its custodians

The coastline should be given comparable protection as any other valued landscape in the Island

Clear guidelines - massive fines or you have ineffective controls. A well known yet not well respected St Brelades resident gets planning's newest award I wish you would stop doing that as it makes us look ineffective. In fact a few developers in St Brelades could have been past recipients! What about the development behind the Jehovah Witnesses hall at Corbiere?

Yes we need to pass on our beautiful island to our children in the way that it was left to us.

Motherhood and apple pie amazed you feel it necessary to ask.....

The coast of Jersey is one area that is likely to be less useful for agriculture but eminently useful for both people and wildlife. Keep it natural. And return areas to nature when possible - eg the Plemont holiday camp site.

Question No 8: Protecting the undeveloped coast

b: Agree

It is very important for Planning to have in place a set of policies that prohibit development in the undeveloped coastal areas. Developments that are applied for should be assessed for their impact activity level scope and scale of their operations etc. Other criteria may include how essential the development is and its locational importance for permission to be granted. There may at times be applications e.g for small scale developments of an eco-friendly nature with proposals that prove to have little or no impact upon the coastal environment but may have possibilities for eco-tourism etc. These would of course still be assessed on their merits but if they contribute to the economy then these could be included in the new Island Plan.

TTS would agree with this proposal but consideration should be given to the Island's future land reclamation requirements.

If there is no policy at the moment there should be one.

Question No 8: Protecting the undeveloped coast

c: Neither Agree or Disagree

I believe that the Marine Zone Policies (and RAMSAR) gives the island's coastline adequate protection.

The current level of protection seems adequate viz Watersplash Development

Already in place.

Question No 8: Protecting the undeveloped coast

d: Disagree

No

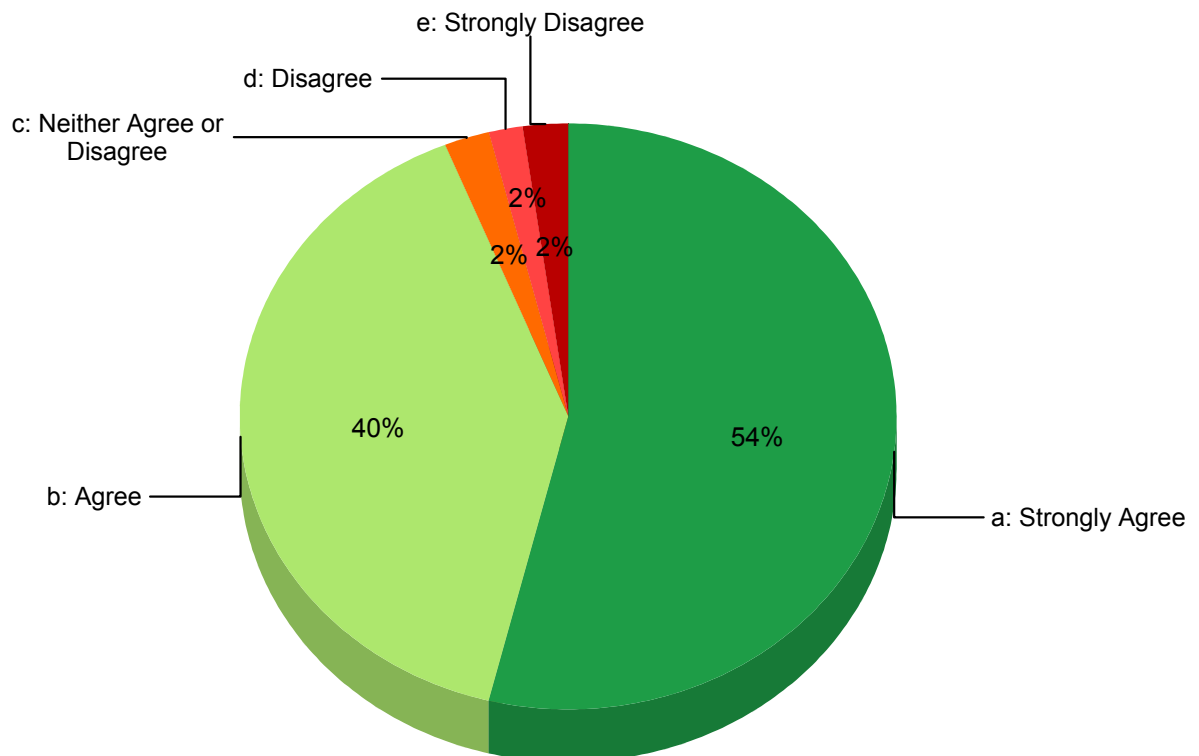
Question No 8: Protecting the undeveloped coast

e: Strongly Disagree

Existing policies seem adequate to protect the important coastal zones and they differentiate between coastal areas of high quality and other locations such as in urban areas - eg La Collette. The suggestion all coastal should receive higher levels of protection ignores existence of historic development in some coastal zones.

Question No 9: Protecting seascape character

Do you agree that the revised Island Plan should require consideration of the impact of development upon 'seascape'?



■	a: Strongly Agree	97	54%
■	b: Agree	72	40%
■	c: Neither Agree or Disagree	4	2%
■	d: Disagree	3	2%
■	e: Strongly Disagree	4	2%
Total:		180	100%

Question No 9: Protecting seascape character**a: Strongly Agree**

Seascape can be affected by land based development.

Any island plan will require consideration on how its development affects the seascape. It remains to be seen whether this island plan has a strong enough protection measure in place however.

It is not fully understood at present - thus safeguard.

We are an island community - the sea is a significant part of that it is part of our heritage. having said that I have no objection to off-shore wind farms.

The coastline is Jersey greatest scenic attraction.

See my earlier comments relating to Planning permitting an eyesore to be erected on the Le Hocq promontary. Before anything else is attempted the Le Marais blocks should be levelled. With regard to the Plemont impasse surely there must be an architect somewhere (I hesitate to say it but maybe outside Jersey) who could design the existing accommodation so that it occupied space below the skyline so that from the north all one would see would be windows where there was previously cliff and from the south - nothing. Such designs are quite commonplace - indeed there was one on television recently.

This is vital - and does not appear to have often been taken into account in the past.

Look at how badly it has gone when this principle is overridden. Look at St Clements and the Waterfront. Look at Nigel Mansell's terrible fencing

Again amazed you need to ask.

None of the Islands character areas are robust. any change will be harmful

I believe that a number of permitted developments since 2002 have been allowed to erode Jersey's seascape unnecessarily particularly along the south - southwestern coastline.

Do the words Ramsar Potato Leachate and Nitrates ring any bells. Also at La Collette the fly ash is blowing around because they did not order new bags and asbestos waste has been reported as being dumped in the sea! What about the dumping at St Brelades bay. What consideration did the States have to impact at Reclamation sites ! very little i expects

This is as fundamental to protecting Jersey's landscape as protecting the visual aspects and maintaining historical context of the parish villages .

A bit late but necessary.

Question No 9: Protecting seascape character**b: Agree**

But again use of any sea-side area must be taken into account.

NO development should be considered upon the seascape.

However this should be mitigated by the need to provide adequate facilities.

If the approved development at Portelet and the 'famous' fencing at a property at Beauport is setting the standard then anything can apparently be accepted.

One may say for sure that the north coast of Jersey is safe from any future developments because of its rugged nature save that the existing Ronez quarry which is located mainly below eye-level is the only major activity in the area. Other areas of seascape value must have legislation restricting or prohibiting developments that may threaten the quality of the seascape character; even though other activities or developments already exist it is hoped the new Island Plan will demonstrate its more enlightened approach when dealing with potential development applications for whatever purpose in these areas of sensitive seascape character.

duh!

As previous

Seascape needs very careful definition.

To protect the beauty of our island

As an Island our seascape is of vital cultural and local environmental importance and clearly has to be protected from inappropriate short term development. However this shouldn't be seen as conflicting with the urgent global need to develop a low carbon infrastructure using well sited and appropriate renewable energy technologies (ie. offshore wind).

There should be a policy.

The seascape is an important part of the islands character.

Question No 9: Protecting seascape character

c: Neither Agree or Disagree

I believe the existing countryside policies marine zone policies green backdrop zone and shoreline zone policies are adequate in dealing with this issue.

Question No 9: Protecting seascape character

d: Disagree

Question No 9: Protecting seascape character

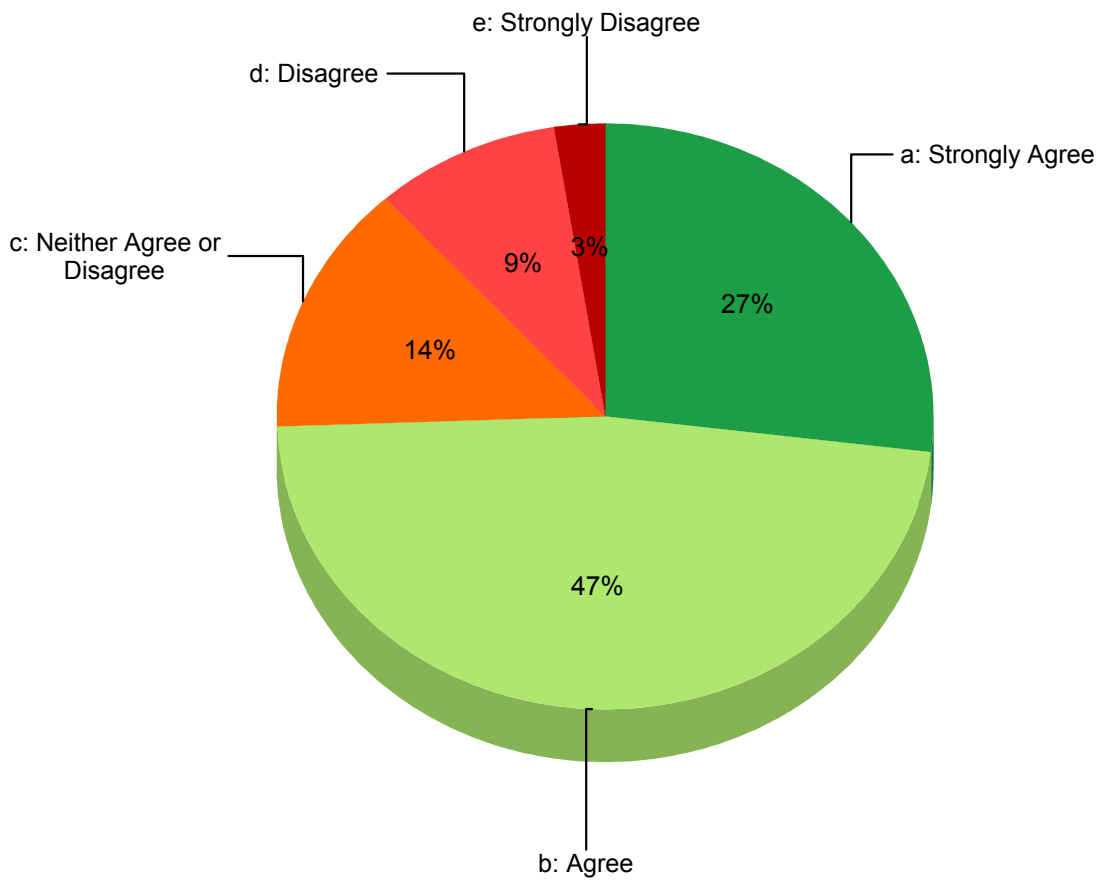
e: Strongly Disagree

We already have Coastal and Countryside Policies this would unnecessarily add another layer of complexity and control. Instead it seems more appropriate to redefine the Zone of Outstanding Character to incorporate adjacent seascape.

No development

Question No 10: Coastal access

Do you agree that the revised Island Plan should encourage the provision of new public access to the coast as an integral part of development proposals, where appropriate?



■ a: Strongly Agree	21	27%
■ b: Agree	37	47%
■ c: Neither Agree or Disagree	11	14%
■ d: Disagree	7	9%
■ e: Strongly Disagree	2	3%
Total:	78	100%

Question No 10: Coastal access**a: Strongly Agree**

Property Holdings/TTS should be tasked with re-opening areas where individuals have annexed sea defences and land most of which is public or Crown land

Important for locals and tourists alike.

A bit late especially from St Brelades to Beauport.

Public access does not mean development should be encouraged.

All developments should provide for cyclists and pedestrians not just cars as at present.

This is an excellent principle.

Yes as part of development proposals public access to the beach or foreshore every 200 metres should be required. However didn't I just say there should be NO development on the coast? Population control would obviate the need for this. Public access through existing private land must not be enforced without the freely given consent of the owner but if development proposals are submitted then access can be maintained or improved during the planning process.

But there will be no further need so long as some residents are not allowed to develop colditz fences that restrict access. What is happening to the island footpaths. Why are some people allowed to dump items on the beach

We must accept that all development is a trade-off between conflicting interests. Public access to the coast and countryside is a legitimate public interest. Increased public access is a legitimate trade-off to mitigate some perhaps less desirable aspects of a development proposal.

One example where something should be done is at La Rocque where the owner has cut off public access to the coastal traverse at high tide. These actions should not be permitted.

Question No 10: Coastal access**b: Agree**

Development on the south east coast has curtailed access to the coast.

If possible without affecting wildlife access should be enhanced.

Yes where possible (without Enforcement)

The idea of increasing the network of footpaths bridal and cycle access to the coast would be beneficial encouraging those activities of walking cycling etc exploring areas of the coast not at present accessible. Perhaps information boards could be erected alongside pathways and seating areas explaining and describing the local range of plant species and wildlife that exist in the area. The intergrated network would allow access to areas otherwise only glimpsed from a distance therefore providing the increased coastal access would enhance the visual experience and close contact with the immediate surroundings.

Greater / improved access to coast essential.

Remembering the 'where appropriate' point. Also worth considering that the access for less-able people needs improving at least at some of the cliff-top areas where possible.

In the interests of Tourism and local population. No motor vehicles of any kind.

Only if this does not mean paving bits of coastline and covering it in health and safety railings notices warning you about steep and slippery places etc

Provided that any provision for access does not have any detrimental impact visually or on the environment then I believe that it is important to encourage the public to visit these areas. It is through the discovery of the beautiful areas of Jersey's coast that the public are more likely to appreciate its importance and the need to protect it for the future. Improved access should not however be used as a determinant for additional development.

It would be wonderful if you could walk all the way around the edge!

Yes but should to be seen as additional to the need for other safe walking and cycling routes for commuting and non-leisure activities.

But I am completely against handrails etc. There should be a policy against coastal developments and at the very least they should be visually unobtrusive.

The development of luxury flats at Greve D'azette have restricted access to the beach I hope that the same will not happen along the Havre Des pas promenade when the Carlton and Fort D'auvergne hotels are re-developed.

Question No 10: Coastal access

c: Neither Agree or Disagree

Only if there are strong safeguards.

OK as it is. The 5-Mile road should be extended south around the west of the Laq Pulente spur.

This strikes me as a 'very nice to have proposal but one which would be difficult to deliver. I love walking and cycling and I can see that the environmental / tourist benefit of this policy (if pursued vigorously and with funding) would be significant. As a cheaper alternative could I suggest that delivery of a single cycle path to the east along the lines of that which already runs to Corbiere would be a great place to start. Having moved to the east I've given up cycling to work (which I used to do almost daily). It is too dangerous.

Depends on the nature of the 'access'.

Question No 10: Coastal access

d: Disagree

Access to coastal areas should be free - not charged for i.e laybye's along St Aubins Bay etc.

I think access to all parts of the coast is perfectly adequate though perhaps better signposting is required in areas of existing ribbon development. Hopefully no further development will be permitted actually on the coast.

I am rather concerned that the question implies that new public access to the coast will only happen if development is considered. I would prefer to restrict further coastline development.

Question No 10: Coastal access

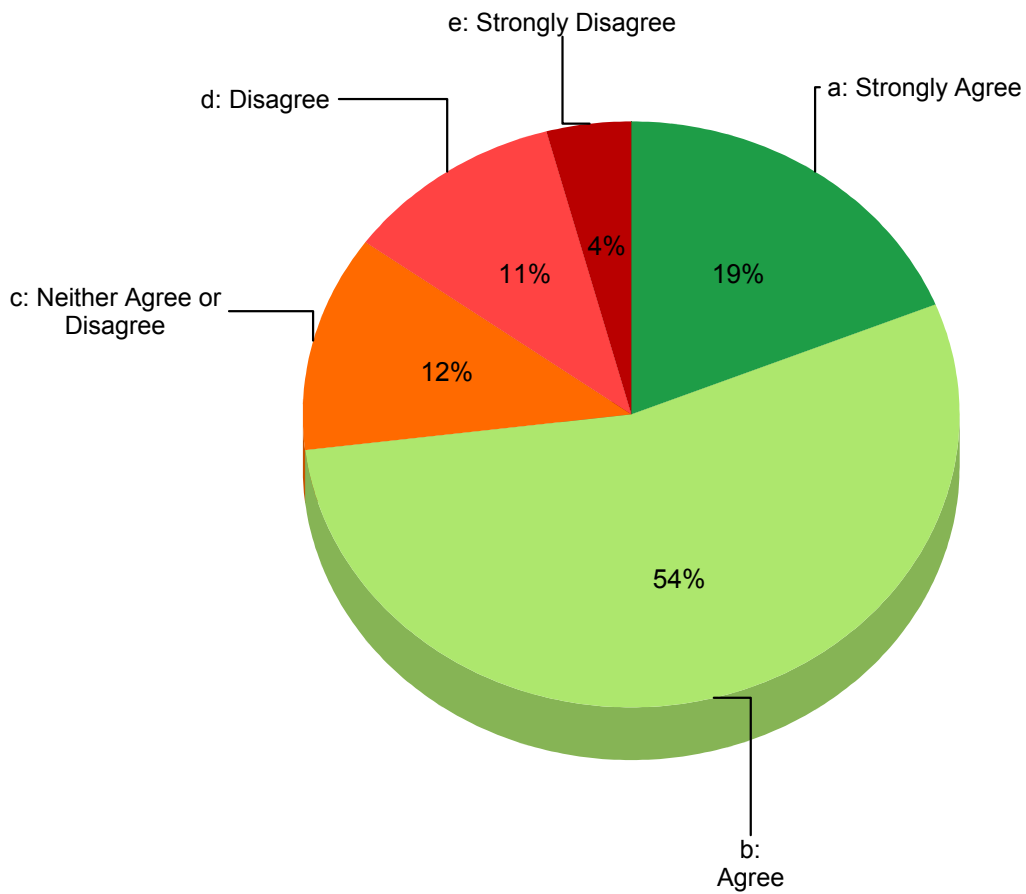
e: Strongly Disagree

The public already have good access to the coast.

Current access is adequate.

Question No 11: Managing aquaculture

Do you agree that the revised Plan should allow for the further growth of aquaculture - subject to consideration of its environmental and other impacts?



■	a: Strongly Agree	14	19%
■	b: Agree	40	54%
■	c: Neither Agree or Disagree	9	12%
■	d: Disagree	8	11%
■	e: Strongly Disagree	3	4%
	Total:	74	100%

Question No 11: Managing aquaculture**a: Strongly Agree**

As an island we need to invest in industries other than finance to broaden the economic base and encourage import substitution.

There is still considerable scope for this industry which should be actively encouraged.

It is a valuable local industry.

Molluscan shellfish farming is probably the most environmentally sensitive and sustainable method of producing high value and high quality foodstuffs. No chemicals are used visual impact is restricted to low tide exposure (usually less than eight days per month for an average of two hours per day when exposed). With regard to the Ramsar designation notwithstanding the 'wise use' proviso (which is often forgotten in the desire to maintain an elysian status quo) the use of even heavy plant has surprisingly little effect on wading birds I personally have got within meters of stilts and egrets (both types) without disturbance whilst driving a tractor. If however a dog is within half a kilometer the birds rise and depart. There are some major advances in technology and techniques in this field and I as a Jersey company am one of the five European leaders in a development called SUDEVAB a FP7 research programme www.sudevab.com to develop the sustainable aquaculture of the European abalone (Ormer). To constrain developments such as this through narrow interpretations of Ramsar etc will do a disservice to those who genuinely wish to farm in a sensitive and sustainable manner minimising footprint and effect while maximising the value of output including in this case the well being of the wild species.

Question No 11: Managing aquaculture**b: Agree**

Any diversification of the economy in a responsible manner and without harm to the environment should be encouraged

I agree but also urge caution and environmental assessment on a case by case basis.

Commercially and tourist aspects.

Stressing the 'consideration of its environmental and other impacts' - such consideration might well come out against any further growth.

Why do we need a new word? Marine biology is understood.

But no more metal frames on the beach.

Aquaculture surely does not ruin existing coastline?

I do agree with this however the environmental impact must be given the greatest consideration and that applies to the land based functions of the operators too.

Obviously helping aquaculture to grow would be economically beneficial to the island this expansion should not be at the expense of the sustainability of this process. On top of this the coast is a very important and vulnerable place and so it needs protecting from any possible damages caused by aquaculture becoming more intensive. Methods and practices must be sustainable. Supporting Q 11 in isolation becomes more problematic when Q51 infrastructure to support aquaculture is included in the debate.

Need to prove market.

I agree but with caution - the environmental impact must be given the strongest consideration and that applies to both the beach based and the land based support activities of the operators

...but the Ramsar convention should be respected and the area around St. Aubin's Fort might not be so great from a visual perspective.

Sustainable methods of expanding the economy should be encouraged. This should not however be an excuse to build industrial buildings in country side locations.

Subject to consideration.

This is an issue of suitable management - there is sufficient beach for growth in certain areas of the coastline. But there must be suitable management programmes in place.

Agree but it needs to be monitored carefully so that it is not overdone.

Question No 11: Managing aquaculture

c: Neither Agree or Disagree

No comment

The industry requires a full scale study to ascertain the current impact and to gauge the effect upon coastal wildlife the Ramsar site beach access by the public etc. This would enable Planning to assess whether those areas where aquaculture takes place can or cannot sustain further expansion.

Question No 11: Managing aquaculture

d: Disagree

I don't see the advantages in such a development unless there is absolutely no impact to the environment. In addition to planning considerations economic considerations should form part of such decisions. What is the point of allowing any development that has a detrimental impact on the environment or quality of life unless there is a real net contribution to the exchequer? It could be said that granting planning approvals should only relate to planning matters but certain decisions of late - of which most disapprove would seem to question this fact even though Senator Cohen recently appeared to reinforce the 'planning' view.

I disagree because to allow further light industry of this type in a sensitive environment goes against the principles inherent in protecting a marine area.

We have to strike a balance here since the Ramsar site is unique and proposed increases in activity should only be undertaken if they are given the ok by the environmental authorities (who of course shouldn't act unreasonably

The impact of such expansion is considered harmful by specialists who know more about the subject than I do. It is likely to be a controversial issue which can probably be settled only by allowing expansion. It will then be too late if the impact is harmful.

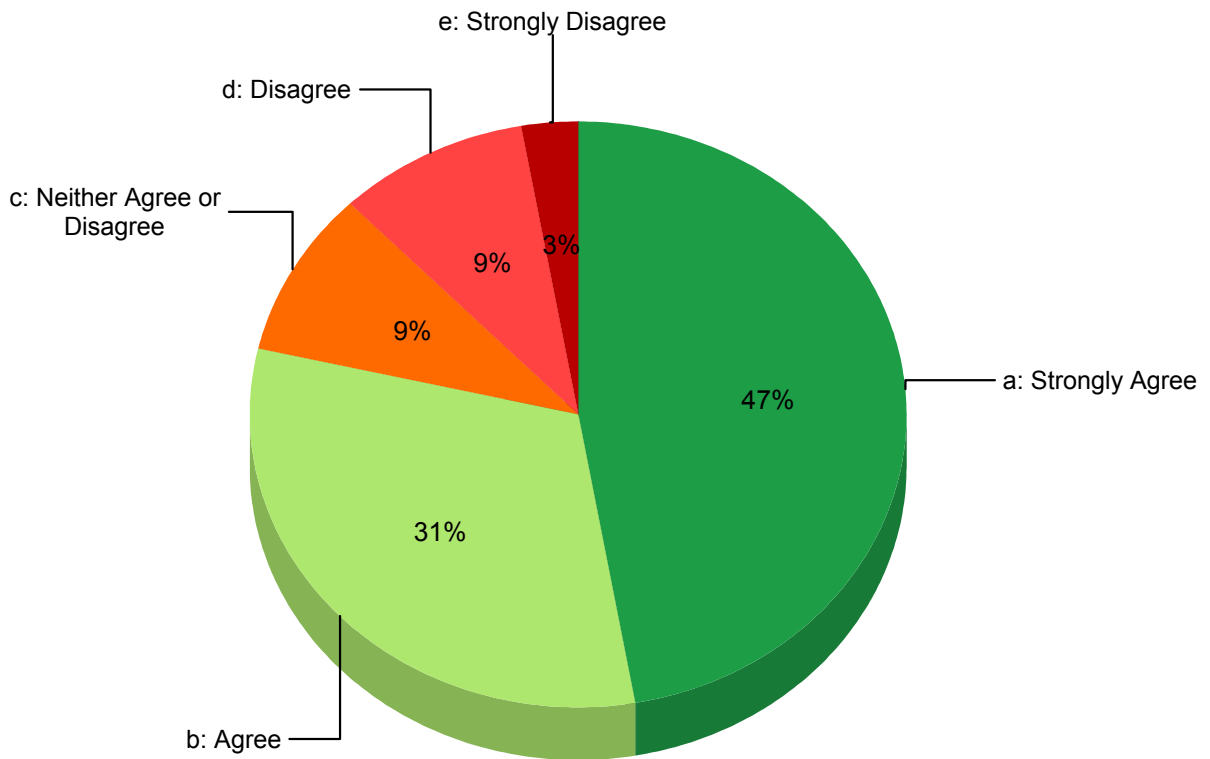
Any grant of a concession on a beach takes the use of that area away from the general public and makes the area unusable by small boats. Low water fishing and exploration are part of the essential and unique maritime culture that has made Jersey what it is.

Question No 11: Managing aquaculture**e: Strongly Disagree**

Advance levels of Pollution at La Collette from fly and Bottom ash due to the butyl tanks not being available plus the reports of asbestos being dumped will inevitably decimate the Grouville Bay fishery business. St Aubin Bay is a toxic mess and there should be a National health warning about paddling or sea sports in the area

Question No 12: West Coast National Park

Do you agree with the idea of a St Ouen's Bay and West Coast National Park?



■ a: Strongly Agree	86	47%
■ b: Agree	57	31%
■ c: Neither Agree or Disagree	17	9%
■ d: Disagree	17	9%
■ e: Strongly Disagree	5	3%
Total:	182	100%

Question No 12: West Coast National Park**a: Strongly Agree**

This is a wonderful idea and one that might give a lot of comfort to those who think that the bay is at increasing risk of over-development.

I think that this would be a very good idea and would like to see the park extended to Plemont and perhaps even Devils Hole.

It will not otherwise be properly protected.

Do not allow the Watersplash to expand. In five years time the owner will be pleading to turn the lot into flats like many other Hotels and Tourism sites because he can't make it pay!!!!

The area should be protected from new development.

I personally love the above areas and consider that they are left in their wild and natural state.

But what protection is there currently ie: El Tico and Watersplash.

we do not wish to see any more developments in the st Ouen's bay area eg watersplash - this can lead to development by stealth

It is a truly unique place that is enjoyed just as it is for surfing walking the open spaces the view. El Tico is already expanding and the Splash is trying to..next there will be self catering tourist accomodation parking rules large buildings blotting out the sea view and restricting access for all. It is currently free and loved by all - no-one wants to change it unless they have a vested interest in making a fast buck

Once again a bit late the Jersey i know is changing too much already.

Such a special area and the only one of such size in the Channel Islands (?) should be protected as much as possible.

The St Ouens Bay plan of 1977 should still be bible; it referred to the bay as a 'national park'.

Strong standards of management and protection are required but the same applies to the North Coast.

Crucial for Jersey's credibility as an Island which values its natural heritage and tourists who appreciate unspoilt scenery. Plenty of aquaparks elsewhere - Jersey does not have the capacity for mass tourism. Needs to focus on a high quality niche market. Ageing residents and tourists more interested in conservation than development of wild spaces.

West Coast National Park has already been declared?

If adequately protected.

The establishment of a National Park would raise the level of protection and give the area a status understood internationally; it is felt that the North Coast is also worthy of similar designation. It would be a superb idea to designate the west coast of Jersey a National Park since these areas support an enormous number of flora and fauna many of which are very rare. To protect such environmentally important areas of the Island at that level would ensure their protection for future generations.

The idea of Jersey having a designated National Park would be of tremendous benefit in several ways: because of the legislation required it would safeguard against incongruous development boost tourism encourage local residents to explore the various areas of special places such as Blanches Banques St Ouens Pond the Orchid Fields etc. Perhaps a number of information boards can be put up at specific places describing the different ecologies of the Bay its wildlife plant species etc. If it is envisaged to extend the boundaries of the National Park to include Corbiere headland Ouaisne heathland Portelet and Noirmont Commons and Les Landes and Plemont to the north this then is a plus since the spatial variation is increased as well as visual experiences etc. Perhaps parts of the Management Plan for the Park could be displayed on the information boards around the Park giving a deeper insight into the concepts of its management; proposals for any enhancements that may arise from time to time; also provide weather proof pads for the public to make comments suggestions etc. - this will make them feel more involved and part of the ongoing processed of the Park.

Being the sole remaining area of any significance left in Jersey failing to protect this unique area would send an 'anything goes' message to the burgeoning ranks of developers.

This concept should not be limited to the west. The type of scenery should determine policies of protection.

Question No 12: West Coast National Park

b: Agree

Car parks signage picnic areas must be curbed. It can easily be spoilt - do not spoil it!

Much depends on precise area envisaged.

Only on the basis that recreational / tourist facilities are not compromised.

On the provision this is still flexible towards development.

In line with questions 8 9 & 10 this is a unique part of Jersey's landscape and heritage and should be preserved.

Would need to know exact details of management to move to 'strongly again'.

On Balance...BUT the report on shoreline management see 4.3.3 was wrong where it suggested that we try to maintain the crumbling coastal defences ad infinitum against the forces of nature and climate change. The most natural and cheapest option in the long run would be to a . compulsory purchase all private property in the St Ouens plain..b.stop all sand extraction. c . allow the wall to be breached and the dunes and the sea to reach a natural equilibrium over the next half century or so. I would rather see the National Trust running the park than Jersey's politicians and civil servants.

Anything to avoid any building.

Providing such designation will meet international standards and will definitely lead to better planning policy and controls

No new developments. Any redevelopments to be limited in area and designed to very high standards.

Question No 12: West Coast National Park

c: Neither Agree or Disagree

Need more information on the implications of a National Park.

Thought we had one - Les Mielles - so whats happened to that?!

I can see how this might help to bring attention to Jersey as a tourist destination which would be useful to market Jersey for these purposes but I believe its current status as an SSI and its zoning in the Zone of Outstanding Character provides a suitable level of protection. I however believe the St Ouen`s Bay Planning framework is an unnecessary additional raft of policy which is complicating and can prevent householders carrying out reasonable developments and extensions to meet their family requirements.

Is it essential for it to be called / changed? Why can't it be left as it is?

This does not appear necessary to protect the area as existing planning safeguards appear adequate for this purpose.

Question No 12: West Coast National Park**d: Disagree**

Better left wild.

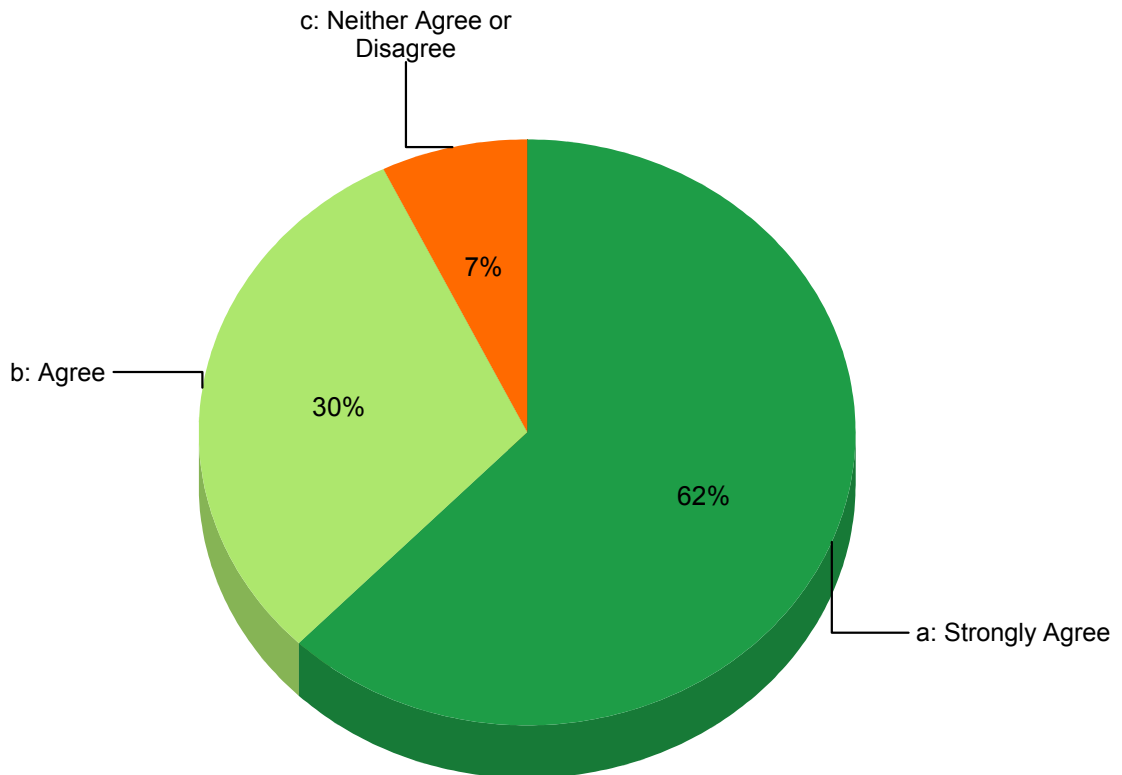
Special areas only ie; Corbiere and St Ouens Bay but not many others.

Question No 12: West Coast National Park**e: Strongly Disagree**

Jersey has a problem with the word National and wants to attach it to lots of things Perhaps we should declare a National disaster re our pollution levels from Bellozanne chimney or be concerned about our literacy and numeracy levels being a National problem We also do not want National cafes and National surf centres at St Ouens or we will have a National disaster for our wildlife areas as well.

Question No 13: Key habitats

Do you agree that the revised Island Plan should protect key habitats?



■ a: Strongly Agree	51	62%
■ b: Agree	25	30%
■ c: Neither Agree or Disagree	6	7%
Total:	82	100%

Question No 13: Key habitats**a: Strongly Agree**

Habitats are important and protection should be compliant with the wildlife legislation.

Areas where particular species are present should be protected ie: St Ouens Bay area.

Particularly hedgenous and wooded cotils is much an important feature for the interior of the Island with its many valleys.

These areas should be preserved for future generations.

Once destroyed the will never return.

Promotes and ensures a rich and varied wildlife and plant life in the Island. The legislation that existed under designations such as Green Zone areas did not include the biodiversity aspect but only their landscape value; now with the current legislation we have SSSI's giving a far wider protection of sites from possible development. A thought here is if for e.g a low key development is proposed and it comes within an area or partially so that is biodiversity rich would this not be beneficial for 1) protection from other encroachments 2) enrichment and enjoyment of the area by residents (if a housing area) or employees if a small business concern? It is bringing Nature into close contact with Humans!

Protection of the environment should be key.

It is essential to protect key habitats within the Island – once lost the disappearance of many species of flora and fauna may also be lost.

We have no right to diminish the next generations inheritance.

of course.

Our ecosystem is fragile - great threat from over population and use of land.

The offshore reefs of Les Minquiers and Les Ecrehous should be designated SSI rather perturbing that they have not. Better management of SSI's is needed. Less spin. Improved management and involvement of stake holders is needed.

In the interests of biodiversity.

Of course; they are key habitats in an overcrowded place

It is vital to keep a balanced biodiversity in a small Island like Jersey.

Biodiversity is important to us all.

Amazed you need to ask

Protecting wildlife is of value to future generations. We shouldn't allow demands for housing an unnatural increasing population to ruin our environment. Population control would obviate the need for this.

It is difficult to believe that anyone would disagree!

Landscape isn't the only reason to designate and as the report says the key areas cover only a minority of the Island.

I believe it should be self-evident that this should be so but wonder why reference specifically needs to be made to this matter.

Refer to the views of expert Naturalists.

But the States have been the worst leaders. Once damaged or lost they are almost impossible to recover or replace. Look at the disasterous damage done by over use of States Subsidised Nitrates . Then the human sewage still being spread on the land - Potato Leachate poluting the water table and sea. Airport F&R training ground water run off 3 failed greenwaste dumps - poisoning the water table . Bottom and Fly ash leaking in St Aubins Bay by the Grand Hotel plus under the Flats by the Harbour and by the Butyl bags at La Collette. It appears to me that the States cannot follow their own guidelines.

Question No 13: Key habitats

b: Agree

If we are to protect key habitats we first of all need to clearly define what is meant by Key Habitats and identify where these areas are located. Equally there should be mechanisms in place to encourage improvements in and the retention of existing habitats .

Where are these key habitats and exactly how will they be protected?

Obviously

Protection of wildlife and plants.

Most are already protected by SSI protection?

Question No 13: Key habitats

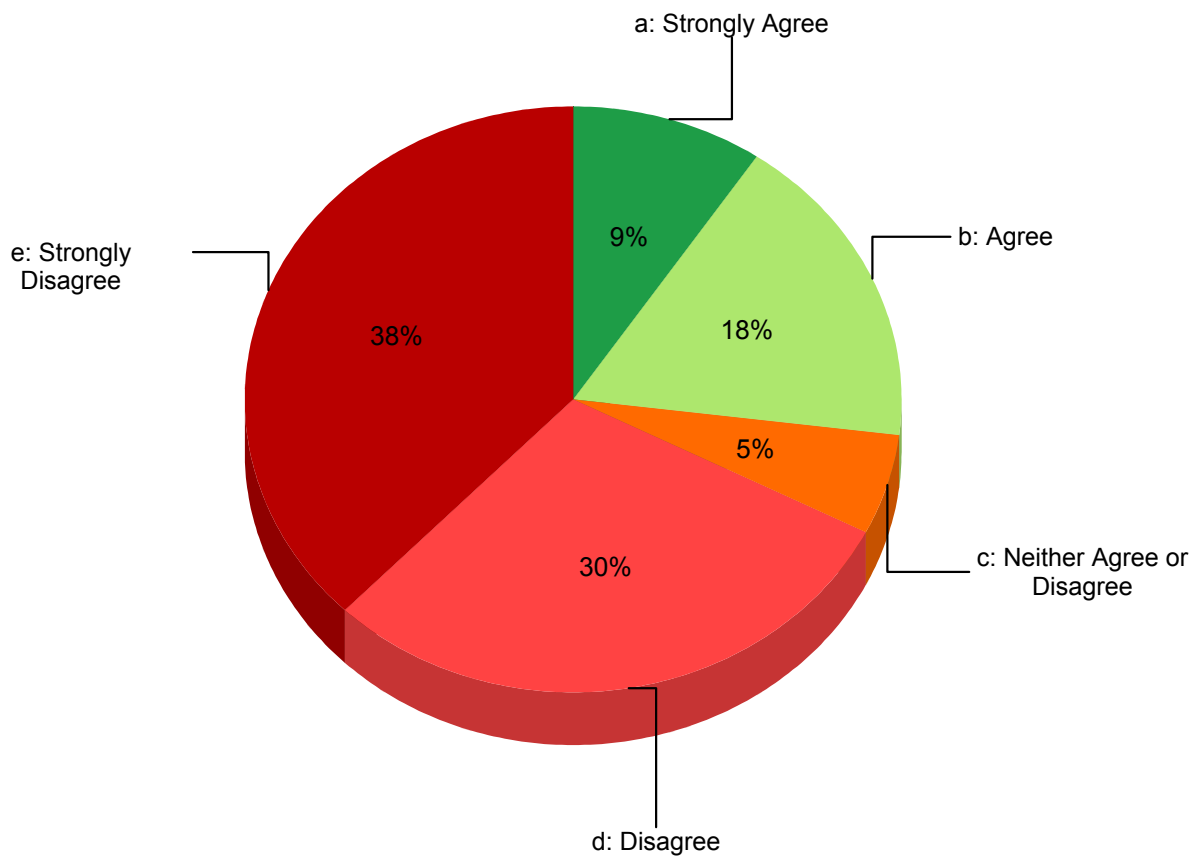
c: Neither Agree or Disagree

Existing protection measures for the countryside and coastal areas appear to be adequate to protect key habitats.

Depends what and where they are and how protection will be managed.

Question No 14: Utility-scale renewable wind energy (onshore)

Do you agree that the new Island Plan should be more permissive of the development of onshore wind energy facilities, which might be in sensitive coastal locations?



■ a: Strongly Agree	7	9%
■ b: Agree	13	18%
■ c: Neither Agree or Disagree	4	5%
■ d: Disagree	22	30%
■ e: Strongly Disagree	28	38%
Total:	74	100%

Question No 14: Utility-scale renewable wind energy (onshore)**a: Strongly Agree**

We need to move away from using imported fossil fuels and nuclear energy to more self-generated energy. I do not find wind farms visually displeasing although I think there impact on the local environment should be gauged. Subject to environmental impact survey.

Subject to the local involvement and appropriate Strategic Environment Assessments/Environment Impact Assessments yes we should be utilising our very good onshore wind potential in the context of climate change and energy security. We should also be looking to use appropriate models of local ownership as far as possible ideally looking towards successful cooperative structures found in other European countries which provide many additional local benefits. In addition given the wider benefits of energy security local employment and economic diversification the appropriate development of our renewable energy resources should be a strategic priority for the States. Particularly in relation to wind power to make sure that current planned infrastructure decisions reflect this direction for example making sure the new interconnector to the French mainland is bidirectional in order for us to be export surplus energy and most efficiently make use of our renewable resources.

Question No 14: Utility-scale renewable wind energy (onshore)**b: Agree**

Wind energy can price wise never compete with nuclear brought from France.

More sustainable energy

Only where the likely benefit is greater wind power would probably be best suited to off-shore locations.

We should be using natural sources of energy wherever possible.

Provided this does not damage wildlife.

Where it is not over intensive particularly in important scenic areas.

Must avoid a not in my back yard mentality.

The idea of developing renewable energy sources is a good one that I feel we ought to encourage

Subject to environmental impact & cost-benefit analysis in each case.

Location will be important - need to prove how much energy will be produced. Not on commercial basis.

Question No 14: Utility-scale renewable wind energy (onshore)**c: Neither Agree or Disagree**

Without knowing what proportion of the island's electricity could be supplied by on shore wind turbines I can't make a judgement

No to large installations but domestic size applications to be considered on a case by case basis.

Question No 14: Utility-scale renewable wind energy (onshore)

d: Disagree

There is no policy of permissiveness at present.

The idea of placing wind turbines say along the escarpment of St Ouen's Bay and coast with the north coast also an option would be in total contradiction to the foregoing sections dealing with how to make Jersey a better place for all to live in demonstrating its commitment to quality protection and enhancement of the environment. These wind turbines would be far too intrusive considering the small scale landscape structure of Jersey distance is a problem as well - lines of visual influence from many angles would disrupt harmony and flow of the landscape features whether it is coastal cliff escarpment or field patterns. Overall it will destroy what the new Island Plan is setting out to achieve - i.e a caring and sensitive document full of assurance for islanders that it aims to provide a high standard of living a vibrant and healthy society and a countryside and coast to enjoy.

Are we doubtful about energy from France?

Apart from the Environment aspect I would doubt the economic benefits.

No not in sensitive areas.

Wind farms are even now barely viable when capitals costs and working life are taken into account. OFFshore if you must.

Untried more research will assist.

But sometimes beggars can't be choosers!

I would like to agree but where?

Insufficient land area - but encouraged on individual properties.

On a small island such as Jersey I can only think they will jar in the landscape. They are appropriate in larger countries in remote areas where they can remain unseen

Wind energy at present is produced by systems which I would consider not suitable for the small area of Jersey for all sorts of reasons not just the sensitive coast location.

I do not believe that on a small Island such as ours it is appropriate to allow the development of commercial wind energy facilities. I would also have to be convinced before I supported domestic wind energy facilities as in most locations it could be considered an obtrusive form of development.

I understand wind energy has not been efficient must explore other methods.

Question No 14: Utility-scale renewable wind energy (onshore)**e: Strongly Disagree**

Sensitive coastal locations to be protected.

How can one protect the environment if wind farms erected.

There is absolutely no reason for onshore facilities given the Islands potential for Marine Energy sources plus there would be a high risk of significant visual harm arising from onshore installations.

Visually offensive very inefficient power source impossible to make aesthetically acceptable.

The island could not support a wind farm however we would support wind energy on a domestic scale.

We don't have the land bank to make onshore wind farms viable.

The physical impact of such developments if they are to be economic in scale outweighs all benefits.

Wind turbines can be very noisy and intrusive and in reality are very inefficient and not worth the trouble at the domestic scale

What a mad idea what with upto 14 new Maufant Village sized sites being proposed and wind power on coastal location will all the beaches be out of action.

The scale of the island is too small to allow meaning ful onshore wind facilites without significant adverse environmental effect.

Waste of time and money. Insulate insulate and insulate again it will be far more cost effective

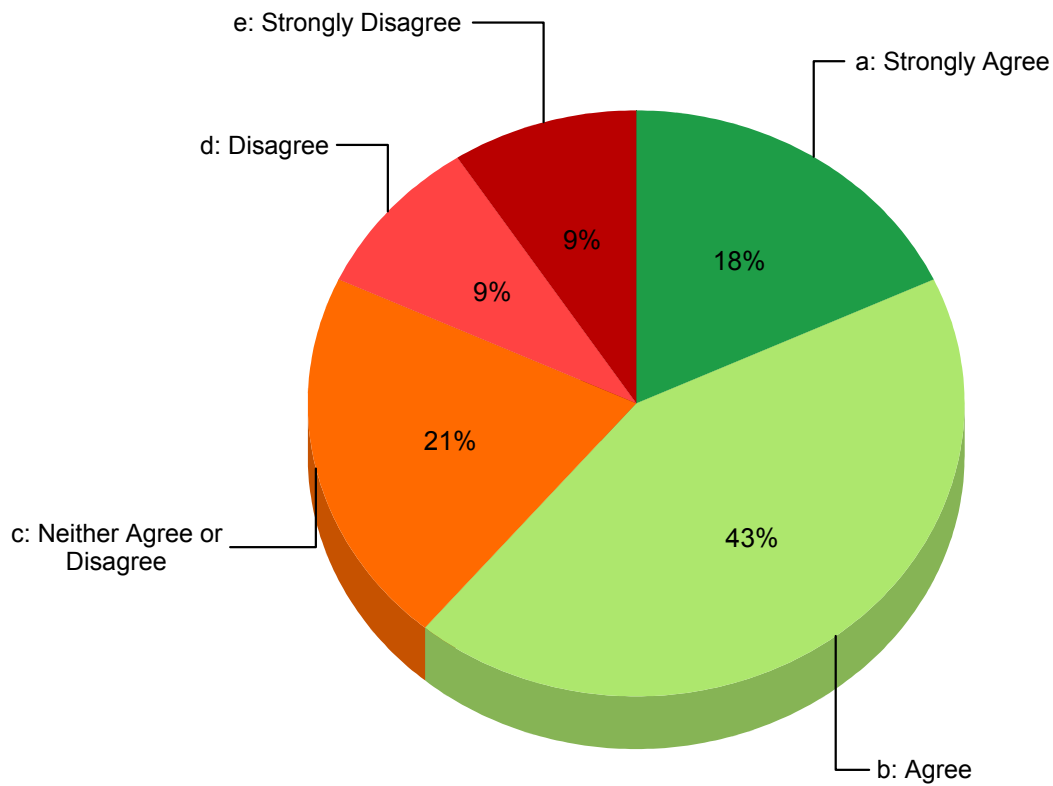
wind energy as itis today highly inefficient and ugly blot on nature future developements of technology may be viable

The proposed development would be a blot on the landscape.

They are totally out of character with our coast and landscape.

Question No 15: Utility-scale renewable wind energy (offshore)

Do you agree that the new Island Plan should be more restrictive of the development of onshore wind energy facilities and should enable the development of wind energy infrastructure offshore?



■ a: Strongly Agree	14	18%
■ b: Agree	33	43%
■ c: Neither Agree or Disagree	16	21%
■ d: Disagree	7	9%
■ e: Strongly Disagree	7	9%
Total:	77	100%

Question No 15: Utility-scale renewable wind energy (offshore)**a: Strongly Agree**

Windfarms are still barely viable due to capital costs and short life. If you must have them build them offshore -- together with Tidal power.

Offshore is preferred but alternatives should not be totally excluded although clearly any onshore development would be limited in scale relative to need on grounds of available space alone so offshore has to be the preferred route.

On condition that offshore is a long way offshore and does not effect the seascape.

This should be part of a 'renewable package' to improve security of supply and reduce reliance on fossil fuels. This should be in addition to a small on-shore development not instead of though. The question seems to suggest that it should be one or the other!

We have plenty of off shore locations Les Ecrehos Pater nosters Les Minquiers Seymour tower etc etc Elizabeth Tower La Collette 3 4 5 6.....Off shore in bay of Grouville

It may help to finance the Island's problems for the future

Would be well removed from inhabited areas therefore less noise disturbance.

Question No 15: Utility-scale renewable wind energy (offshore)**b: Agree**

Offshore would be better for preserving inland scenery.

There should be no significant on shore wind energy development but offshore wind energy infrastructures should be considered having due sensitivity to the impact on coastal views.

There will be considerable resistance from traditionalists fishermen and the boating fraternity but could be a possibility. Would it be financially viable?

I think offshore would be less obtrusive to people but I don't know enough about costs to tick 'strongly agree'.

Need for sensitivity in respect of sea-scape.

See q.14

Visually less offensive more politically digestible.

Perhaps can it be done in a suitable and environmentally acceptable way?

Providing it is proved that it will add to Jerseys economy.

JEF considers it wrong to see these options as mutually exclusive as appropriate development which exploits the potential of wind energy both on and off shore should be encouraged. We believe that just 5 Turbines could produce a reasonable proportion of the Islands current electricity needs. The normal planning process including environmental impact assessment should enable appropriate sites to be identified without the need for either permissive or restrictive planning policies. A stronger case needs to be set out for a more sustainable built environment self-sufficient in energy and food through powering down demand while increasing renewables.

Yes both on shore and off shore should be supported.

Agree to more offshore but disagree to more restrictive onshore.

The one proviso is that any off shore development would need to be considered as part environmental impact assessment on the surrounding area and landscape.

Yes subject to environmental impact and cost-benefit analysis in each case.

Offshore there is loads of space and loads of wind. We really need to look to our future energy needs and stop buying it from France

Is it an either/or? I would much rather the island invest in self-generated renewable energy sources than import fossil-fule or nuclear energy. Every opportunity for slef-generated renewable energy should be investigaetd subject to assessments of impact on marine envirnment.

Offshore locations are better than onshore as the contrast between the wind turbines and the sea will be much easier to reconcile than with the traditional landscape on the island.

Offshore wind energy facilities should be considered - allowing for environmental considerations affecting the marine environment.

Less noise and harm to landscape offshore.

But with careful consideration for siting.

Question No 15: Utility-scale renewable wind energy (offshore)

c: Neither Agree or Disagree

There should be other ways of making energy these should be explored first.

Too technical to give a useful answer. In principle strongly in favour of renewable sources of energy so suspect offshore would be preferable to on.

Concerned re; conservation birdlife etc.

Waste of money - insulate and micro generation on all new builds should be mandatory

Hmm tricky - my gut feeling is that the cost and complexity and so pay-off of offshore outweighs it's advantages

Only small scale ones e.g. in gardens and for new developments. I feel that all new housing should be energy self sufficient. Why are there almost no solar panels on new housing? It seems to be ridiculous not to legislate for this as well as looking into wind generation for these new houses that are sprouting up everywhere

Need more information.

I wouldn't object to it. I just don't believe it would be economically viable to do in the lifetime of this plan.

Don't know enough about technology.

Wind energy is overrated. It can only ever provide a tiny amount of the power we need. It is unreliable given the vagaries of the wind. It also has to my mind devastating visual impact which is not mitigated by its lower carbon footprint.

Wind energy should be encouraged on or off shore.

Not more restrictive for onshore but should enable dev. offshore too.

.....but rather off than on. Too technical a question to give useful answer

Question No 15: Utility-scale renewable wind energy (offshore)

d: Disagree

The nature of this type of development is as in Q14 - it will be too intrusive and large scale for it to sit comfortably within our seascape / coastal environment. Perhaps if it comes to the crunch in the future by then technology may have advanced sufficiently for these wind turbines to be constructed on a far smaller scale and twice as powerful - witness the personal computer advancements over the past few years!

See question 14.

I don't see why we should pollute the offshore environment with wind generators just to support the demands of an unnecessary large population. Population control would obviate the need for this.

The Island Plan should be more permissive to both on AND offshore wind energy we should be developing the most appropriate renewable resources we have subject to the necessary SIA/EIA and not limiting our options look to other islands that have embraced this such as the Danish island of Samsø which has developed both on and offshore wind as part of a wider renewable energy system.

Need both. More room offshore. Selfish to rely on traditional energy sources. Attempting to create sustainable sources would be respected. Windfarms becoming more widespread and acceptable.

Question No 15: Utility-scale renewable wind energy (offshore)

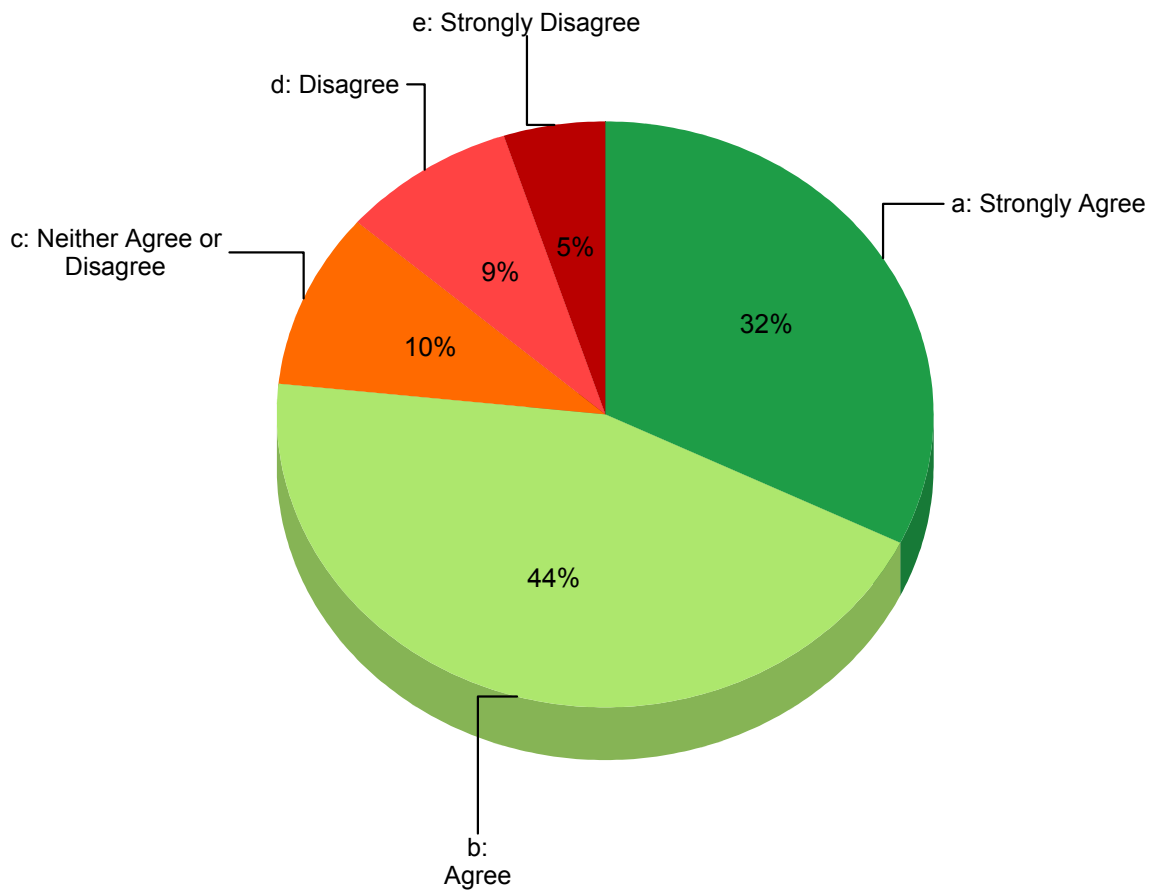
e: Strongly Disagree

Wind energy is not worth the despoilation of off shore or on shore.

No economic benefit at all - The cost would be horrendous.

Question No 16: Utility scale renewable tidal energy

Would you agree with the location of emerging or existing technologies in Jersey waters to generate renewable energy such as underwater tidal stream technologies, tidal lagoons or a tidal barrage for example, across St Aubin’s Bay?



■ a: Strongly Agree	26	32%
■ b: Agree	36	44%
■ c: Neither Agree or Disagree	8	10%
■ d: Disagree	7	9%
■ e: Strongly Disagree	4	5%
Total:	81	100%

Question No 16: Utility scale renewable tidal energy**a: Strongly Agree**

I would like to see this happen but is it financially viable.

Other less busy coastal areas should be explored first.

NOT tidal lagoons NOT tidal barrages use turbines offshore.

Best renewable energy option for Island. We should be at forefront of research and development in this field.

Too costly.

Initially tidal stream the other methods as they evolve in technology

We have a great opportunity to be at forefront of marine energy technology research like other coastal locations such as EMEC on Orkney and Wavehub in Cornwall as marine technologies have a vital role to play in tackling climate change and energy security particularly on the Western coast of Europe. Would prefer focus to be on technology that can be replicated such as tidal stream and lagoons and again to be subject to necessary SIA/EIA.

and if you could make a surf break across st aubin's bay - even better!

Strongly agree - underwater tidal stream technologies Strongly DISagree - tidal barrage across St Aubins Bay

Underwater wave energy. Tidal lagoon / barrage over-the-top.

Timescale far too long! Most urgent one of the key areas island plan should be encouraging.

As another clean and renewable source of energy as well as having less visual impact on the environment the harnessing of tidal energy should certainly be explored without at this stage suggesting how that will be achieved e.g. a tidal barrage.

There is an untapped huge energy resource from the large tidal movements. If the sea level rises significantly then a barrage may be a means of not only providing energy but also a way of protecting the shoreline and even the main south coast and town from flooding over the next century. This may therefore not be an immediate concern and could be one of the considerations in the years ahead. There could be significant environmental effects that would not become evident until after construction and careful consideration would need to be given to a barrage. However submarine tidal turbines though less efficient could provide energy with much less impact on the environment. These would be preferable in the short term but for the reasons stated above the barrage may be an alternative means of providing both energy and protection in the long term.

Underwater.

Underwater tidal streams.

All ideas would be very low level visibility - One good idea would be to build a roadway / bridge out to Elizabeth Castle incorporating water powered turbines. I have the bridge design drawings!!

It may help to finance the Island's problems for the future.

All should be investigated. Tidal would be preferential due to the local tides and as it would have the least impact on the environment.

I can't believe that the massive tidal stream is not being exploited already. Barrages and lagoons are not such a good idea as they are a blot and must have a big impact on the environment e.g. fish breeding sites local silting/ loss of sand water temperature and many unforeseen factors that would emerge as soon as it was too late.

A great solution if the cost to the marine environment isn't too great. Please don't even consider doing this anywhere near a beach with good surf...

Question No 16: Utility scale renewable tidal energy

b: Agree

With our high tidal range this should be a no-brainer . But can it be done relatively unobtrusively? Maybe underneath any future land reclamation project or generators tethered to the seabed rather than a major civil engineering construction above sea level.

Surely a barrage creates a lagoon? We could infill the area between Elizabeth Castle and marina to seal off the eastern end of the bay and build houses on it. Population control would obviate the need for this.

Using the tides (like the wind) sounds like a good idea as a form of energy production

In principle yes I agree.

Why restrict St Aubins Bay?

Lagoons should be tested.

Tidal stream technologies might be developed but barrage accross St Aubins Bay is NOT acceptable.

Tidal barrage accross St Aubins Bay

All three i.e under water tidal stream tidal lagoons and tidal barrages would be less intrusive than wind turbines. Which ever technology becomes available and has been tested to be the most appropriate including cost etc. and having the least impact upon the environment then if circumstances regarding energy production has necessitated some form of renewable energy system to be built it is hoped that the least intrusive is chosen.

Yes to be explored.

More sustainable energy

If proven to be efficient.

Tidal streams only.

Not across St Aubin's Bay - this has already been savaged by the reclamation area.

Whichever has the least impact on marine envornment

This should be definitely be investigated but it must be cost effective.

I would agree with considering such technologies in Jersey BUT only if full and extensive environmental assessments have been made first. And there is serious joined-up thinking involved.

I support the general concept of utilising tidal energy however I would be interested to know where the idea came from for a tidal barrage across St Aubin's Bay. This example seems very specific!!!

Any technology providing that it is visually unobtrusive.

But not a St. Aubin's barrage or one anywhere else actually.

Whichever would have least environmental impact

Energy creation is vital if Jersey is to have any degree of self-sufficiency.

Provided that the seascape is not significantly disfigured - but surely the use of the currents must be made use of since this is unlocked energy potential in abundance that we do possess and must use.

Underwater tidal stream technologies maybe.

If it can REALLY be shown to be economically viable.

Prefer underwater tidal stream technologies which would have less visual impact.

If feasible.

to whichever proves most environmentally friendly (to landscape and to living creatures)

Question No 16: Utility scale renewable tidal energy

c: Neither Agree or Disagree

To a great extent the economic comparability of wind and tidal production will drive the preferred solution so comparability study will drive the strength of this solution. Hence the neutral mark presently in the absence of comparables.

It seems too early in the development of such technologies to actively consider these but developments should be monitored.

Only after careful detailed study BUT currents altered after reclamation in St Helier had detrimental effect at St Clements and St Aubin.

St Aubin's bay does not need a tidal barrier.

Environmental impact not understood.

Question No 16: Utility scale renewable tidal energy

d: Disagree

Tidal streams energy should be considered only if at no damage to underwater environment and life. Nuclear energy is the only near term realistic means of power production while demand for power is at current levels

Untried seems gross. Wildlife will suffer and no certainty of success in terms of energy.

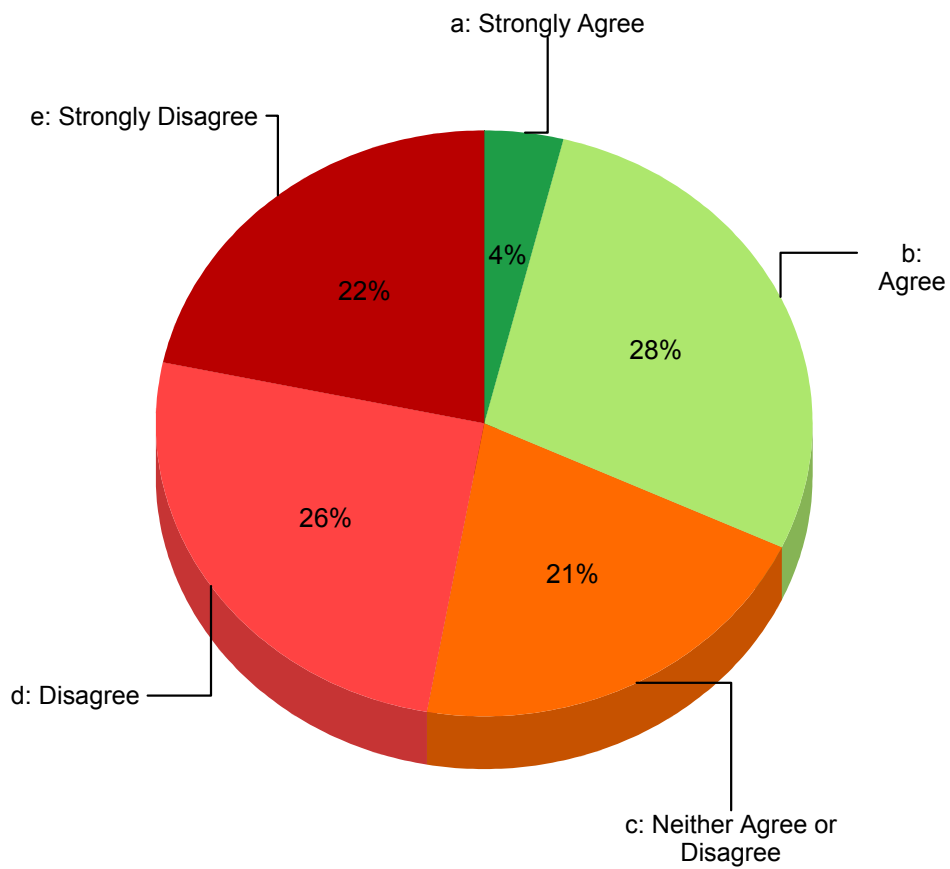
Question No 16: Utility scale renewable tidal energy

e: Strongly Disagree

Built environment

Question No 17: Quality of design

Do you agree that the quality of design in Jersey is improving?



■ a: Strongly Agree	7	4%
■ b: Agree	49	28%
■ c: Neither Agree or Disagree	37	21%
■ d: Disagree	45	26%
■ e: Strongly Disagree	38	22%
Total:	176	100%

Question No 17: Quality of design**a: Strongly Agree**

Tower blocks on a small island? No too much plate glass which means air conditioning. Hotel and aqua splash hideous. A roof gives character.

Question No 17: Quality of design**b: Agree**

There have been some classic gaffes in the past! Many new buildings are innovative and attractive ie: spectrum Jersey Archive Albert Quay.

Some is wonderful some is awful.

But not in relation to windows. Too many are tiny harking back to when people were in the fields all day and trying to keep warm at night. Windows should evolve to 2008 not to be frozen in aspic.

This is a comparative question: compared to the 1960-70's yes. Public and Prestige buildings yes. New category A. could be improved. A bit bland boxey and samery . Impermanent in appearance??

i.e; the design of individual houses not overall planning.

There is some improvement but further improving is needed.

Apart from Radisson.

But slowly.

Whilst agreeing there have been improvements in the quality of design there are also too many examples of poor design produced by both local and outside practices. The experience and knowledge of local architects has the potential to be improved over time. The quality of design should also encourage principles of sustainability; incorporating higher standards of insulation access to natural light orientation passive ventilation systems reduced use of water reduced areas of impermeable hardstanding etc

Yes but...! At the moment many buildings seem to be designed piecemeal rather than with neighbouring buildings in mind. The turrets on the two buildings leading to Castle Street are ill-matched in size or height. Are turrets a fad anyway?

But not in favour of steel and glass. Stone or wood-cladding more acceptable in Jersey context.

Quality of design was improving anyway notwithstanding introduction of non-local Architects . There is no connection between non-local Architects and higher quality of design - take existing Cineworld / Aquasplash building for example. Reliance on bringing in design skills from outside the Island is unsustainable and denies the high level of design skills within the Island. It is local Architects who are raising design quality standards and are best placed to maintain this improvement.

Some of it is alright.

A bit - some of the new developments are in keeping and in scale compared with the older ones .
However look no further than the Waterfront to see some ghastly mistakes which we don't seem to be learning from. Also look at the proposals for

The recent regime has been more rigorous in this respect however sometimes at the expense of disallowing reasonable development for ordinary members of the public which because these developments are not harmful ought to have been approved.

Some new buildings are very good.

Cautious agreement there are some horrors and much degeneration.

Marginally.

Question No 17: Quality of design

c: Neither Agree or Disagree

In Jersey the ongoing process of improving design of buildings and other structures their details and form will reinforce the direction to create effective and characterful architecture as being 'Jersey'. There is no reason why a milestone could not be reached where a building would really stand out be attention-grabbing but still demonstrate as being of a Jersey character. But could this lead to a stagnation of building design in order to retain the 'Jersey characteristic'? It would be the skill of the designer to have the conceptual thinking processes that would help continue creating better and better architecture etc but maintaining in degrees the familiar characteristic that is the 'Jersey style' permeating through the ever evolving overlay of the 'Jersey style' just hinting at what is familiar but with skill demonstrating and successfully creating landmark buildings or other structures that leap the boundaries of the comfort zone. A thought to ponder upon - at some time in the future locally quarried building stone will no longer be available - perhaps a new ' Jersey style' may emerge.

A few mostly states projects (archive / school) have improved but the majority of large projects are deplorable (Radisson Waterfront generally). Domestic housing is soulless (Hermitage Hotel site etc.)

Yes and No .

There are improvements in some cases but not in others.

Some designs magnificent however some awful (New Radisson!)

The evidence to date is missed.

'Dandara' standards seem to dominate house and flat design and can not be considered as high quality.

Its been improving for some time.

Some (mostly private) good; some (mostly public) bad.

Design is very subjective - I can not say that what has been of late is very encouraging.

To a degree it has but only in relation to commercial office developments in St Helier. Residential housing design (with the exception of one or two one-off designs for wealthy residents) remains poor mundane and suburban.

There are extremes of design - from the very bad to the very good. Need more of the good!

The Royal Yacht extension is totally out of scale and does not fit in. Also have doubts about wood cladding.

some designs are ok some just not outer appearances maybe modern and bold but development for masses have lost out in internal room dimensions.

Please no more Radisson-type designs.

The Planning Department are too caught up with worrying about the size of rooflights because that is easy the implications and affects of developments appear not to be considered at all.

2 steps forward 1 step back we now look like any waterside community along the English south coast. We seem to be subject now to the current Ministers taste which is frankly dubious (Portelet/Les Creux fencing/Les Ormes) and there is no guarantee his successor will have any better ideas

I think the level of interest in design is improving but I think it is too early to say that the overall standard has improved much. There have been several lovely schemes and one or two (coastal) monstrosities that I've seen built since 2006. I see further scope for improvements in landscaping schemes to mitigate the impact of larger developments on surrounding environments and properties. The latter may be key to reducing NIMBY opposition to any new major re-zoning for new homes.

Question No 17: Quality of design

d: Disagree

There is an awful lot of repetitive design. The context of the building and its fitness for use is as important as good design.

I can only judge by the major development of the past few years - The Waterfront for example. Given its scale and potential it has been very disappointing. Viewed from the sea the exterior of the Radisson Hotel detracts from a first view of St Helier. From the town the night club and fitness centre present large blank walls of uninteresting proportions. Where is the quality? The only large (re)development I can think of that I consider very successful from the exterior is The Royal Yacht Hotel. I cannot give an opinion on the housing estates - those who live there are much better qualified to say whether or not they work as homes.

Greater effort is needed in office / mass development. Most office development is without link to the Jersey style and is just UK mass market design. Must try harder!

Probably too early to say there is improvement I do see the odd glimmer of such but so much of recent development is continuing on the wrong lines - cramming as much building into a space as possible for example too many cases of wood cladding and similar - no Jersey feel to this. I understand from conversation with local architects that it is possible to produce designs with a Jersey character while still being modern (in use and appearance). Also so many outside architects used for example - local experience seems to be less used than it might be. And so much of the Waterfront build is of course monolithic and unimaginative and just plain depressing to look at as one drives into the town from the west.

Far too uneven.

Internal living space far too small.

Modern style properties have small rooms do not have adequate storage and rarely have windows in bathrooms. New style granite clad properties are twee.

Many modern buildings jar on older industrial buildings.

I don't think the minister should involve himself in this area. The impact if any has been negative. Design should be left to competent professionals and the choice between those professionals should be left to the open market. A professional is by definition somebody who has to establish a reputation and let the customers (clients) come to him of their own free will. Politicians should not be so arrogant as to interfere in this process.

Build design in the Island is still so very patchy. There are some wonderful 'granite-framed' buildings all over the Island and the North side of the Esplanade has meritorious examples. Also the West of Albert Build. And the Bus Station. Then you get a horror like The Radisson -- a classic 'Lubyanka' -- that screams out to the world to what depths of Build Design we can fall matched only by Cineworld. And why was the beautiful old Tourist Office not just refurbished? -- the current Coffee-Pot is dire and in the wrong place. The Esplanade Finance Centre shows promise and it should throw up refurbishment opportunities within Town turning old offices into flats. But why is it not -- with rising sea-levels -- being built on stilts OVER the Dual Carriageway? That would also save much of the forecast massive disruption.

Primary example is the Radisson Hotel which is stark and looks like an office block with NO balconies for patrons. The new tourist building which replaces a lovely character filled building (shortly to be used as a fast food outlet!) is inconveniently situated and an eyesore.

See Dandara Deerglen etc on the water front / esplanade.

Question No 17: Quality of design

e: Strongly Disagree

Where for heavens sake! the waterfront - the slums in Gloucester street - are you having a laugh!! Even the Hopkins consortium are allegedly using a Lego set and a garden design magazine for ideas for the new/ugliest building in europe - our very own National Incinerator.

Sometimes i wonder if there is any thought given to design let alone quality.

It is my view that quality of design has seen no significant improvement in recent times. It is easy to make a building look nice with external finishes but this in itself does not ensure good quality of design.

Example the moronic proposed incinerator.

Because some of the buildings are too modern and horrible to look at. They've completely lost the 'character' of Jersey.

Take a good look at the Waterfront and La Collette with worse to come particularly for La Collette.

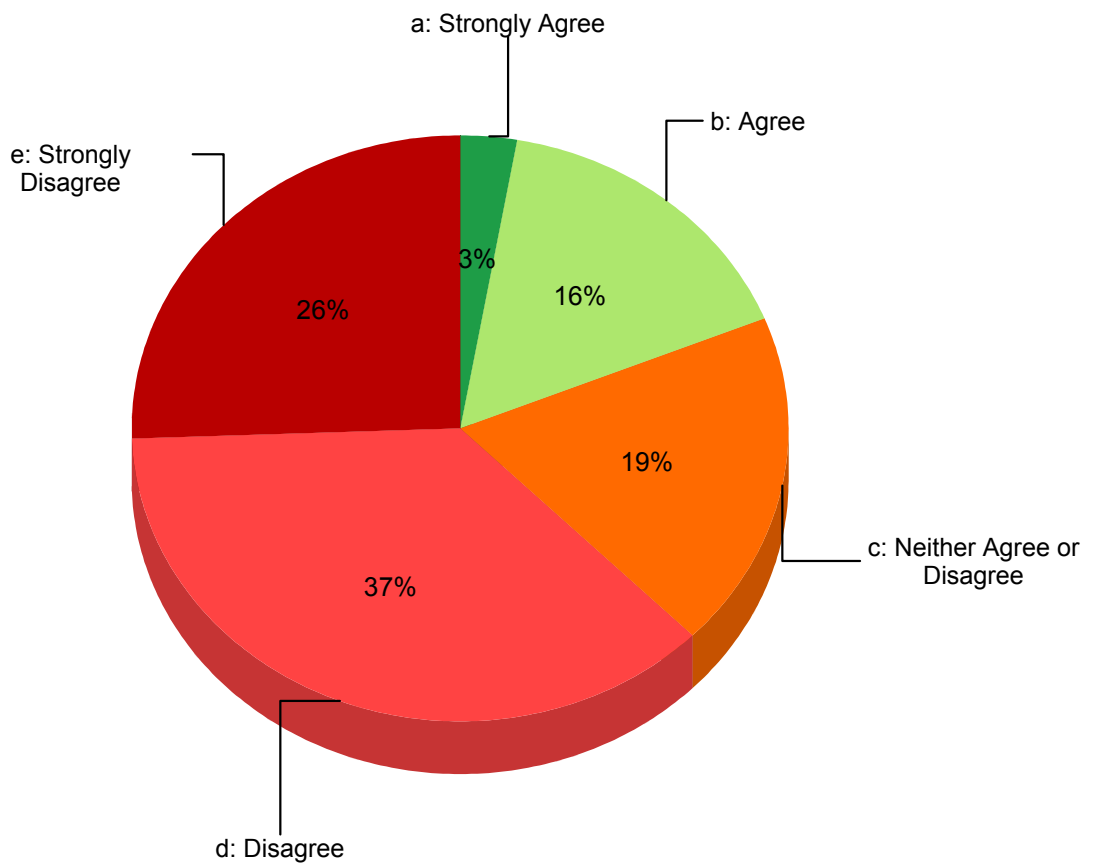
Most of the newly built housing estates are supposed to be Jersey style. These buildings often seem out of proportion with bits of granite added for decoration only. They are usually ugly and too small. New design could equal quality if the department embraced new instead of trying to mix it up with the old.

The Jersey vernacular style of housing is inappropriate for sustainable buildings and is actually preventing good architecture. Many new housing estates look the same - small windows fake chimneys token granite cladding and tiny gardens. Is this really what the Minister wants? Let's build houses appropriate for how we live today.

Good example of ruinous contemporary design is the new tourism building against the rest of surrounding buildings. How bad can things get?

Question No 18: Planning for design

Do you agree that there is a clear and robust framework of planning policy and guidance to help deliver better, locally distinctive, design in Jersey?



■ a: Strongly Agree	5	3%
■ b: Agree	28	16%
■ c: Neither Agree or Disagree	33	19%
■ d: Disagree	65	37%
■ e: Strongly Disagree	45	26%
Total:	176	100%

Question No 18: Planning for design**a: Strongly Agree****Question No 18: Planning for design****b: Agree**

Better than it was but within narrow limits.

Please refer to the answer given in question 17

I have the impression that a lot is driven by the personal preferences of the Minister. That doesn't mean his decisions are bad but I would prefer to see the decision-making framework more formally established transparent and published.

It is heartening to find on pages 41-42 of the Island Plan Review - Green Paper that a strong set of statements have been set down as a guide to formulate a positive directive to achieve better planning and design quality. It is hoped this expanded input to the existing policy framework contained in the 2002 Island Plan Policy G3 - Quality of Design and G4 - Design Statements will be flexible far reaching conceptually and practically and strengthens further the planning policy framework. At times a scheme may be designed that will create tension between the site and its existing buildings or other structures with a host of interacting energies contesting each other! An example of this is the proposed design for the Wesley Chapel development - in my opinion an outstanding concept which has at last satisfied my long anticipation of a building that would stir the emotions - this is to me part of the overall experience of responses generated by such schemes.

The problem appears to be implementation - is the framework and policy driving the Planning Panels decisions?

Question No 18: Planning for design**c: Neither Agree or Disagree**

St Helier has no real tradition. It would work elsewhere but freedom of design should be more frequently permitted in town.

I haven't quite grasped what Jersey design is.

What is local architecture? Just encourage good policy compliant design.

It seems to be early days to judge the effectiveness of this although the intentions seem to be in place.

What is locally distinctive I hope it isn't old fashioned.

I am not in a position to comment but on the basis of some recent planning decisions the outcomes would suggest this not to be the case.

The drive for local relevance is laudable but I can't help feeling that the business of policy interpretation has become a little too flexible. Locally distinctive design should not become a mechanism for getting more development in the countryside than might otherwise be the case under the relevant policies.

I don't really know what modern Jersey distinctive design is. It sounds better than we've got so the answer could be 'agree'.

More user friendly information leaflets etc. are required.

This is just an excuse to justify Freddie's personal opinion on architecture and design.

What is the criteria? Minimum sq ft of interior rooms minimum space around buildings car parking garages parking for visitors and services i.e. doctors visits & tradesmen. The Policy seems to be cramming - back to quart in a pint pot!

Dont know - This links with question 8. After a previous Architecture Week when we were shown some tasteful appropriate works completed we wrote to suggest that some kind of Design Dossier ought to be available and seen by every potential developer however small the project. It would show examples of excellent design and list architects. No planning permission should be given without the dossier having been consulted.

There is a special place for vernacular architecture unless it becomes continued.

Cannot judge

Are there new guidance notes? If so please send.

One hears of oo many cases of officier guidance being over ruled by politicians.

The aspirations of the Planning Department to have a betterment in desig quality is understood . However clear and concise planning framework is still not evident with particular reference to Supplementary Planning Guidance to specific areas including heights for specific areas are not currently available and it is noted that the Planning Advice Note: Urban Character Area Design Guidance is still pending.

I understand there are efforts to achieve this but these are not clearly visible (yet?) in either the obvious presence of guidelines or the production of Jersey-suitable designs. The knowledge and expertise is here but is it used? Bearing in mind of course this is subjective.

How could we tell its never been publicised and the proof of what is going up is patchy to say the least

Question No 18: Planning for design

d: Disagree

More detailed guidance on local relevance needs to be prepared. Local Architects are extremely well placed to contribute to this work.

Need to be in keeping with local style not an imported adea.

Better design must be demanded.

Not sure but cineworld is very disappointing.

It is not obvious in recent buildings.

The context of a building is as important as the quality of design if the two don't work together then the quality of design becomes negligible.

Not strongly enough defined.

As stated Q17.

Design in Jersey is not locally distinctive on the whole. The island should stop letting outside building firms build the same buildings that they build in the UK without any consideration for the local character.

I am frustrated by the overall planning process and the way approved applications are subsequently revised to suit the developer why can't approved plans mean just that. If we have a robust framework of planning policy and guidance then what is the benefit of pre application advice ? In the past an application had to be published when it was first considered by the planning department so why is the pre application advice not included as part of the overall planning process ? There also seems to be a considerable latitude in determining what is acceptable or not in terms of particular developments. There are examples where building control seems unable to ensure approved developments are built to the approved plan If this a problem of enforcement I hope this will be addressed in the new Island Plan.

Look again at the Waterfront!! It is really patchy and seems to depend on how much money and influence is talking when these decisions are made. Some people have huge trouble getting plans passed because they are not modern and cutting edge enough while other plans have to be traditional in style : not sure I see a pattern. Seems too easy to blame someone else for allowing another eyesore to be built

I know this is the intention but would like to see more evidence in the finished product

You don't achieve locally distinctive design by bringing in internationally renowned architects. You get international non-local design.

Question No 18: Planning for design

e: Strongly Disagree

If this is so it is not obvious from the quality of what we have sometimes seen in recent years.

Just look at what has happened.

locally distinctive design in jersey should mean distinct jersey design. There are many beautiful jersey buildings with unique features that make the distinct jersey design these can be interpreted in modern designs without shame should be the law actually.

I cannot see any evidence of its existence - present buildings are distinctive - on a National scale in fact!! Freddie likes CARBUNCLES The only policy appears to be driven by Cash not quality or design considerations = were the present reclamation site buildings designed ?? I think not! We are likely to get more Horrible Hopkins designs if the Bonfire in a Box is any indication of his work followed by a UK garden designer !

Aesthetically and architecturally there seems little or no enthusiasm assistance or guidance offered. Standards of apartment design space and privacy will be identified as sub standard in years to come.

Delivers bad design for states committees subservient to politicians.

Nope! On the whole NOT -- with a few notable exception. Planning is brilliant at coming down like a ton of bricks on some piccy item like Sash Windows or Reveals; yet when it gets faced with the big Applications it gets rushed into such horrors as The Radisson or the Portelet development.

I hope the Planning Dept. can understand their own website. Somewhere in there there may be some good advice but you have to search for it! And locally distinctive design seems pretty poor to me - so it can't be working.

If the plans for the waterfront and tunnel is a guide definatly NO. see answer to question 17.

TTS feels that planning policy and guidance should be far clearer than at present.

Take a look at the Planning website - it's practically incomprehensive. So are the policies and the guidance - many are contradictory. A revue leading to a plain english set of planning policies that link together is urgently required. I am concerned that 'locally distinctive' does not mean better it merely perpetuates traditional Jersey poor design.

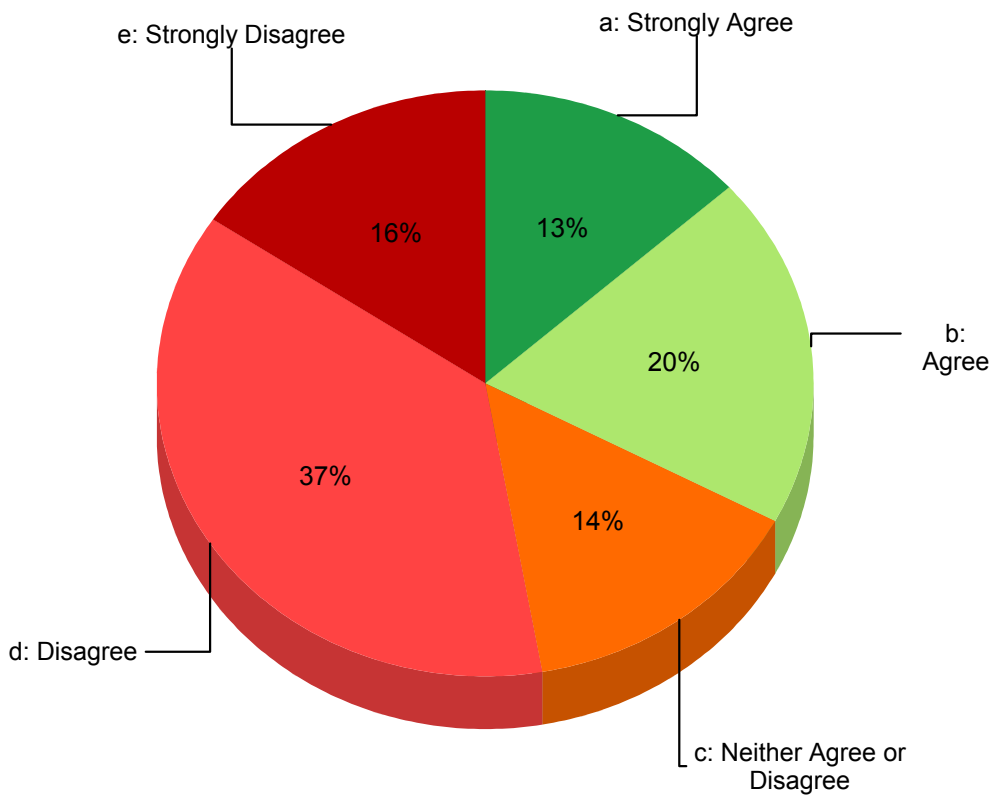
TTS consider that the current policy and guidance should be made far clearer.

Addinig a bit of granite to a design does not make it locally distinctive or environmentally acceptable.

Not enough consideration taken of hedgerow trees and wildlife habitat.

Question No 19: Extent of protection of the historic built environ

Do you agree that there are too many buildings and sites identified and designated as being of architectural, archaeological and historic interest in Jersey?



■ a: Strongly Agree	23	13%
■ b: Agree	34	20%
■ c: Neither Agree or Disagree	25	14%
■ d: Disagree	65	37%
■ e: Strongly Disagree	27	16%
Total:	174	100%

Question No 19: Extent of protection of the historic built environ**a: Strongly Agree**

We do not need over 4000 buildings or sites listed in an island of only 45 square miles. The number of listings needs to be reduced to a maximum of 100 and then States funding should be provided to help the owners maintain them. The list should be reviewed every few years and for each new building added one should be removed.

Far too many buildings of average quality used.

4 000 seems far too many to allow for any realistic focus on any of them - this must represent about 10% of all buildings in the island - feels like a list made up by a committee! We need more discipline - two lists Priority A with say 250 buildings and Priority B with 500 the totals fixed such that any addition to a list is accompanied by a subtraction from it. Then allocation of public money for essential maintenance beyond what an owner would normally spend on his property.

Buildings of marginal importance are still being registered which do not deserve protection. The protection and registration regime needs total overhauling. We should be registering buildings because of their quality excellence and importance - not just because they are old and (in some minds) from fear of what might replace.

There are too many borderline cases particularly in the local interest category.

Question No 19: Extent of protection of the historic built environ**b: Agree**

The two designations of building and sites is too simplistic and a more specific categorization of listing should be adopted.

Some regulations just put an onus on the owners as regards modern materials finishes such as aeriels.

E.g - huge restrictions on Methodist and other churches in the Island.

For example the Odeon - 30's design built in the 50's. No real value.

Yes however the more important issue is whether the present restrictions placed on these buildings are fit for purpose

Some buildings do not merit being kept just because they happen to be old - and that's the only reason for keeping them.

Provided the framework seek to continually improve rather than be too prescriptive. Too often guidance is discussed and then shelved e.g PAN1.

We need to protect the best but not all buildings seen as historic .

We should be preserving high quality sites with historical interest only.

Money or grant should be available to follow listings.

not every building in the past is worthy of protection only those that are rare and are a sample of quality of its era should be saved. Every generation is entitled to contribute their interpretation of living style with a small island like ours we cannot have the luxury of stifling evolution of architecture in order to preserve the past.

The proportion of protected historic buildings is very high in Jersey. The very high levels of protection should only be given to the best examples of historic building (ie SSIs) but more latitude should be given to the owners of lesser such buildings but without compromising the best qualities of these buildings (ie their principal elevations).

Question No 19: Extent of protection of the historic built environ

c: Neither Agree or Disagree

Don't know . Too many? We must retain the island's character and its vernacular buildings. But some may well be allowed to go. Was St James really worth the continuing expense of retaining and renovating it even though it WAS the Garrison Church. A contentious issue maybe. St Saviours hospital now comes to mind and Haut de la Garenne. Historically interesting but would they merit retaining at all costs.

I have no objection to listing buildings but they should not be cast in aspic. Buildings should be allowed to change and adapt to society and prevailing conditions and the current BLI system is not working as it is too much about maintaining at all costs and not about allowing to evolve . Jersey is not a museum.

The balance is right

There's nothing inherently wrong with the size of the list in my view - as long as Islanders are prepared to pay for the cost of maintaining and updating it and the system of grants that is linked to it.

Seems about right

Question No 19: Extent of protection of the historic built environ

d: Disagree

No however the proportion is greater than the UK

I do not think one can say there are too many buildings and sites under the banner of archaeological or historic interest because in order for these to have the protection in the first place they must have been identified as being of importance. It means that the criteria existed in order to ascertain which buildings sites etc. met that criteria. It gives an impression if legislation on protection of historic buildings etc. is updated or modified there may be a watering down of policy giving developers an opportunity to sway Planning that a site or building is of minor importance and could set a precedent for others to follow. It would be very important to have a rigorous policy framework in place to safeguard existing buildings and other historic sites that have been agreed as being significant importance.

Identifying sites/ buildings with toothless legislation and no political will means nothing.

World heritage status would come linked to the coastal fortifications PLUS those of France . Getting a coherent agreement across the board may be possible but i am not sure we have indigenous experience.

The more the better.

The number is not the problem more what can be done at a site or building and the individual aspects of each case. I often hear concern by people owning listed buildings about the cost of maintaining a building which was listed after their ownership began. And there are of course problems with such costs affecting the sale of a building in the future. Another complex question; some sites and buildings should be fully protected others less so but who makes these decisions and then who pays...?

These buildings and sites have character more than you can say about the latter buildings.

No I know it can be difficult if a building is designated but we must preserve our heritage

Quality Historic buildings and sites should be protected.

I think that historic interest is important and should be used to enhance the environment.

There does not seem to be a great or excessive number of such buildings and sites.

Listing is about right

We must protect heritage for future generations.

Nope - it is important to identify these sites. Perhaps a bit more flexibility can be given in to how they could be developed - to interweave the old with the new.

Question No 19: Extent of protection of the historic built environment: Strongly Disagree

We have yet to find many more very interesting iconic and worthy of National status

There should be more!

We lost Hue Street and look what we have in its place.

Numbers seems about right

It is our heritage.

These sites are a finite resource and need protection that should be on an individual basis.

See Q. 20

Most of historic central St Helier has already been destroyed.

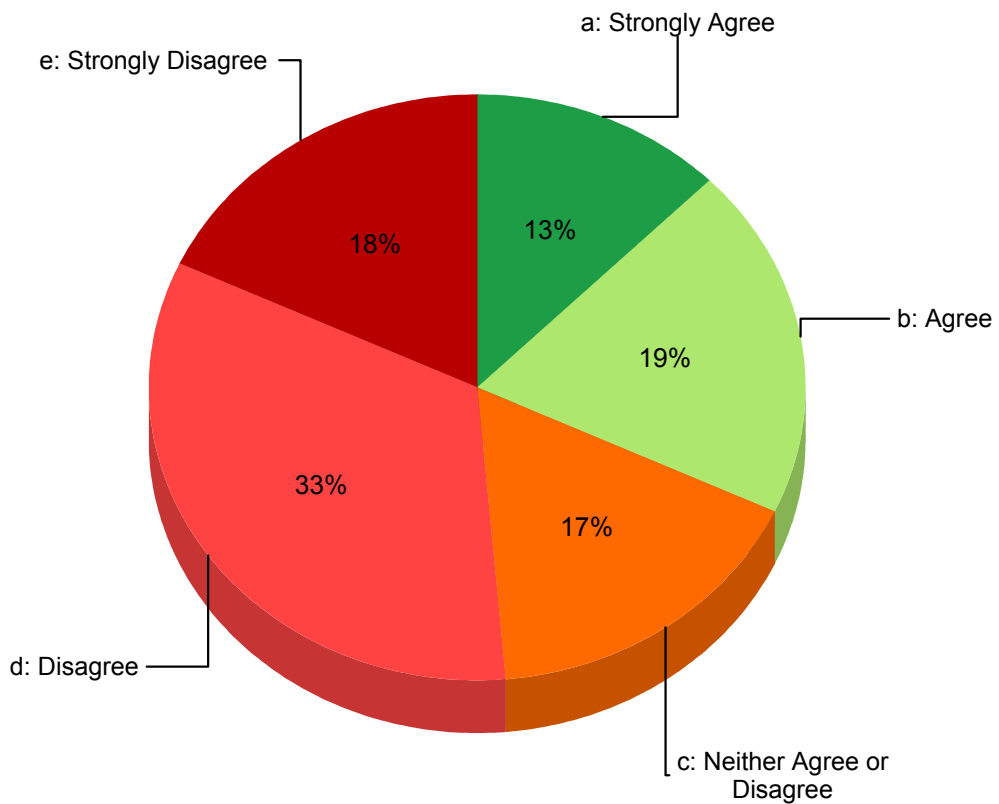
There are not enough!

Far too many listed buildings. If money is not provided to help owners look after them they crumble to eyesores. Only keep important buildings and pay to maintain them.

Important to evaluate and retain as many as possible.

Question No 20: Rigour of historic built environment protection

Do you agree that the level of protection for the historic built environment given by the current planning policy regime is too restrictive?



■ a: Strongly Agree	9	13%
■ b: Agree	14	19%
■ c: Neither Agree or Disagree	12	17%
■ d: Disagree	24	33%
■ e: Strongly Disagree	13	18%
Total:	72	100%

Question No 20: Rigour of historic built environment protection**a: Strongly Agree**

Preserve the exterior and interior only in important cases. Let owners improve the inside facilities to have a decent standard of living.

As Q.19 too many buildings included and too subjective needs clearer definition.

It may be beneficial to use modern materials.

Refer to Q19. The current regime has a tendency to preserve all old buildings in aspic we need to derive a policy that is more selective of those buildings that deserve retention while also allowing future change.

Absolutely yes. Buildings should be allowed to change and adapt to society. Jersey is not a museum.

Question No 20: Rigour of historic built environment protection**b: Agree**

See Q.19

The Historic Buildings Section of the Planning Department being under resourced means that the listing of buildings tends to be restrictive as limited negotiation is available to move or adapt the listed building through construction negotiation.

Certainly for Buildings of Local Interest. More latitude should be given to the owners to extend and alter these etc

see Q19

Old buildings need to be used and not pickled in aspic - the old abattoir seems an interesting proposal

Yes. The exterior of a building can be preserved but the interior should be allowed to be made fit for purpose and modern day living.

In some cases (eg. Odeon) it is irrational.

The level is adequate but then its control may be too restrictive.

See answer to Q.19

To have a strong and meaningful policy regime for protecting our historic built environment is essential. It sets the standard by which residents and visitors alike can gauge the care and commitment of Jersey in protecting its historic archaeological and architectural heritage. Over recent years we have lost significant historic buildings which means protection of buildings and sites of historic significance need to be as complete as possible otherwise increasing development pressure would only undermine the whole concept of having rigorous planning policy for the protection of the historic built environment.

Question No 20: Rigour of historic built environment protection**c: Neither Agree or Disagree**

I don't know enough about it.

Dont know.

JEF recognises that there are many important historic buildings which need to be protected to maintain local distinctiveness. There are however times when the rigour of the process and the designations are questionable. To be read with answers to Q32 and 33.

Seems about right

If the building is of historic interest and is WORTH keeping - then keep it by all means.

Question No 20: Rigour of historic built environment protection

d: Disagree

Needs to be restricted.

It's about right

This question very similar to previous.

Current regime is not too restrictive but suffers from appalling p.r and typical arrogance.

The restrictiveness is not the issue - the problem is too many on the list.

More protection needed.

I think the balance is broadly right.

Unfortunately there have been cases where a developer has destroyed a building of historic value only to profit by the destruction when subsequent development was permitted. I think there should be a presumption against any subsequent planning permission following that kind of opportunism. Planning law should be more restrictive.

I am not aware of any cases where the level of such protection is too restrictive.

There should be adequate protection for the historic built environment. It is what gives the Island its unique character and provides historical context for the built environment.

I think it is about right.

No new buildings need to fit in with their environment both in design and size

It is about right

Question No 20: Rigour of historic built environment protection

e: Strongly Disagree

Publish what protection there is and has been used to protect any buildings or sites of interest - what enforcement techniques are being utilised and what penalties have been made ? I would guess that little has is or will be done

The historic built environment is a really important part of our heritage and culture - it is part of the atmosphere of our island.

Must be vigorous and strong.

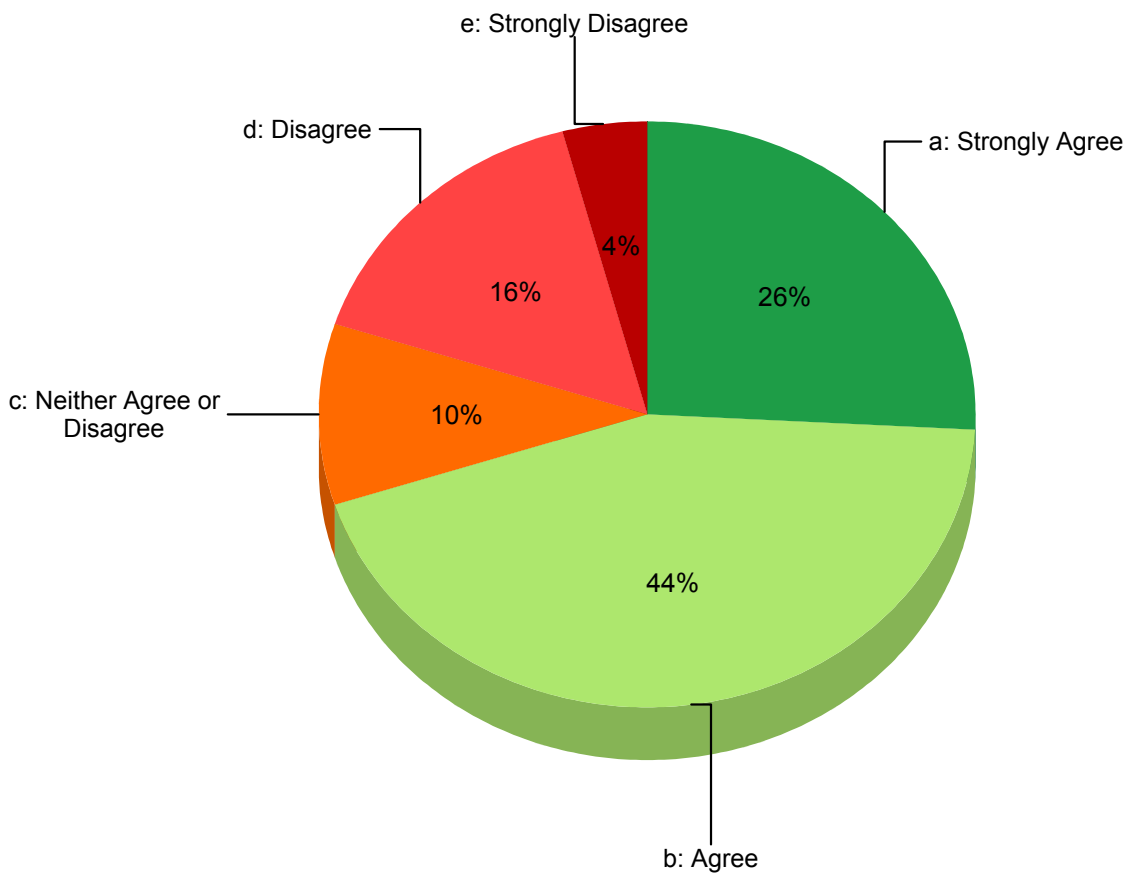
Because each case can be determined on its own merit.

Architects / developers need to be restrained.

I feel that protection of historical built environment needs to be high to protect the islands heritage.

Question No 21: Historic Character Areas

Do you agree with the introduction of an area-based designation for the protection of the historic built environment in the form of Historic Character Areas?



■ a: Strongly Agree	18	26%
■ b: Agree	31	44%
■ c: Neither Agree or Disagree	7	10%
■ d: Disagree	11	16%
■ e: Strongly Disagree	3	4%
Total:	70	100%

Question No 21: Historic Character Areas**a: Strongly Agree**

Many historic buildings in the harbour area have gone already judging by future plans in that area any character is lost.

To prevent destruction of the character of the town.

See Q.20

An area by area study would identify qualities in places such as St Aubins Rozel or Gorey to be protected.

Common practice elsewhere.

Very necessary.

The architects John and Jane Taylor started to do this with their area of 'Island Treasures'. ie; area around St Johns Church and to the south of it.

Great idea if you can find any.....

St Aubins is crying out for adequate recognition like wise Gorey Village. Allowing Boat House restaurant in St Aubins shows that same form of protection from commercial exploitation is long overdue.

Yes and I would like some of the scars left within these areas where buildings have been torn down or replaced by ugly 60's or 70's buildings properly restored. For instance where the methodist chapel was taken out of the Royal Crescent and has since been allowed to fester as a parking lot.

If this is what I understand to be 'Conservation Areas'. Conservation Area is a much better understood term.

Question No 21: Historic Character Areas**b: Agree**

St Helier has limited scope for this in my opinion.

Yes because if something is not done soon every where will look like King Street Gloucester Street or the Reclamation site bland and characterless.

Limited clearly defined areas needed.

This would be another step in the right direction; further commitment to protecting Jersey's heritage can only be to the good. It is how the image of these areas are perceived together with their historic and architectural significance which may lead to a classification system being set up e.g The Terraces = Architectural significance: Grade A; Havre des Pas - Seaside Exuberance - Grade A etc. This would place certain areas into Categories where the highest grade would preclude any type of alteration expansion or redevelopment. A lower graded area could be more flexible where e.g it was found that partial redevelopment or alteration would benefit that area.

Some merit.

The framework for the Historic Character Areas should be carefully considered so as to allow development within a prescriptive and coherent assessment of the area so the designer / developers understand the aims of the Planning Department's desire to retain the character of the specific area.

Only in a small number of cases should this be all-encompassing. In most cases the value of an area can be taken into account surely without a specific area-based designation.

But not too many

Many fine buildings of considerable historic merit were demolished in the 1960-70's to make way for National Retail chains and offices. What a pity!! Identify what remains and protect vigorously.

Along as restrictions are not too onerous as to make them impossible to live in.

Areas of historic interest and where buildings and local architecture reflect the era - certainly.

Refer to answer in Question 22

But don't then neglect other areas and isolated buildings.

Question No 21: Historic Character Areas

c: Neither Agree or Disagree

This is more red tape and will need more people to be employed for no gain.

If there is help to maintain the requirements of the designation.

Don't know enough about it to comment.

Why does it need to be kept in 'areas?' Surely if something is designated for protection it doesn't matter where it is!

No view

Question No 21: Historic Character Areas

d: Disagree

it's another system designed to do the same thing as listing ie preserve bits of historical interest. However I would like to see the old harbours preserved as drying harbours which is their proper condition. Drying harbours are the natural way for historical harbours in an area with a high tidal range like Jersey. They would be spoilt by ponding and removal of cheap moorings is harmful to the maritime culture shared by so many of the normal (not too rich) people of Jersey

I think seaside exuberance at West Park and Havre des Pas is taking things a mite too far. They may have served the Island well in the past but when I walk through both areas now I feel that it is time for an imaginative and fresh approach.

Can't control these matters too artificial.

TTS considers that this would be too restrictive on potential improvements for the community as a whole.

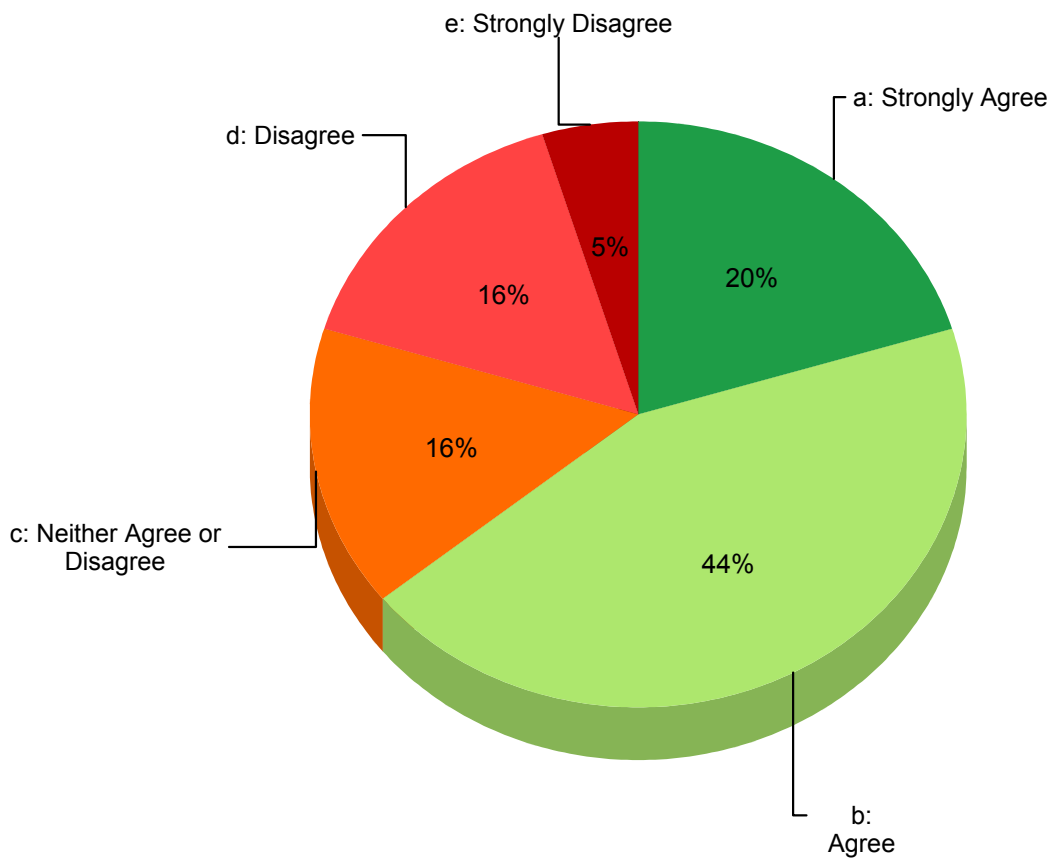
Question No 21: Historic Character Areas

e: Strongly Disagree

I cannot support this view until I know a lot more about how historic character areas are to be defined.

Question No 22: Designation of Historic Character Areas

Do you agree with the proposed designation of those parts of St Helier and the Island identified, in the Green Paper, as potential Historic Character Areas?



■ a: Strongly Agree	13	20%
■ b: Agree	28	44%
■ c: Neither Agree or Disagree	10	16%
■ d: Disagree	10	16%
■ e: Strongly Disagree	3	5%
Total:	64	100%

Question No 22: Designation of Historic Character Areas**a: Strongly Agree**

See Q.20

Again great idea if you can find any left

They provide strong historic character. Windsor Crescent should be included and other areas should not be ignored.

They are the Island's history and core.

As long as much needed development is not restricted.

Question No 22: Designation of Historic Character Areas**b: Agree**

I agree the proposed list. Are there other areas? Royal Crescent needs to be restored. In 1968-9 it lost it's focal point a magnificent Corinthian order building. Sheer vandalism! For what? A parking lot!! The Crescent must have a new iconic focal point with improved covered parking.

Some merit.

Not sure about Great Union Road though.

Nice idea but is their enough of historic St Helier left?

Additional areas as detailed in 5.4.1.1.4 should be considered as a priority.

The boundaries to these areas mustbe tightly drawn to include buildings spaces and features that are worthy of conservation to be effective. However this should not prevent development from occurring in these areas but which should mean that any applications will need to be considered against a raft of appropriate criteria.

For same reason as answered in the previous question.

I need to be persuaded of the merits of Great Union Road!

Yes these designations look reasonable but should not exclude others being nominated and considered.

Keep it as historic as you can

Seems to be ok - planning do little to follow through with their restrictions - toothless

Question No 22: Designation of Historic Character Areas**c: Neither Agree or Disagree**

Only a few of the designated Historic Character Areas are agreed with; the remainder to me do not achieve that special quality that e.g Havre des Pas does. West Park is too open and interspersed with elements not achieving a logically or aesthetically consistent arrangement or holding together as a harmonious or credible whole. The area acts like a large scale junction with Victoria Avenue flowing into the Esplanade thereby separating the sea frontage from the open spaces of Peoples 'Park'; the Grand Hotel sits a distance away making it less involving with the seafront; and relatively speaking the actual seafront with its recently built cafe walk about areas etc. requires some time to generate an image of having seaside exuberance. The Parade and Great Union Road areas do not express that uniqueness of character which would bring them into the category of an Historic Character Area. Its urban nature is mediocre not having a character that makes one stop and look with much enthusiasm or interest; it is just too typical of urban town areas or are they suburban - where does the boundary exist to classify areas as being either urban or suburban? Referring back to Havre des Pas there is a danger here that if the conversion of existing hotels into apartments continues then this would be very detrimental to its image the very essence of what has evolved over the past Century or so would crumble!

Must still be viable.

Can't answer as i need to be assured that on-street parking is available in order to reach areas mentioned i.e; parking in Halkett Place is essential.

Need a lot more information both about how the policy will work and what exactly is included.

See Q.21

Agree with some of the proposed designations but not others.

Dangerous because it potentially allows even more destruction outside these areas.

Question No 22: Designation of Historic Character Areas

d: Disagree

Only the harbour

Too many areas. See answer to Question 21

JEF disagrees with the principle of Historic Character Areas.

Like making models of townscapes as is with lego.

It will make too much of a separation of the town.

Too many - leave out Great Union Road and new town.

Not much point

Question No 22: Designation of Historic Character Areas

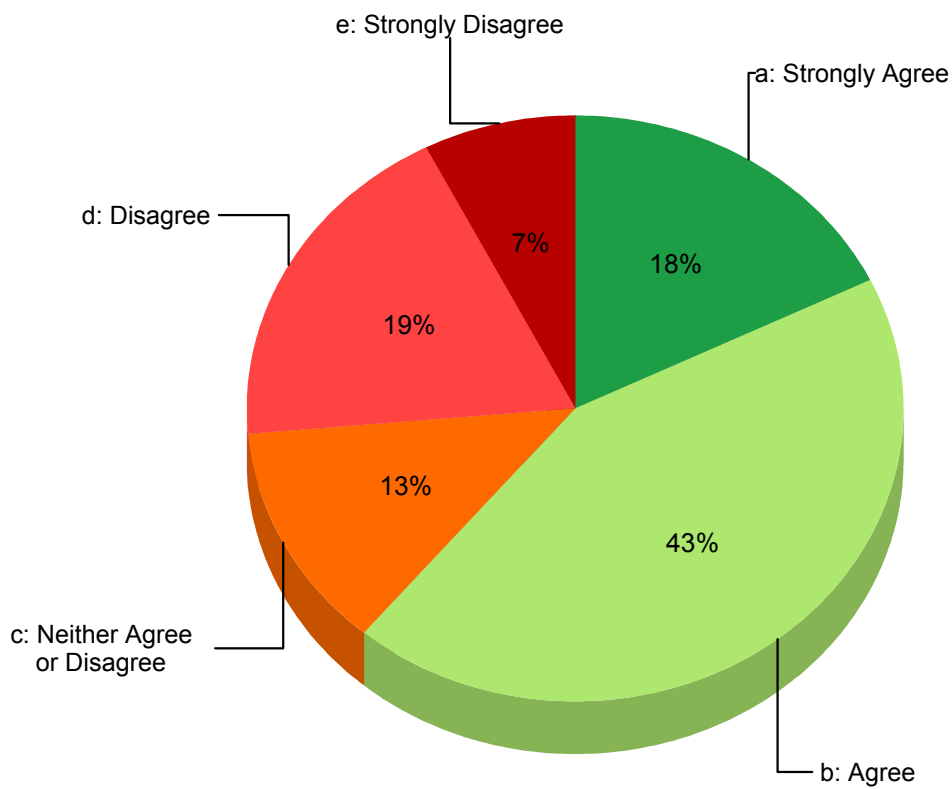
e: Strongly Disagree

I do not have sufficient information to support this proposal. How is historical character defined and by who?

The list is far too extensive and generalised - for example New Town:Town Expansion cannot be termed an Historic Character Area. Only areas with distinctive and consistent historic character containing high quality new development within Historic Character Areas where it either removes damaging development or enhances the Character of these zones.

Question No 23: Density of development

Do you agree that the density of new residential development should be optimised so that land is developed as efficiently as possible?



■ a: Strongly Agree	31	18%
■ b: Agree	76	43%
■ c: Neither Agree or Disagree	22	13%
■ d: Disagree	33	19%
■ e: Strongly Disagree	13	7%
Total:	175	100%

Question No 23: Density of development**a: Strongly Agree**

If it preserves the Green and Countryside zones

Where possible with a definite control of accommodation floor area to be reasonably comfortable size and not not not small!!!!!!

The rarity of land and the need to protect Green field sites and historic developments make this essential.

If it means less land being used - yes.

Particular attention to the parishes 'old people' site which should be 2 storied - there are LIFTS.

But no more little boxes and squeezed in flats and houses.

The states should buy up the squalid bedsits in town and turn them into reasonable apartments for LOCALS.

Yes -- always assuming that a cap on population growth is not acceptable.

The Department should not refer to a density of a certain number of dwellings per acre. The reason for this is that a dwelling can be a one bedroom flat or a five bedroom house. Densities have traditionally been calculated by habitable rooms per acre which gives a more true and easily understandable level of density. This then allows for a mixture of dwelling types and bedroom numbers. This was one of the reasons why the 2002 Island Plan Rezoning had so much public opposition.

Question No 23: Density of development**b: Agree**

With care taken to provide good quality and adequate facilities.

Should new development be built at higher densities where possible? New building should in-fill but not clash with existing urban character.

Provided no further urbanisation of St Clement

Density should only be one test applied. A cross reference of tests should be used to avoid discrimination.

This is desirable to protect the countryside from development but should not entail tall buildings or be at the expense of adequate amenities and accommodation on unit 5:20 in the new residential development.

But not by means of too compact developments as at the Hopkins Plan add a couple of floors to give more open space between buildings.

Care must be taken to limit car parking or amenity too much.

With due regard to social issues

There seems to be no alternative if we are to keep up the supply of homes to people who need them without continuing to encroach on the countryside. But quality of design will be paramount.

Is this about garden grabbing? Land should be used efficiently but space must also be provided for community facilities.

Demand for space is intense space is finite!!

Considering the limited amount of land available particularly in St Helier the designs of new developments should aim for as high a density as possible. In these tight limited spaces particularly in town the general design is going to be upwards so if e.g a development is proposed within the urban area of St Helier where land is going to be very limited perhaps a stepped back layout may be an answer giving dwellings an outdoor space with part of it glazed for winter use. This would obviously produce a building of an unconventional appearance but as with all things one get used to it 'being there'.

But only in appropriate locations served by suitable facilities (ie established parks and open spaces). Densities can however be increased by imposing maximum number of parking spaces to developments as is the case in most UK local authorities which are designed to put people before the car and to discourage high levels of car ownership. Jersey's requirement for 1 space per bedroom is outdated and puts the needs of the car ahead of people. Also not all development needs to be spacious in terms of garden sizes as there are many residents who prefer to have small maintenance free gardens and which is likely to be the case with an ageing society. However this is not to say that all gardens should meet a minimum standard as used to be the case in the past. perhaps there should be a mix of gardens sizes based on some formula?

Yes if achievable by good design not just be making everything smaller and more squashed together.

Only if already in built up area.

I agree because we clearly have to be more imaginative about land use either by building terrace houses/cottages with roof gardens or shared gardens/public leisure spaces or by building higher within certain areas.(for instance on the waterfront.). We have to move away from this hackneyed view that every family as a right to live in a detached house with garden and private parking. Its totally unsustainable and restricts design.

But more three bed apartments should be built in town so that apartment living is realistic and pleasurable option for families. This would encourage more families to live in town.

But on brownfield sites only disagree with development on greenfield sites.

But not to the detriment of living space garden area... etc. Must not forget quality of life. Please do not build high rised.

The key is where possible the yardsticks must not be too liberal.

TTs agrees but considers that the focus for new residential development should be in St Helier . Further more if density is optimised consideration should be given as to how to provide waste facilities which allow local segregation of recycables.

Higher build but not built too close together.

Question No 23: Density of development

c: Neither Agree or Disagree

Where possible yes - but tall structures don't suit everyone. Open space and play space is crucial to well-being. Efficient doesn't necessarily mean effective. Town houses seem to be a good use of footprint.

New applications to be considered individually.

Depends on where need a strong policy - as long as good quality built - but have adequate amenity space.

The built up / countryside areas should be looked at again. Farmers are allowed to develop redundant areas on their land. Private property owners should be allowed to do the same it does not make sense to leave a big garden in countryside left undeveloped when the garden is a liability.

This depends on the existing density. And should be kept within limits.

Not answered.

I can't see family housing working without a lot more park areas/ gardens/ allotments. I think society suffers when we are all squashed together.

I am really not qualified to give a useful answer to this question. 30-35 dwellings per hectare sounds good (normal suburban housing) and the examples (www.cabe.org.uk) look most impressive and wonderful but at 50+ units per hectare I feel that the internal space amenities would be unacceptable. The answer must be somewhere in between with this backing of an integrated design concept.

Population growth needs addressing before this issue. Treat the cause and not the symptoms.

Too high density could lead to poor quality of life.

Question No 23: Density of development

d: Disagree

No density itself causes social problems which must be avoided

Each site should be treated individually. Some sites may be appropriate for high density - but build up not sprawl out.

Ideally new housing would incorporate open spaces including community gardens or allotments for residents. However this would be subject to the higher priority of preserving agricultural land. It is more important to protect agricultural land than to build low-density housing if the pressure on land is so great that this choice has to be made.

I do not support the view that we can resolve increased demand for accommodation by higher density especially if room sizes are also decreased. There are certain cases when taller buildings could provide additional accommodation but the overall emphasis should be on quality of life rather than increased return for the developer/land owner.

High density development will in the long run prove to be detrimental to society.

Turning Jersey into a horrible place to live is not the answer. Population control would obviate the need for this.

Qs23 - how many of the past 23 questions are caused by problems of population growth. Jersey will become less of a special place to live unless we address this issue. High density housing is pants!!

You cannot put people in too higher density accommodation.

Too many Dandara pokey matchboxes already.

Have no faith that it would be done sensitively.

Should provide parking / garages.

Question No 23: Density of development

e: Strongly Disagree

You cannot get people living harmoniously on higher density developments - particularly if you fail to foster a greater sense of community spirit than exists now. People are feeling ever more claustrophobic in supermarket aisles in King Street on commuter buses and on the roads. They're under greater pressure as full time working parents and when they come home after a hard day or night at work they don't want to suffer the same claustrophobia in their own home. Think of the poor kids who come to grief for banging footballs against front door s cars and windows because the play areas and open space provided as part of housing developments aren't remotely up to standard and the parents are too afraid to let them go off too far on their own. You have to apply the brakes to population growth or if you really want to grow the population you have to make some meaningful headway on social policy first. Clever design endorsed by Planning alone won't be enough.

JEF believes that it is not possible to simply increase the density of development without due consideration of the specific site issues and prefers the inclusion of the word no longer in the question which seeks to 'optimise' the use of each site; thus avoiding high density developments which do not adequately consider issues of quality of life.

People need space.

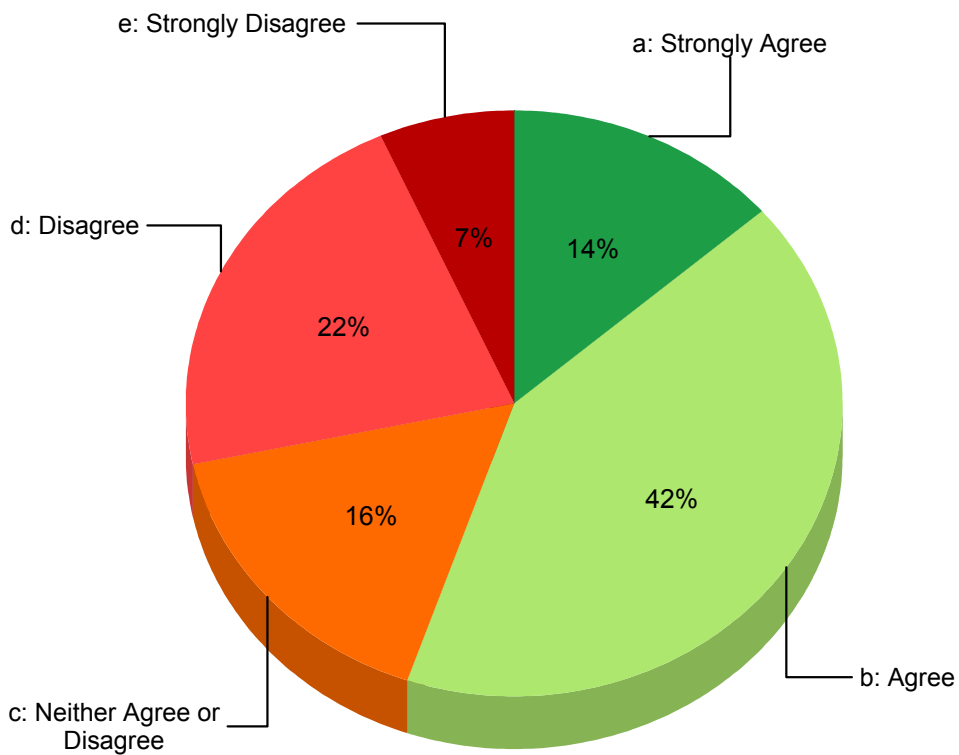
Weasel words - the current levels of optimisation means that we are actually calling caravan like constructions homes / The Planning dept have shown gross negligence in pandering to developers. Even when Planning have set optimal levels they have failed to control developments that have made things worse ie changes of use from Garages into rooms workshops offices etc etc etc etc Low detection No enforcement low penalties all lead to highly levels of expected abuse with resultant problems. Look at Maufant village Palace Close etc etc When detection rates are likely to be low the penalties have to be far higher as a deterrent !






The population should not increase.

High density causes social problems with noise nuisance and not enough room for children to play

Question No 24: Density standards

Do you agree with the introduction of a minimum net density standard for new residential development?



	a: Strongly Agree	10	14%
	b: Agree	31	42%
	c: Neither Agree or Disagree	12	16%
	d: Disagree	16	22%
	e: Strongly Disagree	5	7%
	Total:	74	100%

Question No 24: Density standards**a: Strongly Agree**

Too much is already overpopulated.

See comments to 23.

Because the new Dandara places are so small that the poor people can't even fit real furniture in them. It's ridiculous!

Due to shortage of land ... development will be needed.

Density has proved to cause many problems with little quality of life for the residents.

Question No 24: Density standards**b: Agree**

For health reasons.

For urban areas: it is desirable to specify minimum net density standards for new residential development; the UK government's planning policy statement (PP53) housing figure of 3 dwellings per hectare as a normal minimum appears to be appropriate.

Leads to more affordable housing.

Subject to particular circumstances.

Ensure that houses are built with space to accommodate an elderly relative rather than putting them (the elderly) into ghettos.

Generally a minimum net density standard for new residential developments would make sense. This is qualified by the fact of various sizes of land areas that become available for development if it is adjacent to an existing housing area or not whether the type of new development would at this density (ref. to p48 para 5.5.1.6 of the Green Paper) 'fit' in if located in a rural area etc. My thoughts are that terraced housing 'belongs' to suburban and urban locations; semi-detached on the outskirts of built up areas and detached in more open spaces - which if studied the existing general pattern of settlements indicates that scaling. It is imperative we do not lose our way when setting 'standards' whether it is for new developments for housing offices commercial etc. - some flexibility is essential.

Higher than at present.

The standards should seek to optimise the use of each site.

Yes appropriate to each category of property.

Provided the Net Density is within reasonable agreed standards - certainly not 40 dwellings per hectare.

As long as standards ie noise etc are maintained and the public realm around such development is of a high quality and this is not just an excuse for greedy developers to wring more money out of sites.

Life is for living not shut up in little boxes!

I suppose that there must be some limit on packing people in

A minimum net density standard should ensure that the needs of the development residents and transport are balanced. The scope of any development must take into account the infrastructure requirements of that development against those that are currently existing.

But providing adequate sq. ft per unit . They are currently building rabbit hutches necessitating specially built furniture.

Question No 24: Density standards

c: Neither Agree or Disagree

Pile em high? No thanks restrict population numbers instead

Small countryside 'hamlets' urban estates and city dwellings all require and should have different parameters of density.

This will vary with each location .

You have to have a sensible density according to sites.

Depends on the site.

See Q.23

Question No 24: Density standards

d: Disagree

Population control would obviate the need for this.

Density standards are needed but on a sliding scale subject to existing areas facilities and position.

Clearer guidance on acceptable density needs providing. Sometime density needs to match adjacent existing development to maintain character of an area.

No - minimum density? You have to get so many houses on this piece of land? Is that where we're up to on the island? Has no-one thought that perhaps there are too many people coming to live here - and we should do something about that?

A developer will normally want more on a site anyway. A family htat has owned a piece of land for years should not be compelled to put more houses on it that they would like.

There should be maximum density not minmum.

Sounds too rigid... depends on the individual area

Quality development is not a function of density standards which are too arbitrary a tool. Good design results in quality development.

It should be whatever is best for the area being considered. This may vary greatly.

Question No 24: Density standards

e: Strongly Disagree

The density should be set at maximum levels to avoid overcrowding ie a 3 bedroom house should have a maximum occupancy of 6 persons. Its like Premises Fire permit they set Maximum levels for safe Occupancy. EG How many people were actually on the premises at the Broadlands lodging house - how many were there supposed to be there. Landlords want minimum numbers planners need to use maximums The reasons for Maximum figure is based upon a sensible space availability per person and it will include services also plus transport etc

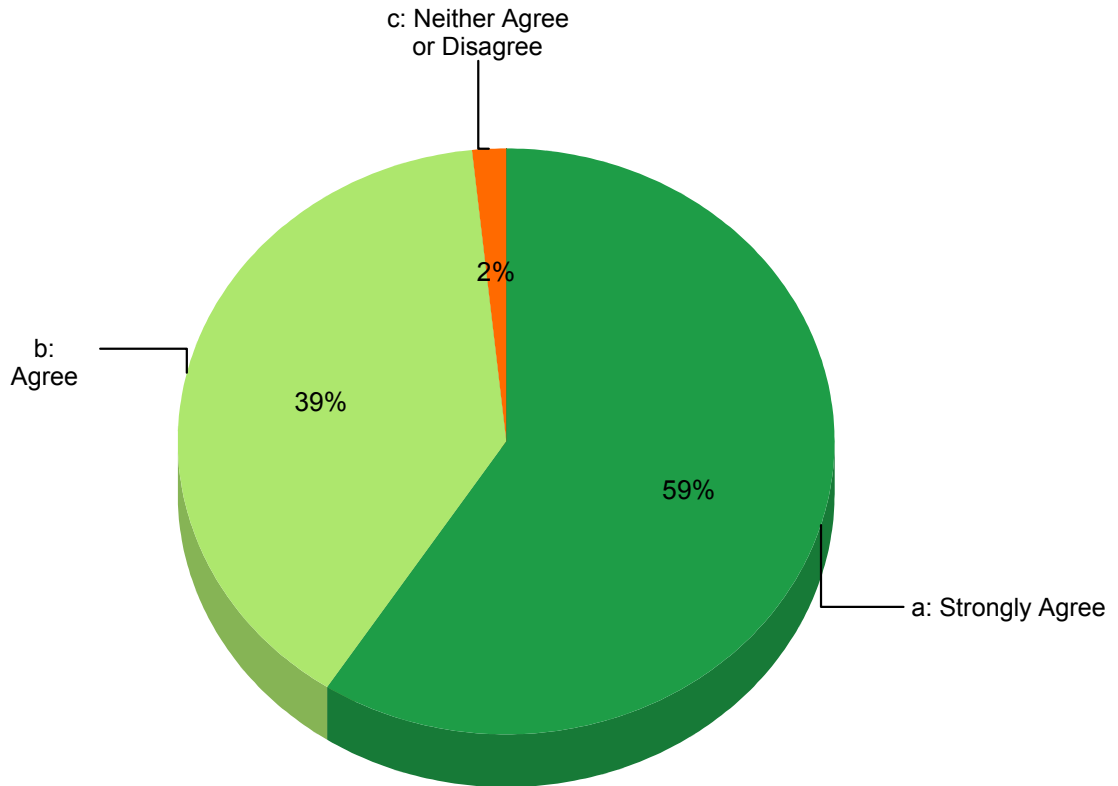
maximum. Buildings like this need to have higher liveable standards than houses.

If we are to have set levels then I would prefer to see maximum levels being set.

A marvellous idea if one is motivated by profit. An awful idea if one might have to live on a site where such a policy applied. I understand the reason for asking but it is absolutely the wrong answer - and to the wrong question as well. I would rather consider land reclamation or more active population control than this approach.

Question No 25: Protection of public open space

Do you agree with the protection of public open space on the basis of proposed typologies, as set out in the Green Paper?



■ a: Strongly Agree	106	59%
■ b: Agree	70	39%
■ c: Neither Agree or Disagree	3	2%
Total:	179	100%

Question No 25: Protection of public open space**a: Strongly Agree**

Open spaces are needed for recreation.

Make developers contribute.

Free access should be encouraged and maintained by right.

Because everybody needs space and light which they won't get in a tiny flat.

Every parish will have a selection of the listed typologies. It is important that these should be identified and actively protected.

Most certainly. More priority to the Gas Place (Car) Park

Surprised you need to ask

People need space around them for healthy living - for body and soul to be in harmony and at peace.

But all undeveloped coastal areas should be specifically included - wilderness is a very important amenity for people particularly those who live in close proximity to their neighbours.

Due to much building in the last decades open space will soon be rare.

More allotments should be allowed and the existing protected Also allow individual sheds that is what gives allotments character. The Les Creux fiasco was ridiculous.

I'd like to think that these spaces would be guarded jealously.

Open space is crucial and although developers and planners play the game with space it quickly gets eroded by others - this is why maximum numbers are crucial so that space does not get taken up. One developer in the Beaumont area even showed in the sketch plans foot paths blocked by cars - that's a good indication that there was insufficient space at the planning stage. Each estate could be linked to fixed parking spaces owned by residents - visitors would only have restricted permits for true visitors not additional and regular staying. Sadly there is even a scheme to waste space at the old bus depot and put a box there to hold a few paintings. Quite possible the new architect in residence who is good at sketching boxes will knock up a box for the luvvies!

It should be encouraged and developers should consider giving community gain (such as sports fields)

Agree with sections in green paper (July 2008)

The plan caters for all in the island. My only concern is in respect of 5.5.2.2.3. Whilst in theory this is an excellent concept in practice won't it mean higher house prices to compensate?

Must be kept.

Open spaces are essential for urban living both for health but also visual impacts.

Question No 25: Protection of public open space**b: Agree**

with reservations especially in re-capital and revenue costs.

More could be done to improve existing green / semi-green space - roadside trees (Wellington Rd etc) could be improved.

This will need to be kept clean and litter free - something the Island is not doing currently.

I do have a concern over what is classed as a public open space especially with regard to typology natural greenspace. There is no right of access to private land and the laws are vague in this particular area. If access is to be improved trespass laws and liability issues would need to be addressed.

It is important that public open space on the basis of the proposed typologies be available at close hand to developed residential areas.

Jersey is a small and densely populated island with traffic problems on a par with some UK conurbations - therefore its open spaces are all the more important for protection for people to escape to for relaxation and enjoyment. The proposed typologies set out in the Green Paper gives a comprehensive cover of Jersey's open spaces and therefore if it is adopted and becomes formal legislation for protection this would give islanders confidence that we have something in place safeguarding and promoting our valuable open spaces.

Only if done in a sympathetic manner to blend with our environment not suburbanize.

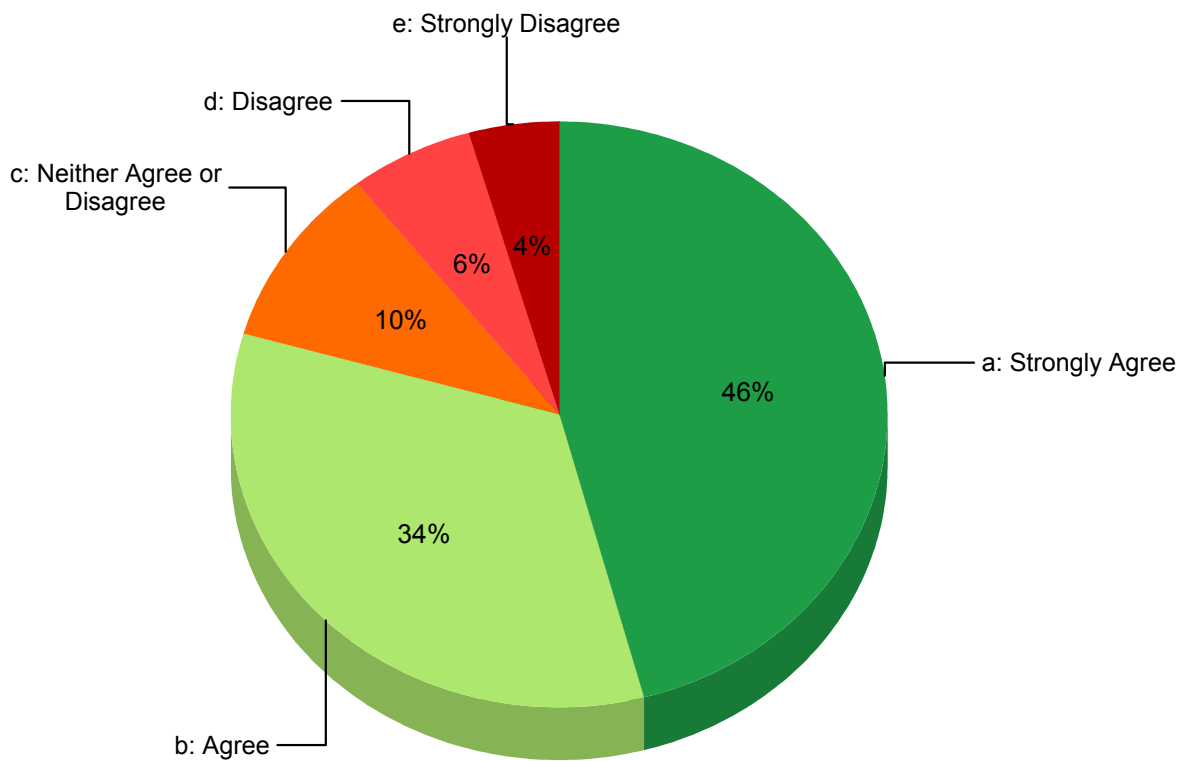
A proper public space fund should be established to enable key purchases and maintenance.

Question No 25: Protection of public open space

c: Neither Agree or Disagree

Question No 26: Provision and enhancement of public open space

Do you agree that deficiencies in the extent or quality of local public open space should be addressed by developer contributions associated with new development?



■ a: Strongly Agree	82	46%
■ b: Agree	60	34%
■ c: Neither Agree or Disagree	18	10%
■ d: Disagree	11	6%
■ e: Strongly Disagree	8	4%
Total:	179	100%

Question No 26: Provision and enhancement of public open space**a: Strongly Agree**

I think that's a good idea.

The developer is well placed to facilitate. A good example is in St Peters Village.

Open spaces are essential for urban living both for health but also visual impacts.

Do you trust ANY developer??! Remember the car park offer with St Clement development. A cautious approach needed here.

Planning gain.

Would agree but only on larger bespoke new developments not infill or refurbishment.

Provided private estates enjoying these new facilities are required to maintain them

This will be difficult to enforce as space is money to a developer.

Yes they stand to make money from developments and should exhibit some level of responsibility for the quality of life the future inhabitants will enjoy

Should always be so.

Absolutely as TTS would support developer contributions to cover any deficiencies in infrastructure facilities.

Again certain open spaces should always be present on any development and down to the developer and Planner.

I agree there should be a contribution on a commercially realistic scale but State funding should also ensure that quality of such space is acceptable in the longer term

A much better idea than any blanket development tax.

Wherever possible a developer must be encouraged to give community gain.

Absolutely. Such open spaces will compliment developments and are part of the mitigation required.

Yes in principle but it has to be substantive and not a gesture (like for instance a small children's play area).

The cost would be shared with the states.

Question No 26: Provision and enhancement of public open space**b: Agree**

Providing it does not push property prices up.

Whenever feasible

In other words lower density development is required

Seems reasonable.

Where feasible.

Only if supervised by Planning in conjunction with parish and possibly not trust.

But not exclusively.

The comments made in 5.5.2.2.4 (important to ensure particularly in the regeneration of St Helier) and the Planning Department should prepare a study of how the provision and enhancement of public open spaces could be linked throughout town for pedestrian cycle and car use from the regenerated / high density residential schemes.

As long as this provision is considered part of the developer's role and not to be provided in return for the developer gaining something else the developer wants possibly against the planning aims. Also organised maintenance of the open spaces has to be taken into account.

Should be part of any planning process.

But the contribution should come from the developer not from an increased price on the development.

Question No 26: Provision and enhancement of public open space

c: Neither Agree or Disagree

Not at the expense of developing on green or brown sites.

What deficiencies are we talking about real or imagined. Some deficiencies I see actually create or cause deficiencies. Any things to be addressed need to be done in character with care. I hope it is not just about wanton cluttering with expensive art. Space has value in itself

Starting with the core of St Helier it is probable that if higher density developments are proposed maybe open space will be non-existent! (see my suggestion in Q23 as a possible solution). Any new developments that are proposed may not depending upon location have open spaces that are available for public use but only for its residents. It would need to be defined at the outset by new legislation and any conditions that may apply whether developers are to provide open space for public or private access depending on the type of development such as through a courtyard or a specific footpath network etc. Outside the core of St Helier the provision of public open spaces within or around new developments becomes less critical. This eases the difficulty of planning legislation requiring developers' contributing towards the provision or enhancement of local open space as in the case of very limiting urban sites where in most cases the only land available would be for the actual building itself.

Public open space is the responsibility of the States. Developments would be more attractive and more family friendly if there were more open spaces as part of the development. Instead of a percentage for art we could have a percentage for the environment?

Such contributions should be considered on a case-by-case basis.

Not totally against this idea but would much prefer contributions to the moral social infrastructure ie Road Safety Pedestrian Links Safer Routes to School Pedestrian Crosses etc.

The developer should provide local public space as required for the development because the developed property will normally be transferred to multiple ownership although the space may be retained in private ownership.

Has to be agreement case-by-case. Allotments-great. Linear open spaces - great.

It can vary case-by-case.

Question No 26: Provision and enhancement of public open space

d: Disagree

Developers are not responsible for the provision of decent amenities and public spaces the States are. I don't support any sort of regeneration deals for development permission trade off.

Public open space does not compensate for the lack of personal private space and developers should be made to provide for this in any proposed new development. If one wants to levy a contribution from developers it would be better to focus on improvements to the Island's infrastructure such as roads mains drains etc.

Question No 26: Provision and enhancement of public open space

e: Strongly Disagree

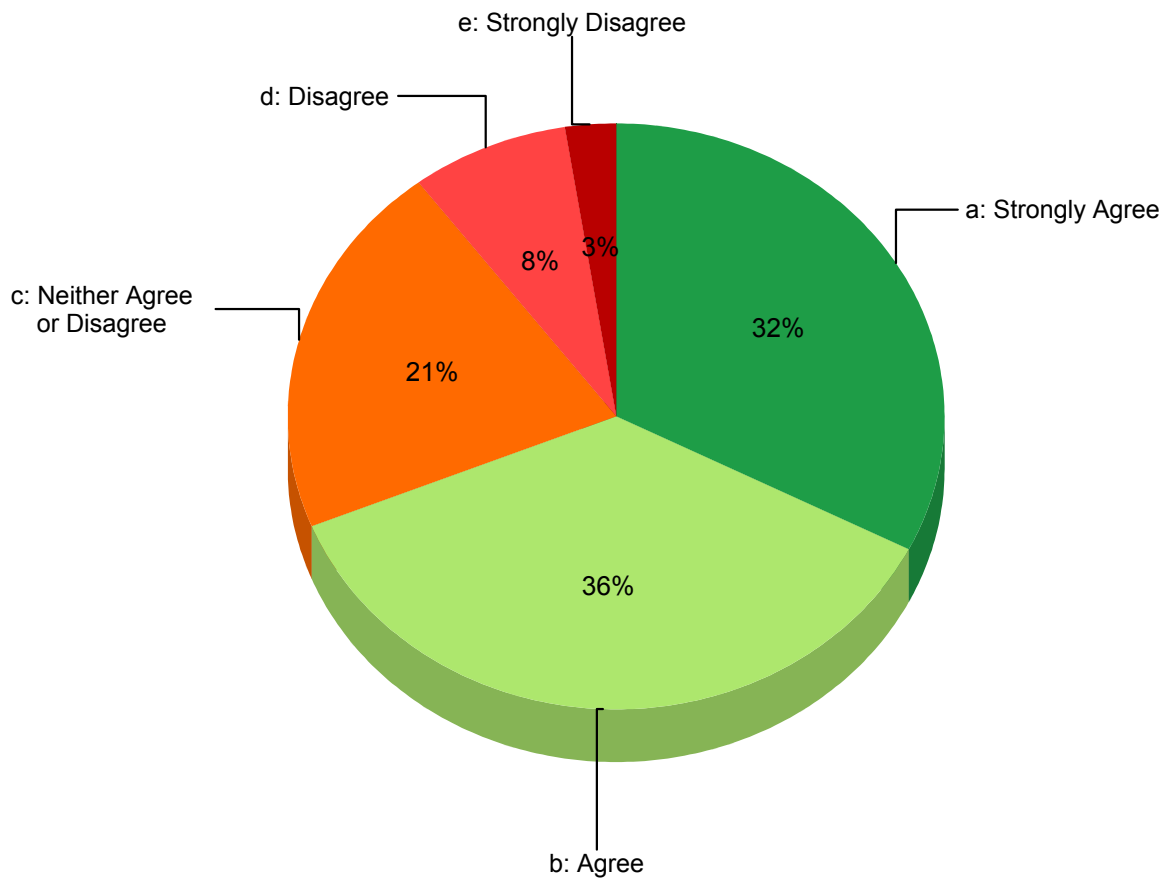
Applicants should not be made to pay for amenities that are for benefit of general public at large it is public funds that should provide such amenities. The existing mechanism of Planning Obligations is adequate for ensuring applicants provide facilities required as a direct result of their development.

The government should be in charge - not developers.

Contribution from developers will push house prices up.

Question No 27: Re-use and repair of existing buildings

Do you agree with the presumption in favour of retaining and re-using existing buildings?



■ a: Strongly Agree	25	32%
■ b: Agree	28	36%
■ c: Neither Agree or Disagree	16	21%
■ d: Disagree	6	8%
■ e: Strongly Disagree	2	3%
Total:	77	100%

Question No 27: Re-use and repair of existing buildings**a: Strongly Agree**

Demolition requires landfill. Older buildings usually are of better construction.

Girls College an example waiting 8 years for re-use etc.

Agree with proposals set out in the greenpaper (July 2008).

Well then hopefully some of the old character of Jersey might be maintained.

It keeps the character and should be sound re-use of materials.

Old buildings have character.

Use resources we have.

Energy / resources have already been expended - re-use / recycle is best.

These sites need to be reused so as to prevent expansion of St Helier. Also redevelopment of these sites makes them visually less unattractive which is important for tourism and the upkeep of St Helier. Re-use is crucial to reducing the resource demand for the construction industry and shifting the mentality from resources from a linear process (ie extract resources manufacture products build demolish landfill burn) to taking responsibility for maintaining a sustainable built environment in innovative ways that minimize energy use resource extraction and pollution. Re-use should and can be integrated into the design construction and demolition of buildings

We need to retain as much variety as possible in the built environment - in my view one of the key differentiators of Jersey buildings is that in general each is not identical to the one next door.

MOST CERTAINLY! Jersey is dreadful the way it presumes to knock down and build rather than refurbish. Developers must be 'presumed' to refurbish where possible. The old Tourist Office should have been refurbished on its present ideal site instead of that stupid mis-located coffee-pot. PUT IT BACK THERE!

Absolutely right. Demolishing perfectly serviceable buildings is just another form of excessive and wasteful consumption.

Provided they are worth re-using there is no sense in trying to resurrect buildings just for the sake of it

Question No 27: Re-use and repair of existing buildings**b: Agree**

There will be occasions however when demolition and replacement will be the best option.

Depending on circumstance.

If the building is sound & reasonable and can be refurbished yes - let common sense prevail.

Only provided there is adequate maintenance.

Wherever it is financially viable

But there should be room for new development where design fits with the environment.

Where practical and possible.

Careful consideration should be given on a site by site basis as to whether the proposals are achievable for their usage and whether they dovetail into the provision for open public space / car parking / amenity and site context.

Where possible - not always feasible though.

Obviously providing the original is capable of contributing what is required and is valuable in its own right for its contribution to the built environment.

When they are of good quality and appearance but not for the sake of just preservation

Less use of materials and landfill.

Where appropriate. If the building is not fit for purpose or the site could be used more efficiently if demolished and re-built then let it be so.

Yes but only where appropriate. Very clear guidance would have to be provided to ensure that owners and developers know what would be acceptable and what is not.

As long as this does not inhibit needed development unduly.

This is desirable where practicle although there will be cases in which demolition and replacement of existing buildings will be more appropriate.

Question No 27: Re-use and repair of existing buildings

c: Neither Agree or Disagree

Not always - on inert waste perspective TTS would support this but it generally requires a balance in terms of wider energy/density considerations.

Obviously there is no definitave answer here. Especially if within the ring road a building is retained or re used it will be extremely difficult to conform to many new regulations.

where ther is a uniqueness and sound structure reuse but defficient buildings wether in design orbulid should not be retained

But yes if it is worth keeping for a reason other than the simple application of this principle. i.e. that a building has an intrinsic beauty or has historical value or is a landmark building etc.

Depends on the state of them - old buildings are not energy efficient.

It depends on what the original use was requires a detailed analysis of its structure internal layout ceiling heights etc.; whether the proposed use will be similar or a totally different use. Any existing building/s on a site that is assessed as being suitable for redevelopment or re-use must also meet criteria regarding the economics of the project i.e to demolish and build new or re-use. An example would be e.g. a row of ground floor shops with flats above; probably quite straight forward in re-using the whole existing development. Whereas e.g. a 10 to 15 storey office block with a complex infrastructure might just prove too expensive to warrant re-use. One has to take into account the location if it is to keep within the concepts of planning criteria i.e the appropriate type of development being proposed within the context of the site. Considering the limited site availability particularly in town would we accept the idea having to increasingly develop sites containing mixed uses e.g. residential in close proximity to offices or commercial concerns? and not the luxury of site specific developments.

Where the appearance of existing buildings can be improved by redevelopment then this should be permitted. If through excellent design this results in an increase in the size of the replacement building and responds to the surrounding context then this should be allowed

Only in certain places - by no means in all.

Where appropriate ie; the odeon is not a good example.

Only just. There are often good reasons for change.

Not so much a presumption in favour of re-using existing buildings as the need to take this option into serious consideration in each case. A presumption is too limiting. Surely the aim of sustainable development would take care of this...? And making it harder for developers to just dump any building rubble rather than re-use it.

Question No 27: Re-use and repair of existing buildings

d: Disagree

The argument for this in terms of energy use and waste arising is fundamentally flawed. New building can require less resources to construct and also consume far less energy in use than reusing old worn out buildings.

It is unlikely to be economic to repair a house to a high eco-standard. The repaired building will need continuous and expensive care. Sometimes demolishing and replacing with a purpose built energy efficient house is far more preferable.

It can be too expensive to repair some houses to a high eco standard. Sometimes it is better to demolish and replace with a purpose built energy efficient house.

Ridiculous assumption too many variables.

Generally we should be upgrading our buildings to new-build standards of energy efficiency Old buildings should only be retained if of historical interest But there should be much higher charges for disposal of waste materials where they come from a demolished building; this would make developers consider more carefully the refurbishment option; the planning authority would ideally not be involved in this sort of decision

Each case must be judged on its merits. One cannot 'presume'. The community must evolve its own heritage.

Question No 27: Re-use and repair of existing buildings

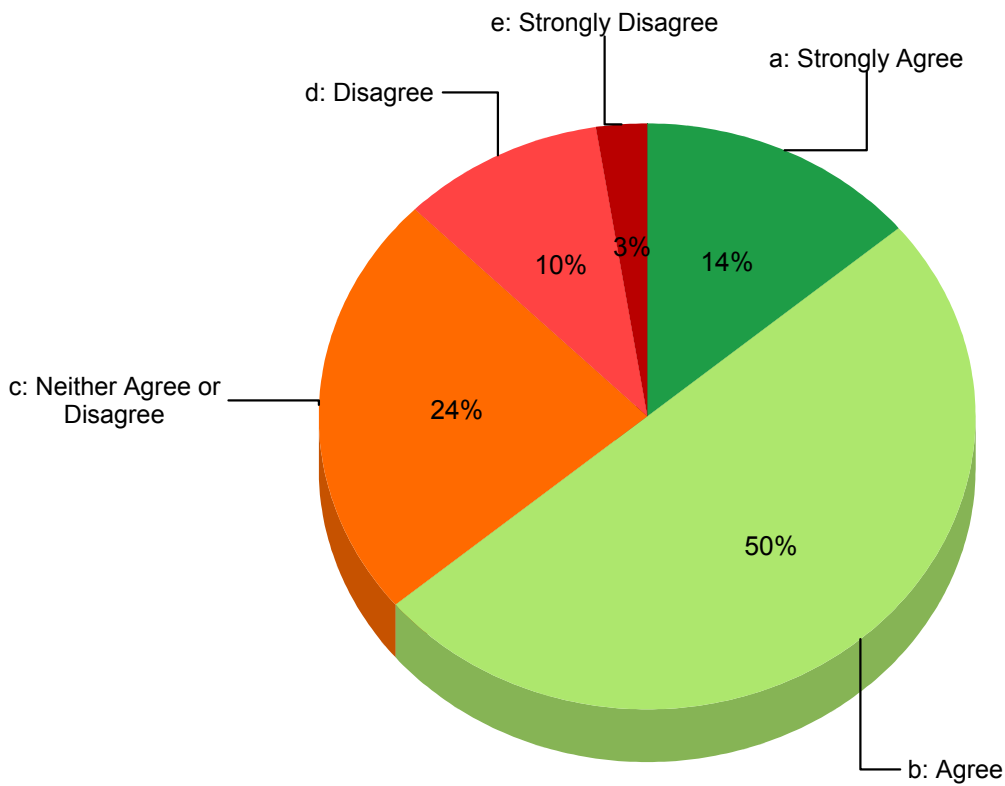
e: Strongly Disagree






Old buildings are inefficient and with modern recycling techniques the rubble is re usable. The economics of demolition are skewed by the ability of Contractors to dump burnable waste free and rubble at discount prices. There should be a gate tariff on all combustible materials taken to Bellozanne and increased charges for rubble taken to La Collette then the market will do a better job of deciding buildings which may or may not be re-usable.

Patching up tired buildings only puts off the inevitable demolition and in the long run is more costly to the environment and the owner.

Question No 28: Vision for St Helier

Do you agree with the proposed vision for St Helier, as set out in the Green Paper?



	a: Strongly Agree	11	14%
	b: Agree	40	50%
	c: Neither Agree or Disagree	19	24%
	d: Disagree	8	10%
	e: Strongly Disagree	2	3%
	Total:	80	100%

Question No 28: Vision for St Helier**a: Strongly Agree**

Yes! Build a new Finance Centre ON STILTS OVER THE DUAL CARRIAGE-WAY then REFURBISH the old offices into flats.

We should not be afraid to include first-floor level walkways between buildings within the concept of walkable .

The redevelopment of St Helier is vital to saving Jersey's special character and rural and coastal areas.

There are many squalid areas of town particularly the 'heroin triangle' around Bath Street. These areas need to be improved and made into attractive residential areas for LOCALS.

But in the New Town e.g Waterfront one must create ones own heritage and not solely depend on inherited heritage. Jersey is a forward looking and vibrant community. We must create our own heritage.

It ticks the right boxes but so did promises about the Waterfront and there we were starting from a blank sheet. Much more difficult to achieve when you need to get cooperation from private owners. What incentives will be available ?

See Q.27.

Question No 28: Vision for St Helier**b: Agree**

There are some very positive aspects to this. In particuar finding a worthwhile aternative use for the Fort Regent Swimming Pool building has great merit. Information has been made public recently regarding the proposed use of this building as a Church / Communy Centre. The two churches behind this proposal (Abundant Life Church and Jersey Community Church) have a positive track record of proactively serving various elements of the local community . To use this building for children's groups youth work marriage counselling and other practical purposes would surely be worthwhile and valuable to St Helier and the island as a whole

The aspirations are high and we hope they are deliverable.

See Question 7. So long as you don't do heavy shopping.

Careful planning needs to be incorporated into the activities in other parts of the Island. There would appear to be a general perception that all offices and work places are in St Helier. Should the Island Plan aim to allow office and other work places to be outside of town in other combinations conurbations. This would remover the requirement to travel to St Helier.

The proposed vision for St Helier outlined in the Green Paper gives an air of confidence in the determination of the Planning of the Planning Minister to establish the Town as the 'place to be seen in'. It has the potential to develop and evolve into a vibrant harbour town because of its location existing harbours each with its particular activity the impressive escarpment backdrop upon which Fort Regent sits and proposed developments expanding the town towards the seafront. One has to admit though that St Helier exhibits generally an image of mediocrity; the outline vision with further analysis of what needs to be accomplished will bring St Helier to the forefront giving people the impetus to visit shop explore and revel in its vibrancy as well as making it a joy to live in. To interject here and bring into the equation everything seems to be very organisational in today's dealings whether it's a large planning project business ventures all items fitting neatly into each specific category or compartment. One wonders if there may be at times a more organic approach to some developments bearing in mind practicalities of using the buildings. I'm not suggesting designs such as those by the architect I.M.Pei (ref. his museum projects) a bit extreme for St Helier I think but to introduce some excitement into the 21st Century architecture. I feel we are trying to pull St Helier out of the 19th and 20th Century as one or two new buildings have shown whether still at the design stage or recently completed. This is not to say that we replace old with new; it is very important we retain the historic character of the town with its range of noteworthy buildings. The thrust of the argument is because we have the opportunity with areas such as the Esplanade Quarter the Waterfront and the future La Collette Land Reclamation II & III areas to create outstanding high quality schemes of hopefully exceptional architecture does St Helier become split – the Old Town and the New Town? Would there be a danger of too much migration to the new areas? Can the new Island Plan be firm enough in its deliberation to assure islanders that it will achieve its objectives?

More use should be made of public transport. Parking should be peripheral. Shuttle buses could be considered at peak periods.

Should also take account of significant recent and anticipated further fossil fuel cost increases upon commuting.

Lesser of evils.

The improvements of the vision cannot be made effective until a change in attitudes of behaviours materializes. Litter foul language and behaviour disrespect to the living and working quarters of town by people using it if not controlled will demolish any constructive vision in no time. Designs and visions can be uplifting and motivating but must be followed by raising behavioral standards.

Regenerate St Helier but not over populate the town that in years to come nobody will enjoy living there.

It's a bit touch feely though who could disagree that upgrading the old girl is a good thing?

Currently there is no clear town centre . I also think the town could benefit from additional parking and/or park and ride scheme. The roads in and around st helier shopping area are very confusing while serving no real purpose. I would be very happy to see the town peds only.

Yes but I don't really understand what 3 4 or 10 means exactly!

Be careful where you put residential housing and the quality and space they have. Ensure that residential housing is far enough away from the youth and nightlife (pubs) of St Helier.

TTS agrees with the principles put forward but the detail requires full investigation and feasibility.

Question No 28: Vision for St Helier**c: Neither Agree or Disagree**

Several of these principles fall short of change. The overall sentiment is positive but the real change that I suspect Jersey people want to see is a sense of impetus to all this. If the collective commitment to Fort Regent regeneration is going to be as strong as that for the town park then perhaps it would be better to knock it down and start again. Personally I'd hate to see that happen but the point needs to be made. And how do 1 and 4 square with the creeping extension of certain countryside retail operations that are beginning to look more like out of town supermarkets masquerading as farm shops?

I suppose it's reasonable to have a vision statement but it's only lofty words. QUOTE To create a vibrant compact and characterful town that is worthy of its role as Jersey's capital and principal settlement with an economically sustainable future and which offers the highest quality of life for its communities." To disagree would be like kicking kittens

Some of it.

The true implications of those high ideals are not understood.

The EDAW study was at best superficial and the vision in the report is merely aspirational with little if any real economic study. EDAW was a useful site audit but did not resolve the ongoing parking solution that remains relatively mysterious. The traffic model has yet to emerge as convincing in terms of supporting retail economic activity in the town of St Helier. What an economically sustainable future really is is yet to be proven and whilst the vision may be praiseworthy no one really knows. Until a professional regeneration executive is formed I am afraid the vision is really so many words. If it is intended that St Helier should remain a vibrant retail centre how that vibrancy is really promoted is yet to be seen but the intention remains threatened by the States Anti Inflation Policy which is divisive and mitigates against the vision expressed in this section. A significant rethink on the inflation strategy is required with regard to consumer policy for the local vibrancy sought will be killed off. A clone town will be promoted under this policy that contradicts the policy sought here. An understandable regeneration plan with sources of funding is required to move any stated vision into a condition one can honestly support.

All sounds very 'nice' but no doubt lots of unintended consequences involved - such a wide range of points too many to comment on individually.

Insufficient care is being taken to retain central St Helier as the principal shopping area.

Vision statements are airy fairy it's what actually happens that counts! 'compact' will be difficult to address - town seems to be spreading with the finance centered on the esplanade and shopping centred around the markets.

I worry that the old heart of town will be lost by people having to shop in the new area. It'll take money away from small businesses.

No more questions answered.

Urban generation review.

A vision is one thing but making it become reality is something else. Presently it is not clear how the vision will be delivered as there is no overall plan only ideas. Furthermore residents of St Helier must play a part in determining how St Helier should develop. How does the vision fit with population growth and the need for additional accommodation? Why are parts of town being considered separately to others? How does the Esplanade Quarter fit with the regeneration of St Helier? Far more effort needs to be made on providing the big picture in order that the public can sign up to the plan.

With some proposals but not all

EDAW failed to address the effect of the Waterfront of movement of traffic through the town. No one can disagree with a vision.

Question No 28: Vision for St Helier

d: Disagree

Its far too late

Keep shops in town and use water front for housing and provide more one hour parking places near centre of town.

Keep the town centre; who wants to walk to the new Waterfront and keep the old Georgian terraces and streets.

1 & 2. Principles and 10 very good. 3. Not sure what is meant. 4. Not sure what is meant. 5. Yes 6. Too much vehicular restriction already. St Helier is not Manchester or London. 7. Sounds nonsense. 8. They will develop if not prevented. 9. Disagree re Town Park All sounds a costly interventionist.

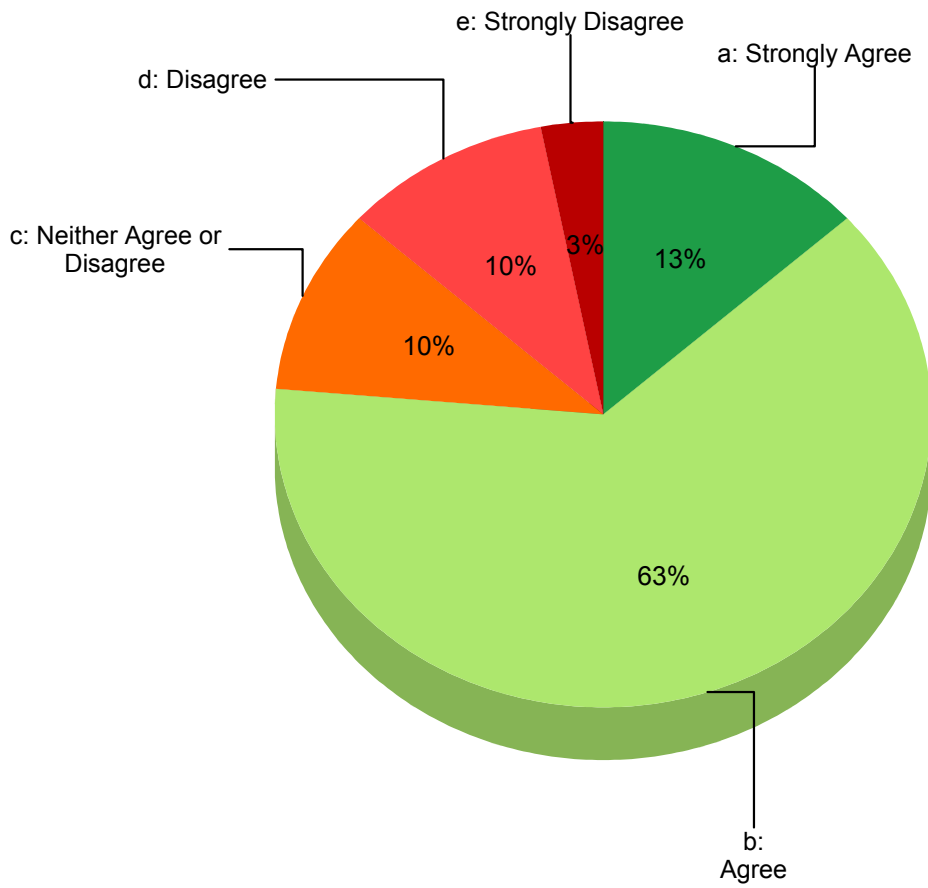
Question No 28: Vision for St Helier

e: Strongly Disagree

If the awful plan for the the new underpass with many offices and flats / buildings goes ahead this will kill St Helier as we know it.

Question No 29: Strategic principles for town

Do you agree with the ten strategic principles for the development and regeneration of St Helier, as set out in the Green Paper?



■ a: Strongly Agree	9	13%
■ b: Agree	43	63%
■ c: Neither Agree or Disagree	7	10%
■ d: Disagree	7	10%
■ e: Strongly Disagree	2	3%
Total:	68	100%

Question No 29: Strategic principles for town**a: Strongly Agree**

see comment on Q28

However TTS would want more definition and consultation over the term 'design' led.

The redevelopment of St Helier depends on good planning and the cooperation of developers .
Plans released to the public so far have many good ideas (EDAW report).

Sufficient out of town shopping areas now.

Question No 29: Strategic principles for town**b: Agree**

These are important elements to ensure that St Helier is developed within the context of an overall plan. There are concerns that some restrictions on the EDAW study may have prevented a completely joined up plan. JEF would hope that plan will be more holistic with less emphasis on single use zoning or safeguarding (see later on e.g. Q 42 and 44) which would allow a mix of compatible urban activities retaining the vitality of a successful urban area. JEF is concerned that putting the Island Plan in the role of a tool to cater for or foster economic growth is entirely wise (implicit in principle 4). There is a relationship between the planning process and the development of the economy but the principle set out in page xvi "Economic Development Minister is to advise the Planning and Environment Minister on how the new Island Plan can better facilitate productivity improvements. In particular how the planning process can take account of market signals to ensure that land is put to its best economic use" is a significant alteration of the Island plan process which in the Planning Law is required to help meet the requirements of the law firstly "to ensure that when land is developed the development is in accordance with a development plan that provides for the orderly comprehensive and sustainable development of land in a manner that best serves the interests of the community" Article 2 2 (a)

Agree in principle but see comments for question.31

The town should be made a more friendly place.

The historic fabric of Fort Regent must be retained.

Not sure about 3. 'New Western Gateway'.

Do not agree with renewal of Fort Regent should be disposed of and developer lead regeneration .
Problems of access never properly resolved.

Careful consideration and planning must be put in place for a strategy for vehicular pedestrian and cycle links throughout St Helier and its immediate road network by analyzing the existing to establish a framework for future design work and guidance.

Again population control is the key to any of the strategic principles mentioned.

The ten strategic principles for the development and regeneration of St Helier give a positive feel about what is needed to upgrade the image of St Helier. If it is to become a vibrant town in all areas of activity then from this there needs to be an adherence to these principles to ensure this is achievable. I feel the Minister has his heart in this new Island Plan and for it to succeed therefore a determination on our part to be involved in surveys such as this Green Paper questionnaire will if enough residents take part shape the direction the new Island Plan will take.

I'm not sure about extending parking facilities at Snow Hill. Parking is rarely full at Pier Road it's just that people are too lazy to walk up the hill. The fort regent swimming pool building needs to be demolished as soon as possible. It is unsafe; asbestos and concrete degradation. The views from Glacis field are spectacular to both the east and west and the site should be leased or sold at a premium. Income received could be used to off-set costs of Fort Regent development. Access needs to be addressed and high speed lifts from snow hill to the top near the signal station should be installed.

I agree that Fort regent needs to be more accessible. Maybe we should bring back the cable car? (joking!) Not sure how you would make the site more accessible tho due to it's location. Maybe if the escalators and walkways were more inviting this would be enough? As for the swimming pool i think the grass area outside the swimming pool would make an ideal playground with car park. you could move the existing playground from mount bingham to the grass area. Once the playground is moved you would still have a grass area for people to meet on.

I believe that the people of Jersey do not want to see the loss of the Fort swimming pool building. So many have such good memories of time spent there over the years. I love the idea of the place being made into a community facility. There have been two churches that have applied to take it over and use it as their base. These churches are community focused and have connection with many people. what they do is already established and transferring that to the old pool site can only enhance the work that they do amongst the community. The church is here to stay why not allow those with a proven track record to rekindle a great spirit at the old pool site?

Pls ensure than when parking is created it takes into account the larger cars now available and the need for lots of parent & baby/disabled spaces with proper enforcement of their correct usage.

I feel very positive about and would encourage the potential use of Fort Regent Swimming Pool building as a church run community facility which can reach out to the whole Jersey community. The 2 churches wanting to take over the building are both well -established and forward thinking bodies and I am confident that they would use the facility to it's full potential something which The Fort has not seen for some time. What better way to encourage community spirit than to have a Church centre conference facilities children's groups support groups and more for the whole community readily available & accessible and yet slightly removed from the congestion of the centre of town.

I would like to see the Fort Regent Swimming Pool building used as a community facility. I am aware that there is a proposal that 2 churches are wanting to take over the building in order to redevelop it as a building to be used for the whole island. A Church centre Conference facilities children's groups support groups for the whole community. What a fantastic development this would be for the whole island.

Broadly great but one or two exceptions. Why is Snow Hill a good place for car park expansion? What does redevelopment of the Fort swimming pool mean?

Fort Regent should be regenerated and have some private partnership.

Especially town park and renewal of Fort Regent.

1. Yes 2. You can't have 2 'town centres' 3. What? 4. Difficult 5. Grave danger of pastiche 6. Yes 7. Yes 8. Yes 9. Yes 10. Yes and keep the dome.

Agree with seven of the principles set out.

Probably - difficult to visualise.

The idea of the Fort Regent swimming pool being used as a Church / Community Centre in line with the proposals being put forward by Abundant Life Church and Jersey Community church should be fully explored in a positive way as these plans have great merit and would have great value in St Helier as well as providing a useul resource to the whole island

Question No 29: Strategic principles for town

c: Neither Agree or Disagree

Urban Generation Review.

Not in its entirety.

Nice to think some of these could be achieved but not all. Too many options to consider here.

The individual principles seem ok but what is not clear is what emphasis will be placed on each of the 10 principles. It is clear that the result of any development and regeneration of St Helier will depend on how the principles are applied. Presently the emphasis seems to be on economic growth and activity first people second.

This question is in ten separate parts. 1. I can't disagree in principle but shopping is subject to market forces therefore any consolidation will depend on competition from shopping opportunities elsewhere in and beyond the Island. 2. The town centre trade cannot expand to take in a new quarter which is designed to have its own service of shops and the abbottoir shopping development. 3. The EDAW plan seemed to be a pointless diversion on St Aubins Road and an Esplanade that disappears into a tunnel. 4. Is there evidence of a demand for increased floor space rather than upgrading existing accommodation or will it simply lead to increased population. 5. The principle of high quality cannot be disagreed with. 6. Yes 7. Yes of course the town should be 'walkable'. Cyclists are ignored; there is no accommodation for bicycles with the result that to keep within the law and obeying the one-way streets are putting cyclists with pedestrians on footpaths and pedestrianised areas! 8. Sustainable communities develop. They are not created by Planning Guidance. 9. The Town Park is already planned other parks already exist. 10. Fort Regent should be developed as according to the Conservation Plan and uses found that will maintain its viability including sport recreation and visitor attraction. The swimming pool should be removed. The accessibility is important but should not compromise the Conservation Plan.

Question No 29: Strategic principles for town

d: Disagree

See q.28

1. Yes 2. No 3. No 4. ? 5. No More 6. No 7. No 8. Yes 9. Yes 10. Yes

It is not true to say These principles set out a clear framework..... They don't. They are woolly and sometimes contradictory. Why does the town need a Western gateway? How can you consolidate the centre and still incorporate a new development away from the centre? We need large scale parking close to the centre of trade if trade is to continue. people will not carry shopping large distances. If not people will continue to move out to shop at checker st brelade coop st peter grand marche st helier which are all places with good parking. Most farm shops also have good parking compared to the town and that is partly why they are successful To imagine people cycling around a pedestrianised town to do their shopping is foolish green fantasy

Question No 29: Strategic principles for town

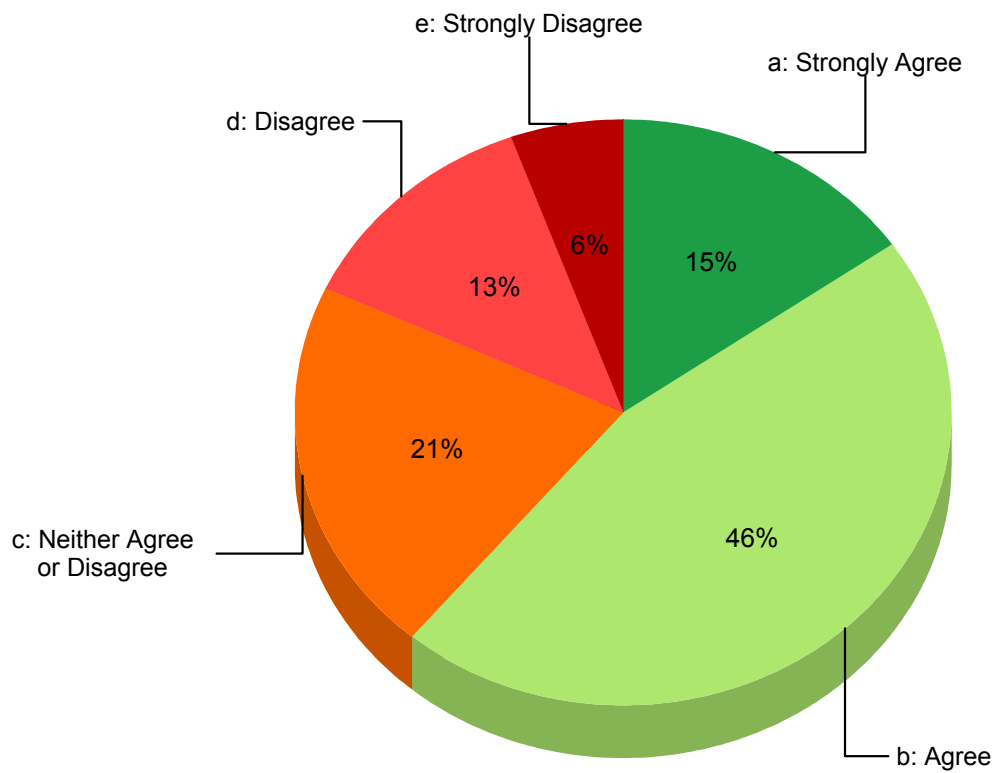
e: Strongly Disagree

Iniatiially - the question wording is different to the paper version! I will answer in order from the Green paper. 1 Too late its dying 2. Wont work 3. its the Tunnel all it needs is a draw bridge . 4.What growth 5.Ha Ha Where and what 6.Too late 7. Modal change?? recent idiotic have made things worse for pedestrians and may have confused motorists - far too much meddling with known standards or recognisable Icons 8. Where 9. ... and what ? 10. Ha Ha - how and for what - What are Harcourt and Dandara planning then ?

These are all aspirational until a true economic study is done. They are not a clear framework but are woolly phrases that are typical of obscure and difficult to understand policy in the absence of fuller research. It is not agreed that motor vehicles should be excluded in the way suggested as this runs the risk of detracting rather than enhancing retail activity. Again no true economic impact assessment has been done so to ask for support is inappropriate at this juncture . Economically we have no idea of what can and should be generated in the various spaces referred to or how footfall and traffic is linked.

Question No 30: Key areas of change

Do you agree with the proposals for the key areas of change, as set out in the Green Paper?



■ a: Strongly Agree	11	15%
■ b: Agree	33	46%
■ c: Neither Agree or Disagree	15	21%
■ d: Disagree	9	13%
■ e: Strongly Disagree	4	6%
Total:	72	100%

Question No 30: Key areas of change**a: Strongly Agree**

I agree with all especially the re-dev. of the swimming pool. I think it would be a great idea to let JCC & Abundant life turn it into a community centre providing support and activities for all. It would be of great help to ordinary people like myself to have somewhere to go in the day or evening that doesn't cost loads but provides a safe and comfortable environment to have a chat or get advice. Currently the island shows a very greedy and grabbing personality to the outside world. It would be such a great advantage for the island to turn this image around and show that we care about everyone not just the people who make millions.

Im not sure if my thoughts have been registered. I would love to see Fort Regent developed by Abundant Life Church and Jersey Community Church as a community centre available to all. Old and young alike will feel valued as will those who are poor. They would do a great job in the centre of the Island

The idea of a community centre in the old Fort Regent swimming pool is excellent. The perception of Jersey to outsiders is not good right now and it would be fantastic if the first thing that visitors see overlooking St Helier is a place dedicated to helping those who are hurting regardless of their financial status. "Money can't buy you happiness but it does bring you a more pleasant form of misery" Spike Milligan. And who better to serve the community in this way than Abundant Life church the inventers of the world's best pitstop for the ITEX walkers.

Provided the tax payer isn't expected to pay for all this abundance

The EDAW report had many good ideas but Fort Regent could contain a housing development - a walled city .

The redevelopment of the swimming pool is close to so many peoples heart. Why not let the churches take it over? Both Abundant Life church and Jersey community church have done incredible jobs already in renovating the buildings they have. They have engaged with the community at so many levels and have both outgrown the buildings they have. Because of the heart that lies behind all they do I reckon they could have an even great er community impact that will outlast any of us.

See my answer to Q 29!

It is extremely unlikely retail will continue to grow as it has. The age of credit card fuelled shopping is over.

Question No 30: Key areas of change**b: Agree**

Removing traffice and parking to the periphery is an excellent idea. Development of alfresco dining should be encouraged to create user friendliness of the town centre.

The Parade could be a real oasis in a busy area if the road infrount of the hospital and the road bisecting the top and bottom sections of the Parade could somehow be doneaway with it would reduce the noise both for those in hospital and those in the Parade and make it a much safer place for young and old alike.

The proposals listed makes an impressive programme which will create a positive regeneration of St Helier and its environs. The structure of the proposals are broad enough so that planners architects designers and others in the creative professions can work together to conceptualise and produce high quality schemes specific to the character of an area but with a 21st Century interpretation where appropriate. One of the proposals mentions redevelopment of Ann Court area which includes a new car park. Since this area is a densely built area would it be more in keeping with a new residential district around the perimeter and a central public square or 'pocket park'? The outer lying areas around the ring road system are mainly residential therefore is it feasible for new car parks to be built on this outer edge of town for commuters and shoppers; if so perhaps create safe tree-lined pedestrianised routes in to town? Proposing to redevelop the existing buildings fronting the Esplanade into housing or office use seems to conflict with West Park's developing status of seaside exuberance; would it not be still further reduced if more offices or residential units are built rather than introducing schemes that would enhance the seaside tradition thereby over time will be described as having 'seaside exuberance'.

see question 29.

There are obviously far too many points to comment on each one but I would stongly agree with the use of Fort Regent as a church run centre that would reach out to the whole community and that could potentially be a beacon to the island. The 2 churches currently wishing to take this project on are well established fast growing and responsibly led bodies that have the potential to create 'the heart' of what Jersey needs and something that would be tangible to those from all walks of life.

It is however very difficult to be able to give such an overarching reply to so many different questions. This should have been broken down into separate parts. I have been involved in the recent proposal for the use of the Fort Pool as a church community centre and it would help provide extra use and footfall for the Main Fort facilities as it would work in partnership for community benefit in many ways.

It would be great to see some real investment in some of these areas. I'll be surprised if much is achieved in the next ten years.

With population control in mind many of the proposals could be to the betterment of the town.

We are concerned about higher density.

Only if it is High Quality as promised. And as long as the open spces do materialise and aren't subsequently turned into more offices.

Fort regent facilities need improving. Obvious place for sports facilities. Why is office block by tunnel roundabout / green street car park still empty? No demand?

Question No 30: Key areas of change

c: Neither Agree or Disagree

Some good some bad

There are about 34 bullet points here. Some are sensible some are pie in the sky . I do't have time to go through all!!!

Urban Regeneration Review

This is a large wide ranging list which requires specific consideration of each individual proposal .

Zoning and segregation of uses must be avoided wherever possible. Mixed developments i.e. a mixed town with shops offices residential etc. bring vibrancy and variety to individual parts of St Helier and this should be encouraged.

Again too wide a range of options to give one simple answer.

Agree with most proposals except that: 1) The Esplanade Quarter caters for a massive office development when offices are unoccupied elsewhere in St Helier. 2) Disagree with proposal to sink Route de la Liberation and putting carparks underground. What about global warming and rise of sea level? 3) Disagree with relocation of harbour to La Collette and development of land reclamation between the breakwater arms - with present recession will 600-800 new homes be needed?! ever?

I would really love to see Fort Regent pool developed as a church community centre. Abundant Life Church and Jersey Community Church have the same view of reaching out to the most vulnerable in our community and bringing people together. They already do a fantastic job. Our whole community could be brought together with the added benefit of people feeling valued and cared for. What a wonderful opportunity

I strongly agree with some of these proposals and strongly disagree with others. How can one answer major questions like these many of which are very important to the general public with one answer. The questionnaire has not been designed to get views about detail and therefore it defeats the objective of having a questionnaire in the first place. A tick box next to each point would give the general public a genuine opportunity to give their views. This is just a gesture to say that the public have been consulted. I am not sure that there is any point in answering any further questions as this questionnaire has been extremely time consuming and frustrating to fill. I cannot imagine that you will have many folk patient enough to get through it.

Question No 30: Key areas of change

d: Disagree

Sinking of the road is too grandiose and the outline of the roofscape is too monolithic and characterless.

EDAW failed to recognize the value of the Pier Road car park! The swimming pool should be removed to enhance the landmark and heritage value of the Fort. Conference provision should not provide a conference hotel . The Western Gateway would be an entrance to an underpass and defeat the objective.

Although it has been suggested that consultation has taken place I do not believe that the general public are aware of the implications to the proposals.

Far too much hurried development without careful consideration.

Modern regeneration is mostly ugly.

Except for increased parking at Snow Hill better facilities Colomberie. All proposals for Fort Regent are very dull. No need for new 'gateway to west' St Helier is not a walled city.

Question No 30: Key areas of change

e: Strongly Disagree

Not sufficient interest to make it work

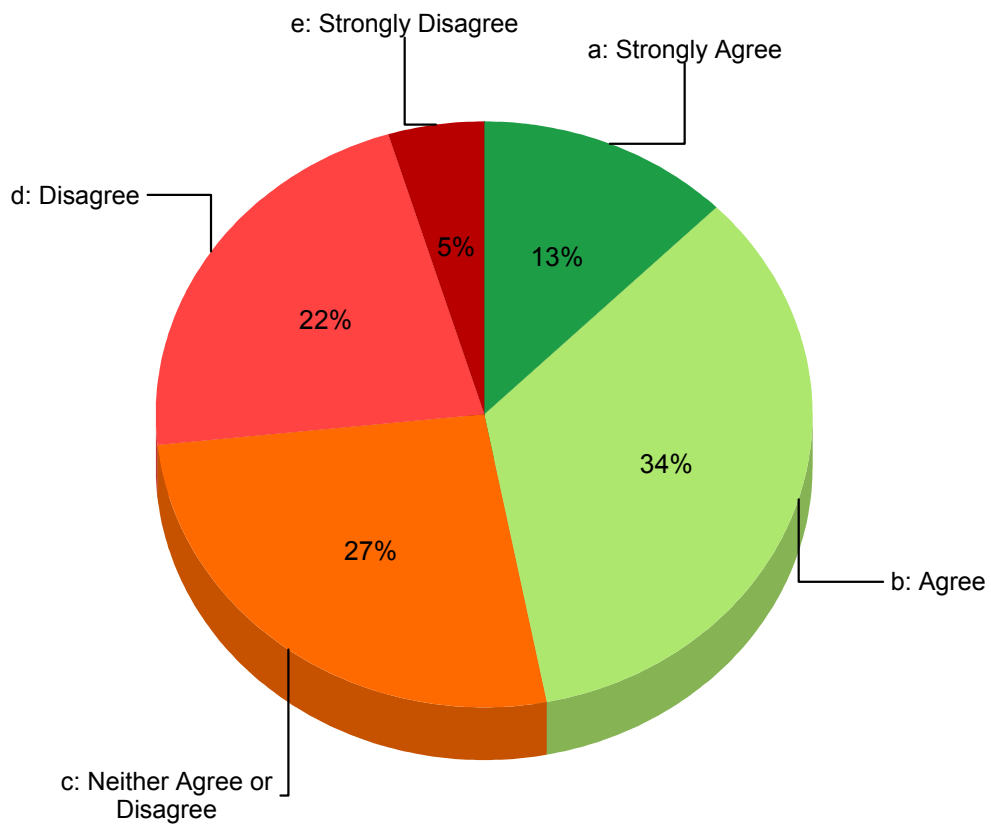
Strongly disagree to 5.6.2.8 Sinking of Route de la Liberation.

Disagree to sinking of Route de la Liberation. Why has this been passed without residents referendum?

All the above apply for there is no economic study of what will practically work. As stated before EDAW is superficial only it does not address the practical reality of what is possible. The parking and traffic statements remain obscure and lead one to suspect that extended pedestrianisation lies at the heart of the strategy although not formally stated. All that is being done here is a restatement of EDAW in a different document. Chamber has never accepted EDAW as a conclusive study and this document gets us no further forward. Chamber has already lodged a series of questions and objections to these proposals many of which are simply rehashed from before and the questions raised remain unanswered because no sustainability footfall or funding studies have been completed. All these issues remain to prove viability or otherwise of proposals.

Question No 31: Redefining the town centre

Do you agree with the proposed redefinition of the St Helier town centre, as set out in the Green Paper?



■ a: Strongly Agree	8	13%
■ b: Agree	22	34%
■ c: Neither Agree or Disagree	17	27%
■ d: Disagree	14	22%
■ e: Strongly Disagree	3	5%
Total:	64	100%

Question No 31: Redefining the town centre**a: Strongly Agree**

Town park long overdue.

As per EDAW report particularly the Old Town - the heart of the Island.

Yes in general. Replace all those unsuitable Pelican Xings with Zebras!

Question No 31: Redefining the town centre**b: Agree**

As stated in greenpaper.

But no tall or high density buildings.

As has been shown the character of the town is bound to change following the Waterfront development and with the moving of business to this new area newly-empty buildings would be well used as residential housing.

While there is no certainty in the attraction of retail outlets in conjunction with tourism St Helier should be encouraged to be a 'boutique town' to encourage visitors for shopping.

Obviously there has been some considerable thought put to better retail areas.

Whatever happens there's an urgent need either to help local retail outlets compete more competitively on price (and service) with Internet retailers or to get ready to manage the inevitable contraction in local retail activity. Shopping in St. Helier has become a less pleasurable experience than shopping online - and a more costly one too.

It is assumed that section 5.6.2 - St Helier Waterfront and 5.6.3 - La Collette the commercial port and inner harbours is inclusive as well the obvious section 5.6.4 – the town centre and retail development in St Helier in the above heading. If so this makes for an ambitious interesting and very involving long term series of developments over the coming decades. I would suspect a strict monitoring procedure of each area of development would be undertaken in order that as concepts develop any new technology that becomes available design processes and testing of criteria etc. are analysed stage by stage. Although each scheme will be unique to its site perhaps a thread of commonality may weave its way through all developments. Of course the opposite view may be preferred i.e. developments as they progress may be designed to reflect their own characteristics creating an individuality or linking in with site features or its immediate surroundings which may dictate certain directions in which way the development/s evolves.

Question No 31: Redefining the town centre**c: Neither Agree or Disagree**

Urban Regeneration Review.

A town should grow. It's not possible to start from scratch - except on the reclaimed land where it is a mess.

The town shopping area that is now should be given precedence over more shopping in West of Albert.

I am not sure that the redefinition is clear. I have read this through twice and I am not clear on what is intended here.

The current St Helier shopping area is dysfunctional being long and thin. Rather than elongating it further by improving Columberie the Town centre should be encouraged to become square in shape.

The most logical location of the Town Park is obviously at the Waterfront. A somewhat less ambitious Business Quarter should be located at the Gas Place which location would also allow somewhat taller buildings. The trouble free passage in between the old town and the Waterfront can be achieved by building the propped tunnel and the underground car park should be reduced in size. The switch of the location of the two projects as here suggested would shorten the completion time for the Waterfront project and the affect on traffic daily life in St Helier and on tourism would be less severe. La Collette is not the right location for the incinerator especially if in the future the Commercial Port was to be located there. Also the smell and the downfall of dust from an incinerator in this area would under the summer season hit the Waterfront and the proposed development in the Elizabeth Harbour area and as a matter of fact the whole of St Helier.

I am unable to comment on the proposed redefinition of the St Helier Town Centre as it is unclear what is proposed. Equally I am struggling to understand why there is a proposal for more retail outlets close to Esplanade Square when the development will be predominantly Office accommodation.

...as it's not clear what is intended. Please stop trying to be all things to all people

Again too wide to give a simple answer

If this is agreed by the retailers.

A matter of opinion item by item.

Question No 31: Redefining the town centre

d: Disagree

How can anyone agree with this? It is so unclear that it sounds like a politician avoiding a difficult question! Just where is the redefined primary retail area going to be? And where is this new specialist retail focus being developed at Liberty Wharf ?

Imposing use zoning's has been shown to sterilise urban areas and can have severe detrimental impact on diversity or the urban experience.

As Q. 30 for reasons stated just an inconclusive EDAW rehash.

Retail floorspace has changed to fewer larger units and out-of-town large units. Moving the harbour facilities is a huge and risky investment.

Too much weight put on efficiency and economics allowing destruction of character.

Should encourage several competing 'hubs'.

Flexibility and mixed developments are believed to be the vital goal for a vibrant town centre particularly with retail is at odds with this aspiration particularly when considering the regeneration of a town centre.

Unnecessary.

Question No 31: Redefining the town centre

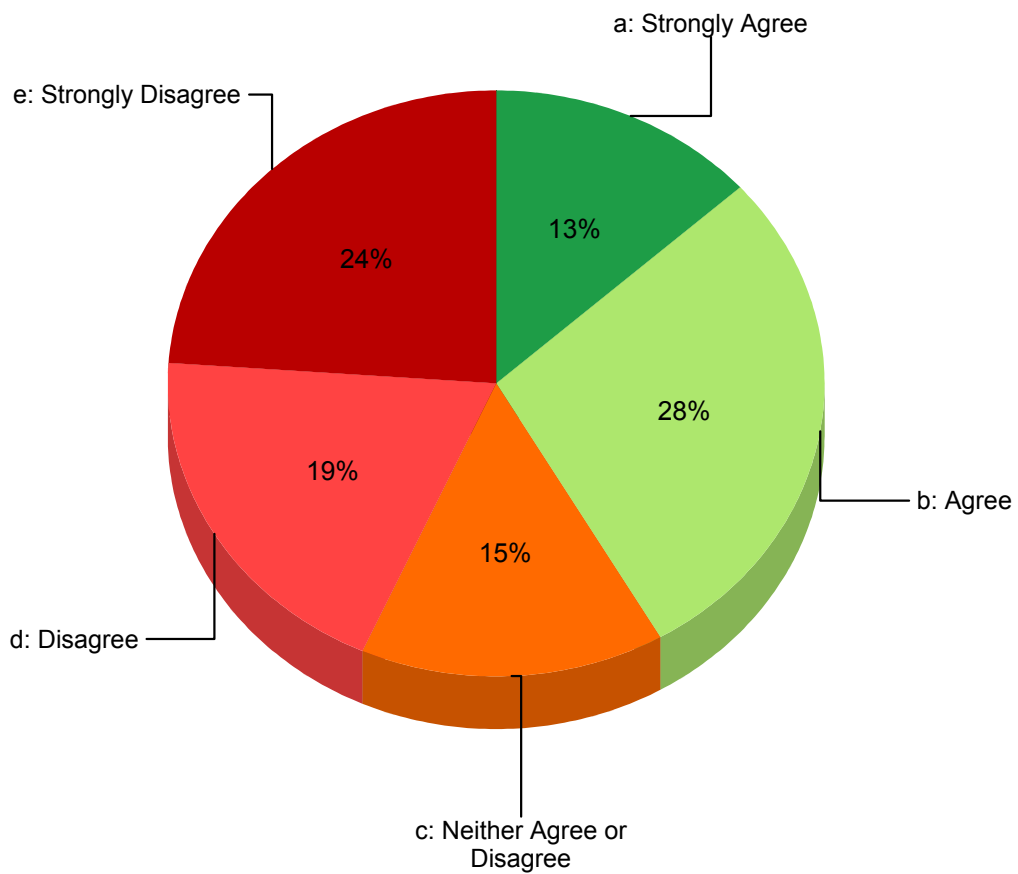
e: Strongly Disagree

Its too late it is likely to be 2nd or 3rd rate location

The old abattoir is now ghastly. Not to streets square offices etc and NO to sunken road. Housing yes on small local scale.

Question No 32: Compulsory purchase powers

Do you agree that the States should use its compulsory purchase powers, to acquire land for development where a voluntary purchase agreement cannot be reached, to assist with the redevelopment of land in St Helier?



■ a: Strongly Agree	9	13%
■ b: Agree	19	28%
■ c: Neither Agree or Disagree	10	15%
■ d: Disagree	13	19%
■ e: Strongly Disagree	16	24%
Total:	67	100%

Question No 32: Compulsory purchase powers**a: Strongly Agree**

Provided this replaces the squalid bedsits with decent accommodation for LOCALS.

Linked obviously to ultimate use and with protection for sellers and only at sensible prices that reflect usage not silly prices like the Ritz Continental CTV Les Sqendes Sunshine sites - bought with public money at higher costs than private sector would pay.

Without compulsory purchase the full potential of the town's redevelopment will not be achieved.

How else can the land be obtained.

The States have not been prepared to use their powers in the past where the benefit to the community is proven.

Question No 32: Compulsory purchase powers**b: Agree**

At last resort.

Yes as a last resort resort and on a case by case basis.

Where appropriate.

The assembly of land acquired by the States in order to produce a considered plan for the strategy of St Helier would seem reasonable. However there should be an appeals process to this to allow owners/occupiers a right to disagree and challenge any decision that is made over half their property.

Until the question is properly defined and one can see how owners' rights would be protected in any process to say whether one agrees or disagrees simply is not possible.

Only very very exceptional circumstances.

In some cases i think that would not be unreasonable if it proves to be for the public good.

Only in extreme circumstances and after the most thorough debate.

The States should be much bolder with CP if there is any chance of achieving .

But only in absolutely key locations.

It has to be done with extreme care

Question No 32: Compulsory purchase powers**c: Neither Agree or Disagree**

This very emotive subject would have to satisfy criteria that proves compulsory purchase is the only way. For example where a development forms part of an overall scheme that completes a designated 'district' in St Helier such as a retail / residential area. Another aspect to this is that the existing townscape pattern contains many odd-shaped or narrow plots and if the concepts proposed in the various sections of the Green Paper relating to the upgrading of St Helier are to be realised then again compulsory purchase will have to be used.

Only if important.

Once brought and left to the states often neglected.

I fully support making the best use of land wherever it may be however private enterprise must be the driving force in any redevelopment of St Helier. The Planning department have a role to play in this process by identifying uses for sites and land in St Helier and one would expect that prospective developers take notice of this when submitting plans etc. I am uneasy over the States actively getting involved by compulsory purchasing sites as some might take the view that individual developers may benefit from this proposal albeit that the idea is based on a genuine desire to improve the St Helier townscape. Furthermore I do not support the States entering into development agreements unless there is a demonstrable overriding benefit to the Public and the Island as a whole.

I don't have a problem with Compulsory Power laws - but you've got to be incredibly careful when to use them - you know what they say about absolute power.

Question No 32: Compulsory purchase powers

d: Disagree

Cannot agree with this without further info as to where and why.

Compulsory Purchase powers will not work as they have always been philosophically opposed by the politicians and the public alike.

Compulsory purchase powers should exist as a last resort for certain situations however JEF considers compulsory purchase should not become the norm for site acquisition.

It should rarely be used.

Question No 32: Compulsory purchase powers

e: Strongly Disagree

Not in pursuit of redevelopment which is going to make some property portfolio holder rich. I don't think the current politicians are worthy of this power. They may have it already but I don't think it should be used except in the islands urgent overriding interest

On principle. The States cannot be trusted to use the land for the reason for which it is acquired.

Longer term view required in this area.

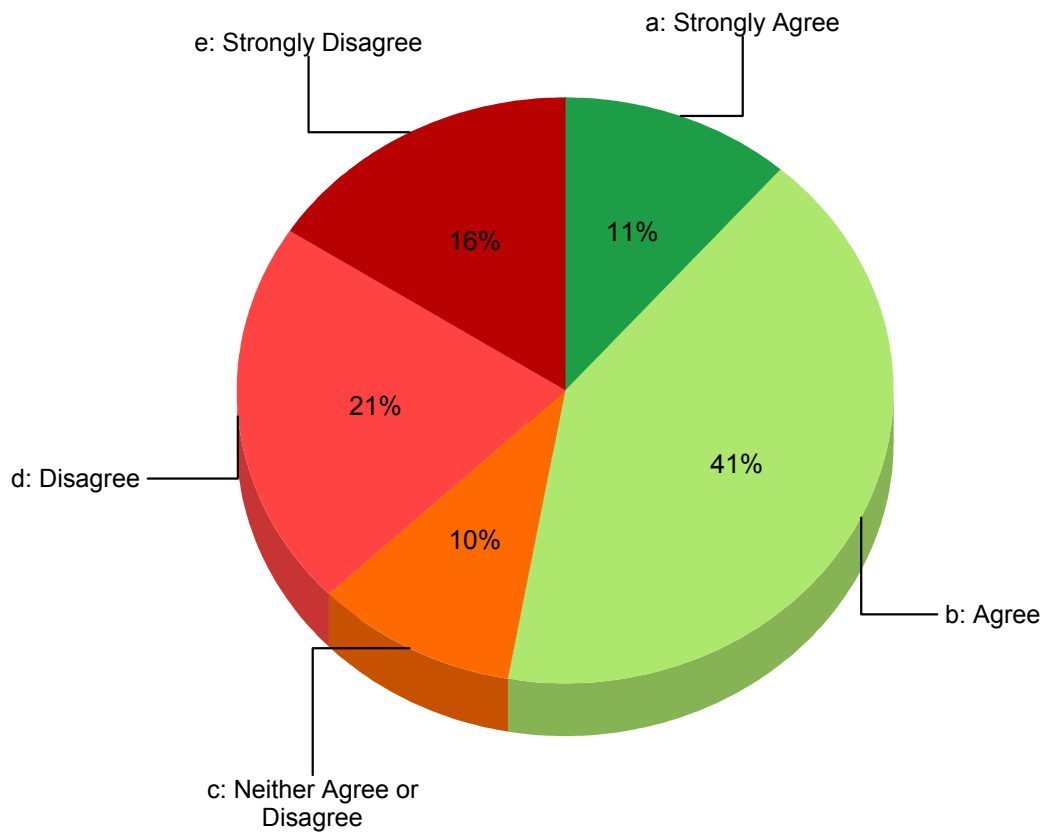
There's too much government already. Enough no more.

I've been bullied myself by the states.

Spare us please! The States track record in this area is poor (Le Geyt flats anyone?). Should only be on a willing seller basis

Question No 33: Loss of historic buildings

Do you agree that in exceptional circumstances limited loss of historic buildings should be permitted where the development would be of significant benefit to the community?



■ a: Strongly Agree	8	11%
■ b: Agree	29	41%
■ c: Neither Agree or Disagree	7	10%
■ d: Disagree	15	21%
■ e: Strongly Disagree	11	16%
Total:	70	100%

Question No 33: Loss of historic buildings

a: Strongly Agree

We should preserve those of quality but not necessarily preserve all simply because they are 'historical'.

Far too much emphasis on 'ordinary' historic buildings in Jersey. Should concentrate on quality.

This should be minimised. Parts of St Helier have a special quality which is valued by residents.

Question No 33: Loss of historic buildings

b: Agree

This has to be qualified by the fact that the historic significance is minimal and would not diminish the overall historic context of the surrounding area. The new development must demonstrate that it would enhance the area - how it 'fits in' with any existing development etc. and be of significant benefit to that area (an additional limitation?).

Carefully considered and in some cases relocation may be possible. There are few historic buildings in St Helier of any merit.

I would err slightly in favour only but the economic and social gain would have to be significant. Again not a cut and dried issue in the manner presented.

In the grand scheme of things rather reluctantly I agree. However the replacement developments should enhance the overall appearance of the area and pay attention to improvements to streetscape and to the public realm as well as to the appearance of the new buildings.

In exceptional circumstances that may well be the case but public debate must be well voiced on the subject.

As 32

Yes the plusses and minusses should be documented and if the advantage is for the plusses so be it.

If the balance of benefit/cost is well judged then OK. But would it be?

See previous comments about buildings and aspic.

Yes - balance in all things. History is good but I don't think we should let in get in the way of good progress.

Again with care.

But it would have to be exceptional circumstances.

Question No 33: Loss of historic buildings

c: Neither Agree or Disagree

Need to define 'significant'.

Not as a rule significant benefit would have to be improved.

Dangerous precedent.

It depends on the building in question. Any decision should be made by independent adjudication.

Depends on what historical buildings are involved.

Not keen to lose historic buildings so I would have to be aware of the exceptional circumstances for this consideration.

Question No 33: Loss of historic buildings

d: Disagree

This has already been done cannot see where higher density will benefit anyone except the developers.

We are not so short of space to warrant that are we?

In order to maintain the local distinctiveness of developments the imaginative retention of historic buildings can play a part in creating better developments.

The benefit would be doubtful.

This is too general a question and no example of what might be construed as exceptional circumstances. If the Planning department has identified certain historic buildings which may no longer be required then I would hope that the information would be made public. Equally I would like to know what the department class as a significant benefit to the community before commenting further.

Can't bring back that which has gone. I never rated highly the abattoir building.

Question No 33: Loss of historic buildings

e: Strongly Disagree

Once lost they can never be retrieved they add character. Any use of an old building needs to be very carefully monitored as they appear to be prone to spontaneous combustion which increases their value enormously !

'Significant Benefit' is not sufficient reason it must be overwhelming reason.

Far too few left.

No

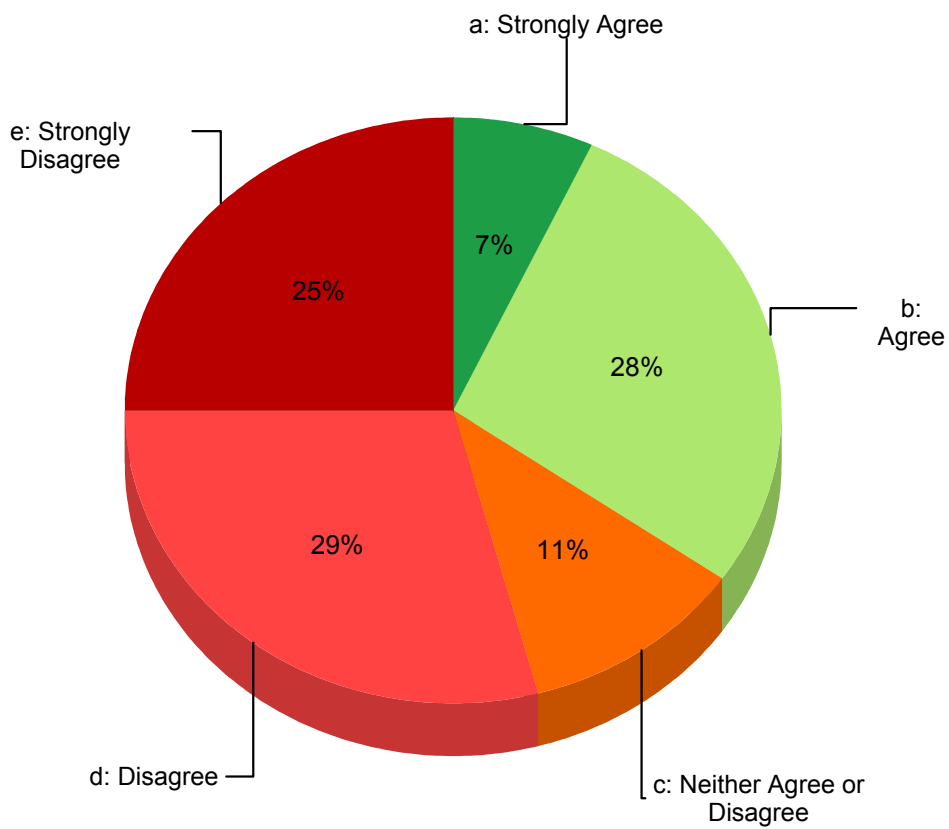
The would be dependent on the subjective definition of what would be 'exceptional circumstances' and how would you measure 'significant'? I would argue that a building of historic character would be as significant to the nature of our community as say for example a school extension or providing a community hall. Encouragement should be given to using old buildings in imaginative ways whereby they can be both preserved and given a new purpose. I am completely opposed to the using historic buildings as a shell for a new development. Developers should be encouraged to take on the challenge of working with the shape and structure of historic rather than using them as an inconvenient frontage. Need a very strong definition of what constitutes useful redevelopment. I do not think the objectives listed here are good enough i.e. retail urban living difficult sites.

What is of 'significant benefit' to the community is a matter of judgment. Decisions like this tend toward the populist view - it's easy to argue that skate parks or community centres are more value than than crumbling cottages but historic buildings are crucial to retaining the character of Jersey and we have lost far too many ordinary but characterful historic buildings already.

What is significant?

Question No 34: Urban parking and amenity standards

Do you agree that the normal requirements for off-street car parking and private amenity space should be reduced to enable higher densities in St Helier?



■ a: Strongly Agree	5	7%
■ b: Agree	20	28%
■ c: Neither Agree or Disagree	8	11%
■ d: Disagree	21	29%
■ e: Strongly Disagree	18	25%
Total:	72	100%

Question No 34: Urban parking and amenity standards**a: Strongly Agree**

Most definitely. People should be put ahead of the car and maximum car parking requirements should be imposed instead of the minimum standards currently applied. However most developments should provide at least one parking space per dwelling.

Providing they are extremely carefully designed public realm is not compromised and the scheme of quality is of high quality.

Alternative transport systems should be actively encouraged. Parking standards encourage car use.

Catering for car parking will waste land needed for housing. A much better public transport system will be required. Open areas for recreation should be provided.

Question No 34: Urban parking and amenity standards**b: Agree**

Rising costs may well have the desired outcome in any case. Better public transport would also help.

Some development sites preclude the provision of on-site parking. But that will not stop people having a car if they want one and clogging up the streets parking it nearby. Residential parking permits should be extended to all residential streets but not allowed for any newly developed site pre-identified as unsuitable for on-site parking. Instead a reserved parking space at season ticket rate in a nearby public car park should be offered for each new unit where the site precludes on-site parking.

As long as public parking.

But only where there is adequate parking within a reasonable distance.

Must not over-do reduction in car parking provision.

It is possible to reduce parking and amenity standards enabling higher density developments which are still of high quality.

Each development should be treated on its own merits but as this impacts on overall traffic modeling and availability of parking one always runs the risk of filling up car parks with residential parking to compensate which is part of the wider traffic modeling mystery of St Helier so to ask this question in its single context is probably inappropriate.

It must be assessed on a site by site basis and should be considered with an overall strategy for town in terms of linking pedestrian routes to an open amenity space.

Off street parking yes amenity space no. Cars take far too much priority. The alternatives need to be supported far more and not just paid lip service as at present.

Yes to reduce parking No to reduced amenity space.

The car for Town-dwellers must be severely cut back.

Question No 34: Urban parking and amenity standards

c: Neither Agree or Disagree

This is a key question. A balance needs to be achieved between the provision of higher density residential units and the provision of adequate amenity space. If Jersey wants to encourage town living private amenity space is crucial as is the provision of some parking facilities. This will be a delicate balance that needs to be struck.

Depends on the nature of proposals and location.

developements shoud be obliged to build underground parking facilities as a matter of course relative to size

New developments in tight urban areas would need to demonstrate that a reduction in off-street parking and private amenity space to enable higher densities to be built does not create a negative effect regarding residents in particular having access to a safe outdoor space especially for their children and of course less so though parking areas. It depends upon when developments get under way in line with the new Island Plan and particularly the regeneration of St Helier which sites become available for higher density developments their size shape etc for what purpose such as residential commercial or offices or other use and will have to satisfy all requirements legislation appropriateness as to function and very importantly that it conforms to the final and accepted new Island Plan legislation.

Question No 34: Urban parking and amenity standards**d: Disagree**

Reduce cars first.

Hardly any left as it is.

Off-street parking is essential for new/redevelopment. It may not be adjacent but there do need to be sufficient spaces. I do not approve of higher density it does not give enough space to avoid noise nuisance and space for children. This is vital for a peaceful society.

Until car use is restricted in town.

Daft idea will just clog up the streets with people driving around looking for somewhere to park .
Try allowing the developers fewer units instead it might just work

No not everyone works within walking / bus distance.

Car parking is essential for modern life.

On current car ownership levels such a reduction could lead to congestion or other problems in terms of on-street parking.

Dangerous to believe that high density accommodation is the answer.

If it means accepting more on-street parking NO because the empty streets are amenity space not car parks!

The minister would appear to be proposing lowering standards for parking and amenity where he considers the design to be excellent. This would put the ability to bend the rules within his department's discretion. Wrong thing to do! The design-led approach must not be a cover for personal preference. Establish standards and stick to them.

Question No 34: Urban parking and amenity standards**e: Strongly Disagree**

The flip flopping of planning and its minister is not helping Look at the Rex Hotel eg its apparent drop from 94 dwellings to 60 looks very good but in reality only drops 4 residents and 40 places for 218 residents is ludicrous. The legacy from a poor planning dept and a Petulant minister will not be good - we will be accused of designing and allowing slums

Higher densities at the proposed new developments will only bring problems for the future.

I do not support the view that people living in St Helier should be treated any differently to those who live in other parishes. The provision of private amenity space should be compulsory for all accommodation as families need a space that they can call their own. Part of the problem of young children wandering the streets of St Helier is that there is not enough private amenity space where they can gather and play. Also wether we like it or not people still want their own personal transport reducing off street parking will inevitably lead to greater demand for both on street parking and additional public parking.

Must provide at least 1 parking space per unit.

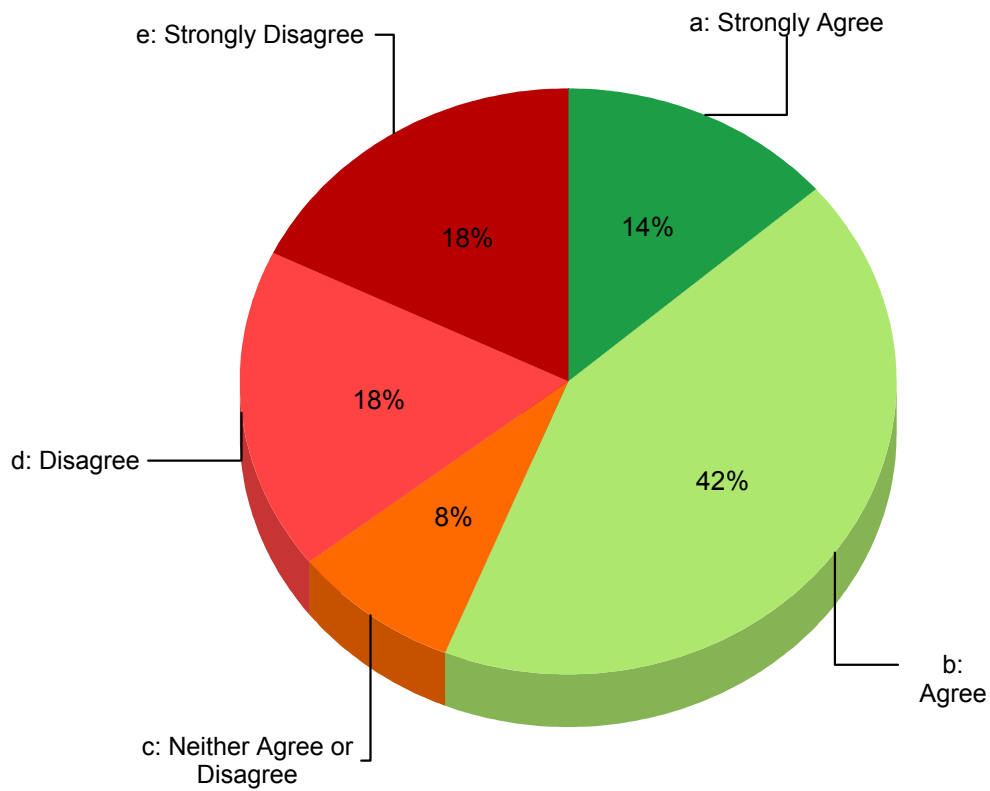
Unless you build more car parks. Higher density will only cause domestic and family problems as proved in other areas.

We must learn to live with the car.

If you plan for cars now then at a future date when we all cycle everywhere because we can't afford the petrol we can replace the parking spaces with allotments/ gardens or football pitches!

Question No 35: Tall buildings in St Helier

Do you agree that planning policy should be relaxed to encourage and enable the provision of taller buildings in St Helier?



■ a: Strongly Agree	10	14%
■ b: Agree	31	42%
■ c: Neither Agree or Disagree	6	8%
■ d: Disagree	13	18%
■ e: Strongly Disagree	13	18%
Total:	73	100%

Question No 35: Tall buildings in St Helier**a: Strongly Agree**

I have long been a supporter of such a policy - the town skyline is not particularly impressive and would benefit by such a move whilst maximising density levels.

A few good tall buildings will add to the attractiveness of the townscape not detract from it. I am very worried that the visceral reaction against tall building on the Waterfront will lead to a uniformity and blandness that is in fact alien to the way in which St Helier has developed historically - a typical and entirely predictable unintended consequence in my view.

Clearly there needs to be a regard to the visual landscape but in general good quality buildings with private amenity space would be supported.

But only if the rooms per acre is significantly increased where tall buildings are concerned.

special designs would be a great attraction as well as being wonderful accommodations.

Jersey should have some landmark buildings that reflect its status as an offshore centre of excellence.

Tall buildings in the right context would be desirable to minimise density.

Question No 35: Tall buildings in St Helier**b: Agree**

Providing proper precautions in scale design are in place.

This must be limited however in line with policy BE5 of Island Plan 2002.

But not too tall.

Within reason - no Dubai type skyscrapers please.

Provided there is no or little impact on the historic character of the Historic town scape.

Only if six story's or less.

But only up to say ten storey's ?

On a case by case basis subject to quality of design economic and social benefit.

Provided superior internal and external amenities can be delivered.

It would make sense in the first place because most sites in St Helier are of a restrictive nature. The permissions for tall buildings could be based on an assessment criteria of each proposal such as location of the site the contextual nature of its surroundings its function and in the wider context its height determined by lines of visual influence – this may provide the opportunity to introduce one or two exceptional structures say twenty storeys or more – suggesting the top third tapers to a dramatic spire piercing the skyline. If this is permitted the development would need to satisfy a very stringent set of conditions but would I suggest add another dimension to the general layout of St Helier and would increase the contrast and variety of building types. Suitability of tall building design would relate to the context of surrounding building types and the nature of the area – do they contain developments of an historic nature are they of significant value to the overall theme of the area etc. It is the skill of the designer that successfully produces the desired effect and brings to fruition a beautiful building.

In certain areas at the base of slopes.

Tall buildings can be very sculptural and for instance Dandara's first proposal for the Castle Quay was in my opinion superior to the compromised scheme that was finally approved. However I am of the opinion that the character of St Helier is predominantly 2 3 and 4 stories and that landmark sites should be selected for tall buildings and only permitted where they are of cutting edge design attention to detail and use of quality materials.

Yes; but first we have to cut back on numbers. But then pack 'em in!

a compact town = higher density. Taller buildings therefore required in some places. quote The tallest buildings generally lack quality an opinion not a fact

Personally I have no problem with 10 - 12 storeys in the right area (closer to the Fort / Pier Road?). A couple of landmark buildings would raise interest in St. Helier no end.

Question No 35: Tall buildings in St Helier

c: Neither Agree or Disagree

We agree with tall buildings for young people single people and in some cases old people but not for families.

In some locations that me be permissible to blend with the backdrop - but keep to limited height.

Depends on the building situation a bad example of poor buildings is La Marais.

The trouble is that no-one can agree on what is an iconic design.

Question No 35: Tall buildings in St Helier

d: Disagree

Clear planning guidance must be provided on the general height of buildings permitted in St Helier and elsewhere. I think that the present policy is about right and I do not believe that the present policy should be relaxed. I am not adverse to individual cases being made for taller buildings if it is deemed necessary however in each case I would expect clear evidence that there would be an overall benefit to the local community.

5-6 floors max.

There are examples of successful tall buildings in St Helier The Cedars against the backdrop of Mont de la Ville. Other tall buildings such as Cyril le Marquand House are less successful. Thus whilst disagreeing that the policy should be relaxed JEF suggests there are opportunities where the building will be seen against the backdrop of Mont de le Ville and perhaps the hills around St Helier where tall buildings could be allowed. The centre of the town is not appropriate for tall buildings and the spires of the churches should act as limit to the heights of buildings.

This is obviously a personal feeling - but I do not like the trend towards taller buildings. They are imposing and dominate and are not they way I would like designs to go.

It has for sometime been generally accepted that residential tower blocks are not desirable; further such buildings in St Helier would have a disproportionate effect on views and the backdrop and are generally seen as unpopular.

Any character still remaining would be totally lost.

It's about right now 7 stories top whack for now

Most residential high buildings eventually become slums and a breeding ground for crime.

Question No 35: Tall buildings in St Helier

e: Strongly Disagree

Why should it be necessary? See birth rate.

Policy BE 5 should be adequate.

For what purposes - purely commercial

Present tall buildings are no credit to the town or island as proved before today.

The current policy seems perfectly sensible.

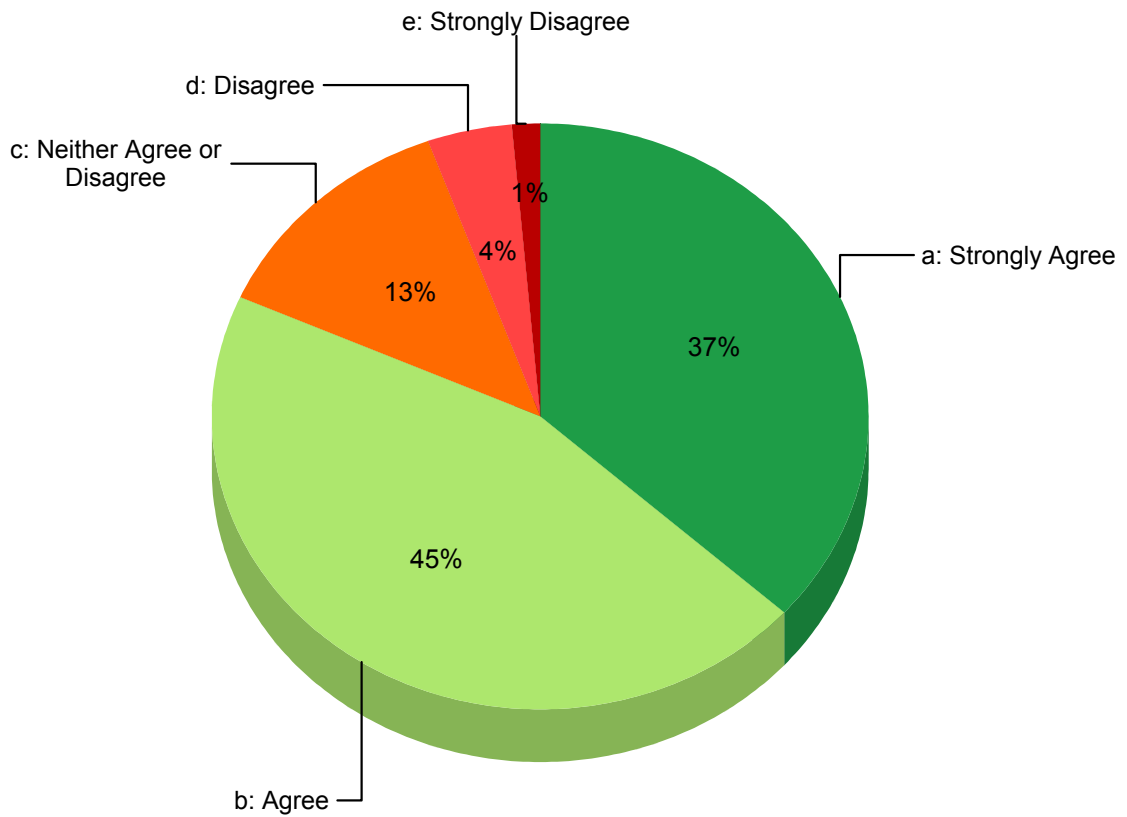
Who wants to live in Hong Kong?

We look bad enough already.

Tall buildings create shadows on the street below. They are not part of Jersey's character.

Question No 36: Protection of views

Do you agree that new planning policy should be introduced to protect the views of important St Helier landmarks from the potential impact of new development and tall buildings?



■ a: Strongly Agree	26	37%
■ b: Agree	32	45%
■ c: Neither Agree or Disagree	9	13%
■ d: Disagree	3	4%
■ e: Strongly Disagree	1	1%
Total:	71	100%

Question No 36: Protection of views**a: Strongly Agree**

A bit late for Elizabeth Castle.

Obviously

View impact and shadow should be considered.

High quality 3D visual assessment min requirement of any development over existing rooftops.

Yes it would stop huge mistakes like the new Royal Yacht allowed to be built and dwarf a historic merchants house. The Radisson Hotel blights the view of a historic castle.

Of course - we have now lost the view of the castle - which was predicted 15 years ago but vehemently denied. The policy should be extended to the whole island or developers will mess up the whole place - evidenced at St Brelade and St Clement.

All new buildings should complement existing important St Helier landmarks - and not blot them out.

All views should be protected where possible and shouldn't be limited to solely landmark buildings. Private residences equally deserve consideration when new developments are proposed regardless of the height of the building.

Absolutely look what's happened with Elizabeth Castle and please learn the lesson

Question No 36: Protection of views**b: Agree**

Tall and unsympathetic buildings right next to structures like Elizabeth Castle would be a disaster.

Careful consideration should be given to this policy so as not to introduce a policy for protection of view. The protection of view could become quite subjective within the planning process where any individual could reasonably object to a proposal for subjective grounds.

This would be a straight forward matter of producing a Zone of Visual Influence report for any new development that may potentially block a building or building group or other structure that has become a very familiar landmark. This could potentially affect the whole idea of producing a new Island Plan because it would negate all earlier sub-sections relating to Section 5 – the Built Environment! The reason being is that all proposed development's importance versus the landmark it would adversely affect. A point to think on is how it is going to affect developments regarding their use e.g. office residential etc. - finding a suitable site to fit the required development; this may cause an increasingly difficult situation to arise with an already limited availability.

At present older and more historically important buildings in the town are being swamped and blocked by new developments such as the abattoir site and the new Tourism building. On top of this we need to protect the site of Elizabeth Castle both looking out to sea and looking inland.

Where it is not too late.

Frankly its a bit late now unless you are protecting the view of a new office block on the Waterfront. Again case by case with the usual planning process there seems little point in designing in an economic straightjacket up front. Keeping options open seems sensible.

Used within reason - not ad lib.

yep - views / vistas are all important in the look and feel of an area - and tall buildings are particularly destructive to that.

Obvious

The protection of views of important St Helier landmarks is important to both the residential community and to maintain the attractiveness of the town e.g to visitors. This can be achieved within the likely environment for additional residential and office development.

Question No 36: Protection of views

c: Neither Agree or Disagree

dispersed tall buildings can enhance general views

Views of landmarks are few and far between. more important are views of the sea vistas that are open and spacious from various points. avoiding getting closed in to a concrete jungle. But you can't have good views from everywhere. The views from the top of a tall building can be spectacular.. tall buildings if they are well designed by renowned local architects can be landmarks

Not always important.

The question is - does anyone have a right to a view? Clearly careful development will allow new and exciting aspects to be explored.

Question No 36: Protection of views

d: Disagree

Are these not irreconcilable?

This misses the point. Yes we must protect views. But a tall building creates the potential for new and maybe better views from inside it. So if a tall building blocks a traditional view the trade off is to agree public access within the building to at least replace the blocked view. For example Gorey Castle blocked a traditional view but most of us would agree that the trade off was acceptable and the view from the top is better than what went before.

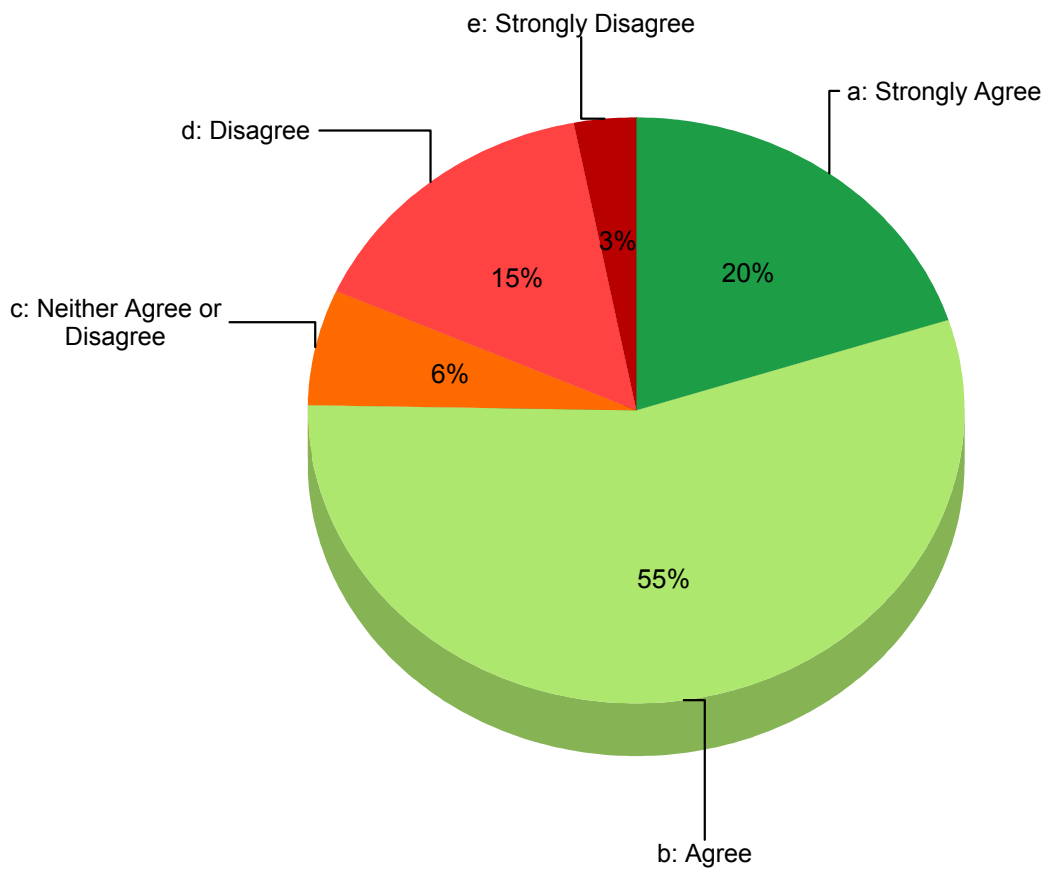
Question No 36: Protection of views






e: Strongly Disagree

If you want a view live elsewhere!

Question No 37: Traffic management in St Helier

Do you agree with a strategy of reducing cross-town traffic movements inside the main shopping areas?



	a: Strongly Agree	13	20%
	b: Agree	36	55%
	c: Neither Agree or Disagree	4	6%
	d: Disagree	10	15%
	e: Strongly Disagree	2	3%
	Total:	65	100%

Question No 37: Traffic management in St Helier**a: Strongly Agree**

This will both protect the safety of shoppers but also make the shopping area more pleasant to be in with less pollution and noise impact.

Lorries could be restricted from town between 10.00 am and 6.00pm .

This would encourage satellite parking and improve limited pedestrianisation.

Finish the ring road and site car parks inside it - keep pier road car park.

It would improve the quality of life within the town. However cross town routes will continue to be important.

Yes; cut back on the car! Ban 4 x 4s!

AT present gridlocks occur where the head of a queue joins the tail - also Traffic should not be able to travel down Columberie as a route West from 5 Oaks

Question No 37: Traffic management in St Helier**b: Agree**

The suggestion in the Green Paper of reducing cross-town traffic movements inside the main shopping areas would certainly improve the environment creating a quieter more tranquil scene; these areas could be specifically designed to be small intimate squares where people could have their lunch or just people watch. It is somewhat difficult to create the ideal spaces in a town as densely built as St Helier but if a traffic management scheme could be devised where parts of the town can become more pedestrian friendly then this is an important item in St Helier's upgrading.

Again better public transport would help.

It has already happened to a certain extent.

But there must be adequate provision for occasional shopping visits to St Helier. It is also important that the distance from shop to car/bus is not prohibitive. I regularly shop at the Central market and it is quite a hike from there to Minden Place/Sand Street or Snowhill with several large bags of shopping.

My only reservation to this question is that people need to collect shopping and therefore need to park close by . Greater thought needs to be given to the siting of public parking and the provision of sufficient parking spaces if we are to maximise the opportunities for retail outlets to flourish in St Helier.

Cutting out the rat runs would help the traffic flow and enhance the environment.

TTS would agree with this policy but compensatory traffic management arrangements must be made.

What we have now seems to be working.

The provision of carparking spaces on the edge of town make cross town traffic movements irrelevant.

Question No 37: Traffic management in St Helier**c: Neither Agree or Disagree**

To keep the town alive car parking in(or very very close to) the centre is essential. Close enough for shoppers to carry their purchases on foot so inside the ring road If you put three car parks East West and North then a strategy of not allowing cars through the centre could be acceptable. If you don't then such a strategy would be harmful

Question No 37: Traffic management in St Helier**d: Disagree**

Is this applicable in the future to the waterfront?

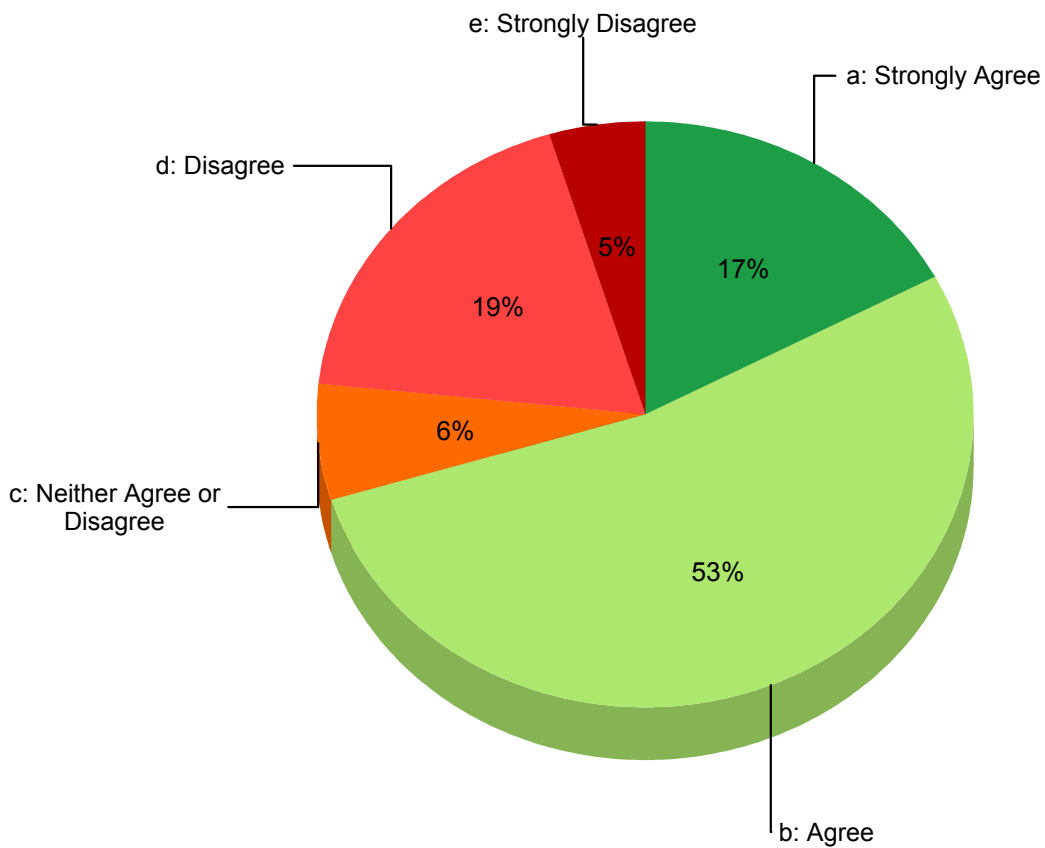
Not everyone can walk the required distance.






Question No 37: Traffic management in St Helier**e: Strongly Disagree**

As above until a proper economic assessment has been carried out with linked parking proposals the answer can only be one of personal choice without any informed science. Again we see the shadow of un-researched pedestrianisation in the question. Do the maths then ask the question not the other way around please.

Question No 38: Pedestrian priority areas

Do you agree with a strategy of gradually increasing pedestrian priority areas in the town centre?



	a: Strongly Agree	11	17%
	b: Agree	34	53%
	c: Neither Agree or Disagree	4	6%
	d: Disagree	12	19%
	e: Strongly Disagree	3	5%
	Total:	64	100%

Question No 38: Pedestrian priority areas**a: Strongly Agree**

In the main shopping areas it should be relaxing and attractive and traffic free.

Such development would be desirable and would improve the quality of life for the increasing number of town residents.

With the advent of more building in the Town area it will become more and more important even from a safety point of view to have more pedestrian priority areas provided that the decisions are made after full consultation. Without these life for those working and living in St Helier would be very difficult.

Question No 38: Pedestrian priority areas**b: Agree**

As long as it is realistic.

However one must be careful not to create dead spots as a result of over-zealous pedestrianing action.

Improvement to car parks and the ring road access before more pedestrian priority areas allowing access for deliveries and servicing.

Would be happy to see this accelerated but needs to be cross referenced with access.

But need car-parking close by or an adequate 'hoppa bus' or 'park n ride'.

It has to be so.

Although there is a fair extent of pedestrianised areas in town the possibility of extending the pedestrian priority areas are not only beneficial as regards the spaces they create displaying an air of quiet openness and increase in the light factor but psychologically they generate a confidence of safeness – they are containment spaces free of any threat of vehicles cutting through – being more acutely felt by the elderly and disabled. Also where space permits tree planting is an important element for shade and defining spatial volume grouped to form intimate three dimensional spaces within the area and providing variety of movement.

It has already happened to a certain extent.

But within reason.

Agree with principle but this will require alternative routes for vehicles to access and service the town.

Safety paramount importance for pedestrians.

Question No 38: Pedestrian priority areas**c: Neither Agree or Disagree**

Not completely.

Question No 38: Pedestrian priority areas

d: Disagree

only if you provide realistic vehicular access to the centre of shopping

Remember weekly shopping think about households.

Walking is a chore.

For the size of the town there are enough ambulatory spaces.

Question No 38: Pedestrian priority areas

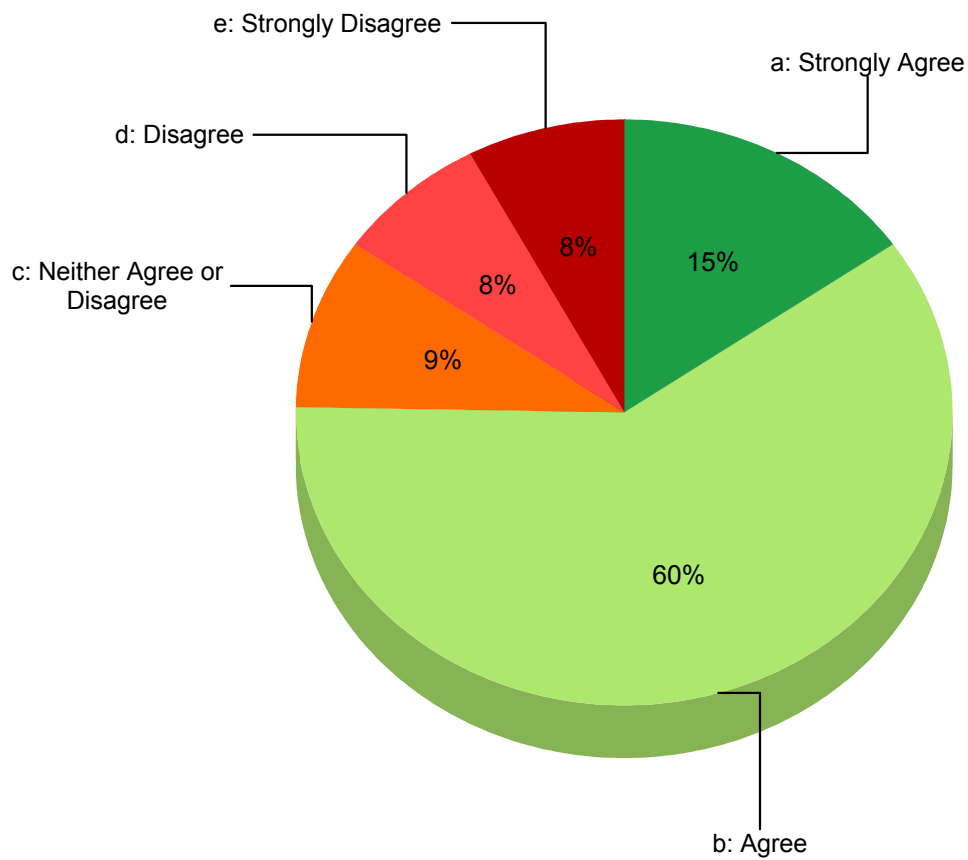
e: Strongly Disagree






As Q.37 in reality the same question.

There are sufficient and St Helier has made life more dangerous by designing crossings that have either no basis in Law and may not be recognisable to motorists thereby inviting pedestrians to cross dangerously

Question No 39: Parking in St Helier

Do you agree with a strategy of providing public car parks close to the Ring Road?



 a: Strongly Agree	10	15%
 b: Agree	39	60%
 c: Neither Agree or Disagree	6	9%
 d: Disagree	5	8%
 e: Strongly Disagree	5	8%
Total:	65	100%

Question No 39: Parking in St Helier**a: Strongly Agree**

Where else does it make sense to put them then at First tower??

because the streets should not be used for parking. Only short term stopping (2-5 minutes) should be allowed.

TTS would support this principle but recognises that shoppers car parking needs to be closer to the town centre.

See Q.32

Question No 39: Parking in St Helier**b: Agree**

Only if the car parks are built on land previously used for building purposes ie; not on green or brownfield sites.

There should be very little town centre off-road public parking to reduce congestion.

But improve public transport.

This ties in with my comment in Q30 – Key areas of change to place car parks adjacent or near to the Ring Road system and create pedestrian routes into town although this might not be very pleasant on a wet and windy winters' day. Perhaps a series of covered walkways positioned along the pedestrian routes may give some protection. The general plan view of the road system around St Helier's core is roughly oval-shaped and with minor road realignment and roads radiating towards the town's core a more precise geometry could be created. These roads I suggest would only be for the use of commercial and delivery vehicles perhaps a minibus park & ride scheme and emergency vehicles etc. The locating of car parks to keep the walking distance as short as possible could be connected to pedestrianised footpaths running alongside the roads but segregated for safety reasons.

As long as there is adequate 'hoppa' or 'park n ride' .

This would allow people living and working in Town to continue to have access to convenient parking yet keep some traffic out of the centre of Town.

Common sense and logical.

For town shopping parking should be nearest the town centre for for commuters parking could be a little further away.

As always the difficulty will be the necessary land assembly.

But not too many. We must cut back on the cars in favour of public transport.

Yes but shoppers must be able to easily return to vehicles when laden with shopping (see answer to prior question). There is too much parking provision for commuters who must be encouraged to access town by alternative means.

Care must be taken to limit the distance from these to the eventual destination.

Not for commuters who should use public transport.

Question No 39: Parking in St Helier

c: Neither Agree or Disagree

Sometimes too far away - have to be realistic for poor weather.

This is only part of the answer as parking must be close to shopping areas.

Question No 39: Parking in St Helier

d: Disagree

The ring road is too far out for people with shopping. You need central parking or the centre will die.

I need a car park in St Helier

Too much management is not cost effective.

Question No 39: Parking in St Helier

e: Strongly Disagree

No research has been done on footfall issues. All that has been done is to take a standard UK benchmark decide it is OK for Jersey and try and impose it in the course of deliberations. As before do the maths and then answer the question.

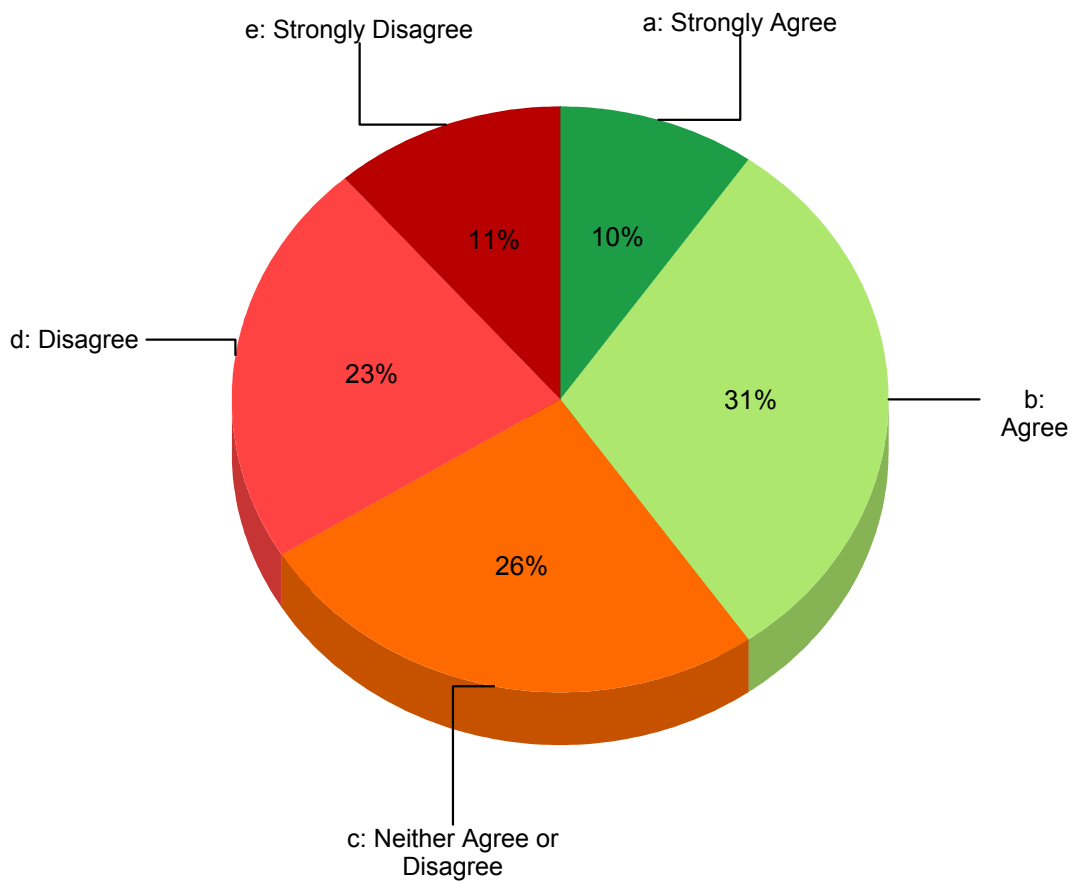
Disagree with states parking. Private multi-storey should be encouraged.

Car parks should be near wanted destinations.

Cars need to be more central i.e Minden Place

Question No 40: Settlement plans

Do you agree that separate settlement plans are not required for all of the Island's urban areas outside of St Helier?



■ a: Strongly Agree	6	10%
■ b: Agree	19	31%
■ c: Neither Agree or Disagree	16	26%
■ d: Disagree	14	23%
■ e: Strongly Disagree	7	11%
Total:	62	100%

Question No 40: Settlement plans**a: Strongly Agree**

Settlement plans will mean further loss of greenfield sites and the destruction of agriculture.

Question No 40: Settlement plans**b: Agree**

We should not put large housing developments in country areas.

Provided the Connetables have control of the social needs of their communities including housing there is probably no requirement for settlement plans outside of St Helier.

JEF agrees that with the focus on St Helier it would be a distraction to have to also produce settlement plans for other areas.

I think that the Island Plan should cover all other urban areas adequately.

Question No 40: Settlement plans**c: Neither Agree or Disagree**

Under Section 5.7 – Other urban communities para .5.7.5 it seems that the Island Plan Review will address all issues regarding settlement plans for other urban areas within the island. The aim here is to comprehensively cover all issues that arise if new developments are proposed in these settlements without the need to produce separate settlement plans. I'm sure this will be achieved the confidence in this is the level of detail the Island Plan Review: Green Paper document contains of its determination in answering the many issues that may arise during any future settlement expansions.

It may be that some areas would benefit from a detailed and localised assessment and plan.

Again this requires sensible and sensitive decision making and planning.

As long as their capacity for accommodating additional development is explored as part of the Island Plan Review

I speak for St Clement. If by creating a settlement plan it means that St Clement is to be regarded as eventually having the same population density and sprawl as St Helier I strongly disagree. However if a settlement plan is not intended to acknowledge St Clement on this basis but to help in selecting a number of local development sites I would agree. Most importantly any settlement sites should ensure that they together with any other potential sites take into account the main road infrastructure. It is all very well incrementally adding discrete settlements which in themselves have an infrastructure but when added to all the others the wider infrastructural implications have to be taken into account. For years T and T have buried their heads in the sand in this respect with the result that incremental after incremental housing development has resulted in main roads which are heavily used by fast traffic and are daily becoming more hazardous for the indigenous population.

Question No 40: Settlement plans**d: Disagree**

I think that 5.7.6 should read area-based masterplans must be considered . The remainder I'm ambivalent about.

Each area should be identified and looked upon individually.

The present progress towards Parish hubs should be maintained -- without allowing massive expansions as suggested for St Johns!

All development / growth in Jersey needs monitoring.

Need to look at Island as a whole.

The Island Plan should consider all urban areas and identify what is appropriate for each area . We cannot look at areas of the Island in isolation. Over the past the Island Plan has lacked a clear overall vision which the public can subscribe to.

TTS would require such plans to be done.

Question No 40: Settlement plans

e: Strongly Disagree

Allowing development in Parishes and other urban areas does not require a structured Planning approach.

Separate settlement plans important to preserve individual parish priorities.

Every area that has parking and traffic flow for either or dwellings commercial or retail use needs to have planning otherwise it causes problems - Look at the mess at Rue Des Pres for example it was supposed to have: No Retail !! No Housing !! Ha Ha

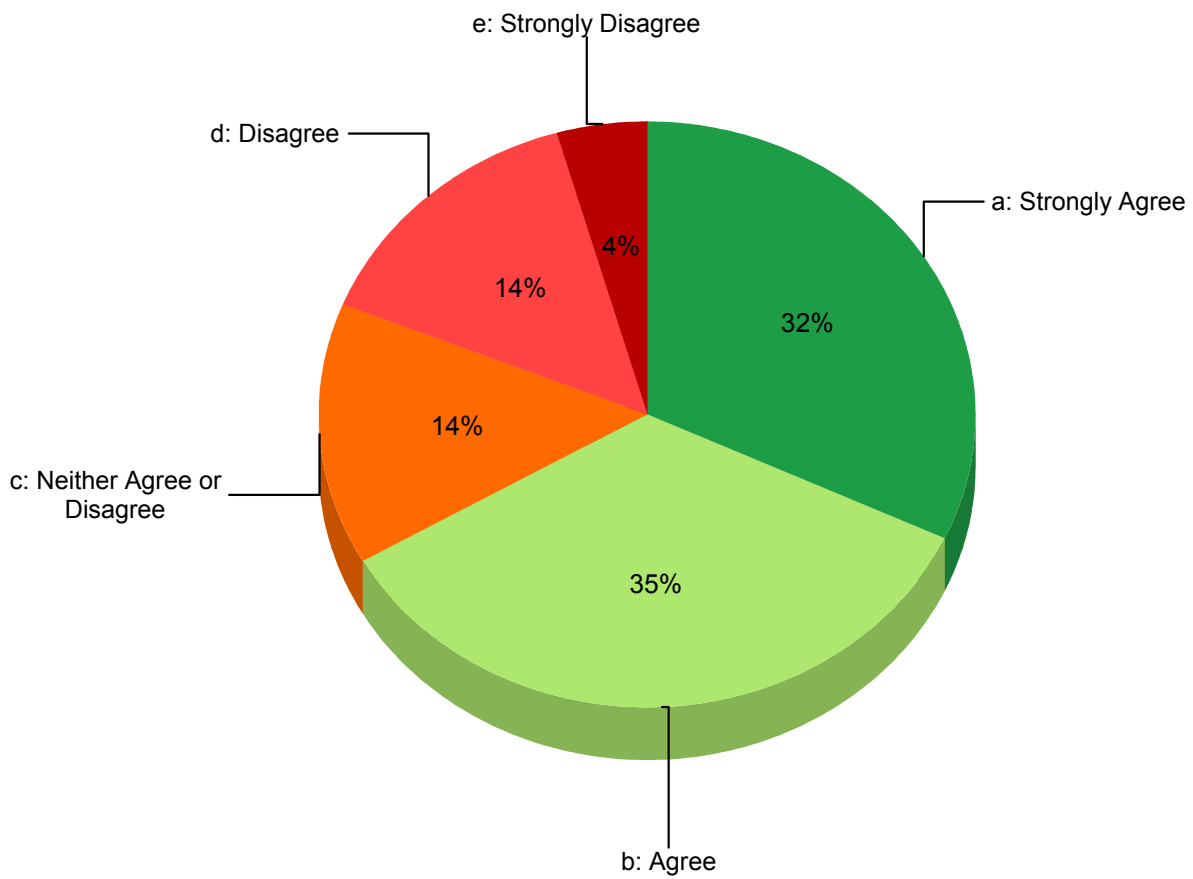
Everywhere needs careful consideration.

All areas are different.

Economic growth and change

Question No 41: Office location

Do you agree with continuing a policy of restricting office development to St Helier?



■ a: Strongly Agree	22	32%
■ b: Agree	24	35%
■ c: Neither Agree or Disagree	10	14%
■ d: Disagree	10	14%
■ e: Strongly Disagree	3	4%
Total:	69	100%

Question No 41: Office location**a: Strongly Agree**

From a practical aspect there is no need to do so. To do otherwise will lead to further unnecessary destruction of the countryside and create yet more traffic problems.

Large office buildings are not suitable in the countryside.

Office accommodation empty in St Helier

TTS supports this policy as St Helier has the infrastructure to support commercial activities.

We have a number of empty offices.

Re-use buildings.

There is adequate office accommodation available or planned within the town area. There is therefore no necessity to consider development elsewhere. To do otherwise would be the thin edge of yet another wedge.

The time has surely come when enough is enough in new build offices - refurbish the existing empty buildings first.

Question No 41: Office location**b: Agree**

Yes. However some offices in rural developments might also be acceptable.

Although office development should largely be restricted to St Helier. There is limited scope for some change-of-use elsewhere.

Not able to let all the office space currently available.

But not a blanket restriction. There must be scope for discretion.

There are already empty offices in St Helier. If the plans for the waterfront goes ahead there will be many more in the town area.

For obvious reasons.

Such a policy is both environmentally desirable and efficient in terms of ensuring that all the relevant services are available in one area.

Question No 41: Office location**c: Neither Agree or Disagree**

JEF agrees that major office development should take place in St Helier however restricting such development could increase congestion therefore opportunities for small scale developments outside the town could be beneficial. The use of restrictive zoning policies can create dead areas at some times of the day. Mixed developments where feasible will create a more lively urban atmosphere.

Is there such a policy

St Helier will remain the hub for office development in the foreseeable future; a balance between offices commercial and residential development would be the aim but if pressure from office developments starts to exceed land supply then alternative sites may have to be found – perhaps develop a business park(s) e.g. near the airport sites that may become vacant at Rue des Pres or other light industrial areas – the location for operational validity is not necessarily important because of today’s technology but all other considerations must be taken into account to adhere to the requirements of the Island Plan when new developments are proposed.

Let other factors (than government) decide.

Expanding office space will encourage immigration.

Business will in any case wish to be in St Helier but a limited amount could be done elsewhere i.e near airport.

Question No 41: Office location

d: Disagree

There is a case for office development of limited town scale inside other built up areas particularly Airport route from Airport to town and Red Houses. This will reduce traffic and congestion according with other objectives and is more sustainable.

There is no evidence of a demand for such offices ...absence of evidence is not evidence of absence. There might well be a demand but since we have a continuing policy of confining offices to St Helier it's not surprising that there is no physical evidence of a demand for offices outside . We have still not provided reasonable public transport access to St Helier for commuters. People drive their cars to work. Any of this traffic taken away from the commuting rush will be of benefit. Out of town office space will achieve this. There is less of a requirement now and in the foreseeable future for offices to be physically close to one another thanks to electronic communication. All they need is a cafe a sandwich shop broadband and PARKING.

No! I fear we have to continue with the commuter race into Town each morning but we need to promote much more FLEXIBLE WORKING HOURS.

There are a number of urban areas where the provision of office accommodation may be of benefit to the community and the Island as a whole. Why not remove some of the pressures on St Helier by locating office accommodation in some of the more built up areas such as St Breilade.

I believe that opportunities to allow small scale offices from the conversion of existing buildings in the countryside should be permitted.

Question No 41: Office location

e: Strongly Disagree

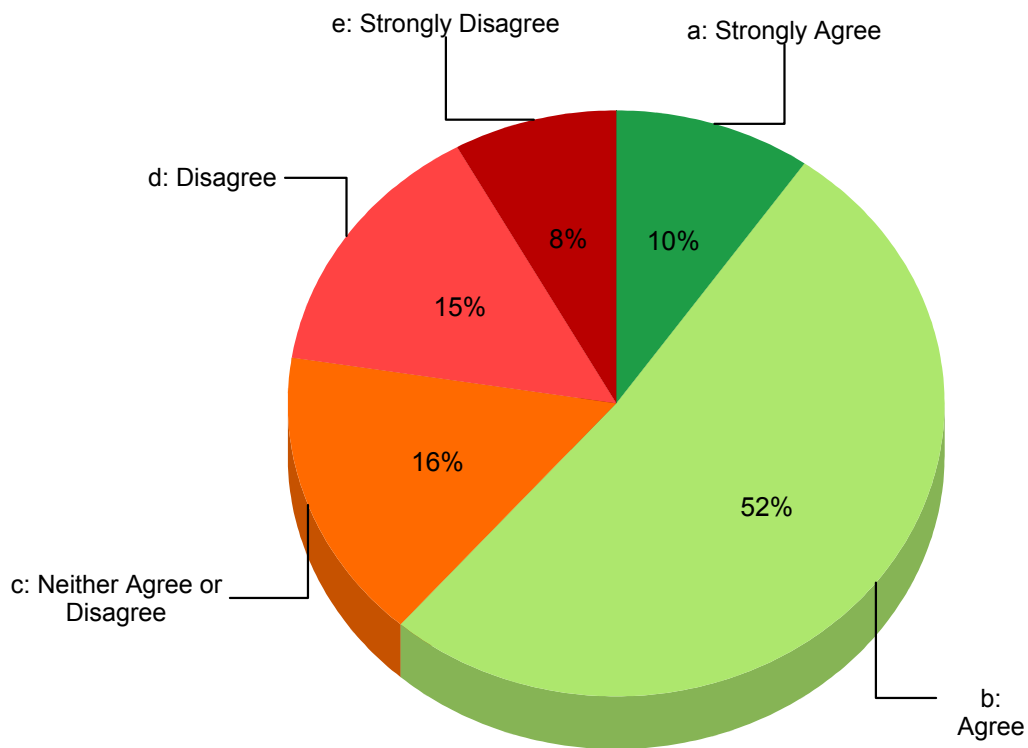
Limited office development needed to reduce commuter congestion / car parking.

Surely again why design in an economic straightjacket not to mention the potential impact on existing property holders. I hardly think any property holder or business will agree to a policy that automatically devalues their investment and it borders on the outrageous to suggest so. We have a planning policy to deal with issues on a case by case basis. Yet again we are being asked to consider an economic straightjacket that on this occasion borders on being a human rights issue.

No this is irrational. Why not more at Les Quennevais/St. Peter (the Technical Park?) to ameliorate the commute? With modern technology there is no specific need to put all the offices in one place. Look and learn from the concentration of schools at Mont Millais/St. Saviour's Hill

Question No 42: New locations for light industry/warehousing

Given the demand for additional light industrial/warehousing land, do you agree that the Island Plan should identify new sites to enable the provision of new light industrial/warehousing premises?



■ a: Strongly Agree	6	10%
■ b: Agree	32	52%
■ c: Neither Agree or Disagree	10	16%
■ d: Disagree	9	15%
■ e: Strongly Disagree	5	8%
Total:	62	100%

Question No 42: New locations for light industry/warehousing**a: Strongly Agree**

Given the loss of commercial sites for housing and the limited capacity of the existing industrial sites then expansion of the existing sites should be explored thereafter redundant glasshouse sites on main roads should be targeted.

Very short in supply would help diversification.

But any identified site should ensure all infrastructure is available for its use.

Only on brownfield sites

Question No 42: New locations for light industry/warehousing**b: Agree**

One prime location could be land adjacent to the airport.

On brown field sites

Diversification of business is important.

Sites should be found where redundant buildings exist.

But not on green or brownfield sites.

Yes but on which sites. Better use of Rue de Pres could be made.

Where existing light industrial / warehousing that may as directions in business structure / expansion changes become inappropriate new sites that fulfil the requirements of businesses existing and new would give the opportunity for premises to be set into parkland type of suitably screened locations. Some of the existing sites do need tidying up to say the least and most are located in rural areas which only exacerbates the problem – this contrasts with the harbour areas where warehousing is part of the normal 'scene' and activities of shipping and port life. It is hoped if sufficient land is found to accommodate existing and new businesses that these will be located and grouped according to their type of operation with strict requirements for screening noise reduction baffles etc.

La Collette has the potential to provide much land for this use. As above JEF believes that concentrating all such uses in particular areas has the potential for damaging consequences such as traffic generation therefore opportunities for some uses around the Island provided these are not bad neighbours should be explored.

The Chamber of Commerce is aware that there is a demand for large modern light industrial with high eaves level with good links to the port. Although this demand is not great in terms of numbers of occupants it is large in terms of area. The demand currently exists and the current provision of change of the use of agricultural buildings is not meeting the requirement.

Will these new sites be in the green zone? There are already neglected buildings and sites available.

Yes - but as close to the harbour and the airport as possible.

On a limited basis but taking the view that expansion in any form needs to be strictly controlled.

They are needed but should not be in the country. At La Collette or in conjunction with the new harbour if it proceeds is ok.

Would maybe help young entrepreneurs to make a start.

Whilst I agree with the concept new facilities could have a huge further detrimental affect on the quality of life and thus before any such development is considered a proper traffic management strategy and infrastructure improvement plan needs to be put in place. As it is however too much of this type of activity is being allowed into the countryside on a piecemeal basis in the guise of 'dry storage' which needs to be controlled much more stringently.

Yes to reduce traffic.

The Plan should facilitate broadening of the Island's economic base.

Only when there is an unavoidable need and only on brownfield sites.

Question No 42: New locations for light industry/warehousing

c: Neither Agree or Disagree

Only if this can be done without further encroaching on greenfield sites or ecologically sensitive areas.

Warehousing is required and should be supplied close to the harbour and to the airport. The emerging plans for the port area are crazy and should be stopped dead. To move warehousing away from the harbour in order to build housing there is ridiculous. Especially if you then put it somewhere in the island that requires large lorries to a) fight their way through the Streets of St Helier and then b) bash their way down the quiet lanes of the countryside

The airport would be good for such development also the reclamation area.

We mustn't worry - 1st Oct 08.

No view. Low priority issue.

This has to be subject to good neighbour issues & reduction of large vehicles in the rural areas.

Question No 42: New locations for light industry/warehousing

d: Disagree

Stick to the ones we have now.

Not really we are fast becoming a knowledge economy and should concentrate our efforts in those areas - we should concentrate warehousing on town periphery to reduce journeys by HGV's

Concern regarding growth of this industry. Re-use sites.

Question No 42: New locations for light industry/warehousing

e: Strongly Disagree

Light industrial - what can be made cheaper in Jersey than in China?

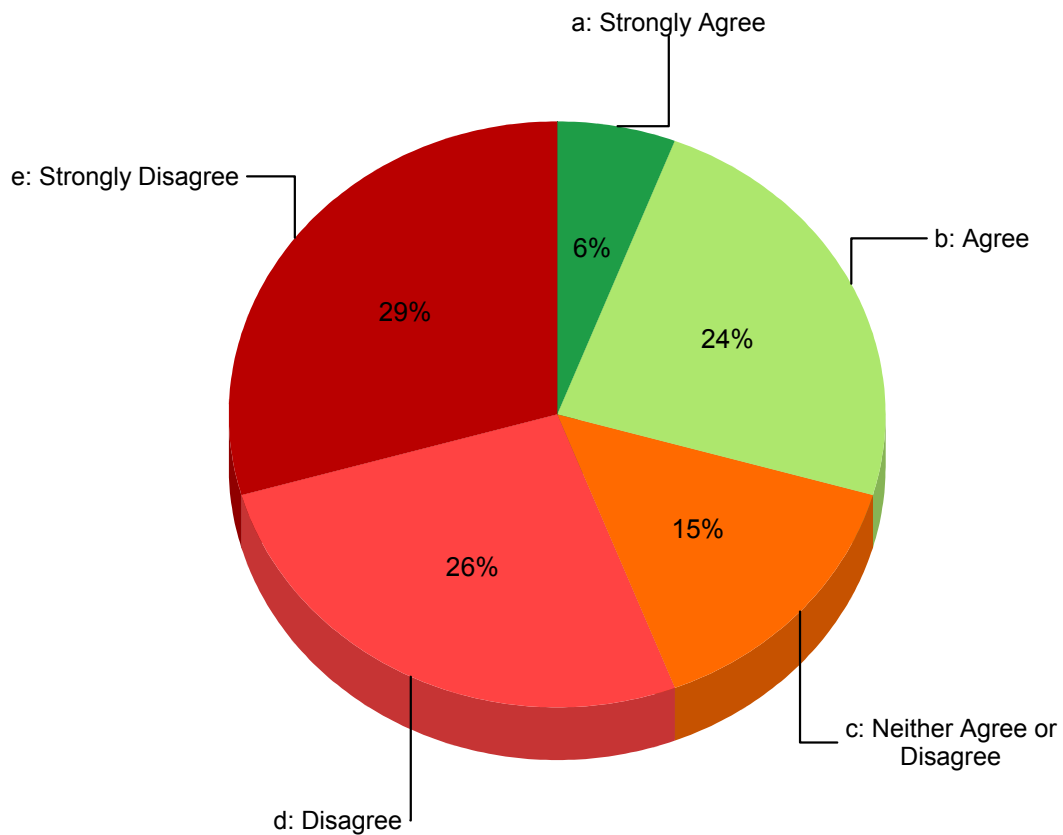
Adequate land fill and existing utilised site available for next 5 years.

La Collette is a natural.

Sites already exist and were heavily subsidised originally - They used to be called Farms or Growing areas. Many of these ridiculously low loans were never repaid properly once the premises changed use> One farming friend told me about a super duper new dairy unit (built with an Ag& fish Loan) that suddenly became uneconomic and was very easily converted into appropriate buildings for a camp site - was the loan recalled. Were any loans linked to the business or premises remaining as they were or not being sold before repayment. Housing loans had simple clauses in them for much smaller amounts!

Question No 43: Justification for new retailing floorspace

Do you agree that the Island Plan should actively encourage the development of new retailing provision?



■ a: Strongly Agree	4	6%
■ b: Agree	16	24%
■ c: Neither Agree or Disagree	10	15%
■ d: Disagree	18	26%
■ e: Strongly Disagree	20	29%
Total:	68	100%

Question No 43: Justification for new retailing floorspace**a: Strongly Agree**

But this retailing development should be in St Helier.

Competition needed to bring prices down and obtain variety of goods.

Competition is too low with only 2 retail food outlets - food quality is also poor

There are two separate considerations here which often get confused (I believe deliberately on many occasions): 1 the number of retail OPERATORS which needs to be increased to increase competition 2 the number of retail OUTLETS which needs broadly to be kept in line with increases in demand If we have sufficient outlets to satisfy demand but too few operators to facilitate competition then we need sufficiently robust competition laws to force the sale of existing outlets to new competing operators.

Question No 43: Justification for new retailing floorspace**b: Agree**

This should be done at the appropriate time.

JEF supports the conclusions in the review document that there is no quantitative grounds for more food retail space but that there may be a case to provide greater diversity of offer.

Break up the Le Riches / Co-op monopoly.

The main emphasis is to increase the number of qualitative food outlets and if possible for expansion of some existing food stores to increase their ranges. There has been suggestions for increased food outlets in the budget range of foodstuffs which I think would not help in promoting healthy eating. Cheap food usually means they contain more fat salt and other ingredients to make them more palatable and since there is quite a serious obesity problem in Jersey to me it would be unwise to encourage budget food outlets. It could become a real health issue where increasing days off work becomes an issue! The weekly food budget need not be affected – quality foods have higher energy-giving levels and better health-giving properties one just requires less intake 'less is more' as the well known saying goes.

More competition in general retail is a good thing.

Only somewhat. Iceland is good. Bring in ALDI OR LIDL

I strongly believe that the Island would benefit from good competition in the food retail sector and competition has always been good.

What we need is competition from a major supermarket group. You don't have to actively encourage it just permit it. If the demand is there the competition can only be good for the consumer. A new store doesn't have to be in the centre of town; most in the UK are not but it does have to have PARKING.

Question No 43: Justification for new retailing floorspace**c: Neither Agree or Disagree**

Why do you want all this? What is your view of the future population?

Market forces should be allowed to prevail .

Presently the case has not been made. I must ask how does this proposal fit with the regeneration of St Helier ?

The difficulty is that I don't understand the existing policy let alone what might follow from this paper. Does the existing Island Plan encourage more out of town retail? How does that fit with the rapid development of one or two farm shops that are pushing the envelope in terms of what they stock? Why does the JCRA report make me feel uneasy when I read sections that look very good indeed for a UK supermarket chain? I think emerging issues with world food production are indicating that the primary need is to ensure a fair deal for local food producers . Whatever we do on food retail should not be to the detriment of our own agriculture.

We have more than enough shops - just too expensive to rent.

We have enough.

Question No 43: Justification for new retailing floorspace

d: Disagree

More than enough choice already. Co-op has fair and ethical policies.

On-line shopping will increase and reduce the need for more floorspace.

Control the population to present level or very little increase and the floorspace needed will be limited accordingly.

Better transport to St Malo would facilitate some retail expansion otherwise existing retail space is adequate in town.

If sites are identified by developers / retailers then they should be judged on planning grounds based upon quantitative need. It should not be the responsibility of planning to actively encourage new (imported) retail provision.

No there's enough already. A trick has been missed though by allowing Spar/M&S to create smaller high cost outlets when maybe a low cost operator could have been permitted before now to diversify the offering.

If this means another large english company moving here buying more property etc not paying tax

Question is not considered appropriate.

Question No 43: Justification for new retailing floorspace

e: Strongly Disagree

The DTZ study already underwrites the point of adequacy of retail space. It is not for government to become involved in the manipulation of a market. The market will decide and we already have a planning process.

Planning Policy should not be used as a vehicle for controlling market forces. The DTZ report concluded the existing retail capacity was in terms of built provision reasonably adequate.

This should always be left to market forces. Jersey should not paly the role of big brother

It is not needed - but competition is.

Jersey is over-provided with food retailing any further provisions will just dilute the market. The Central town markets must be protected and preserved as centres of excellence in fresh food provision.

It would not grow the market but would increase the general overhead. If it was a 'super store' that sells a wide variety of goods it would kill retail in St Helier.

High risk of destroying existing business.

Not required.

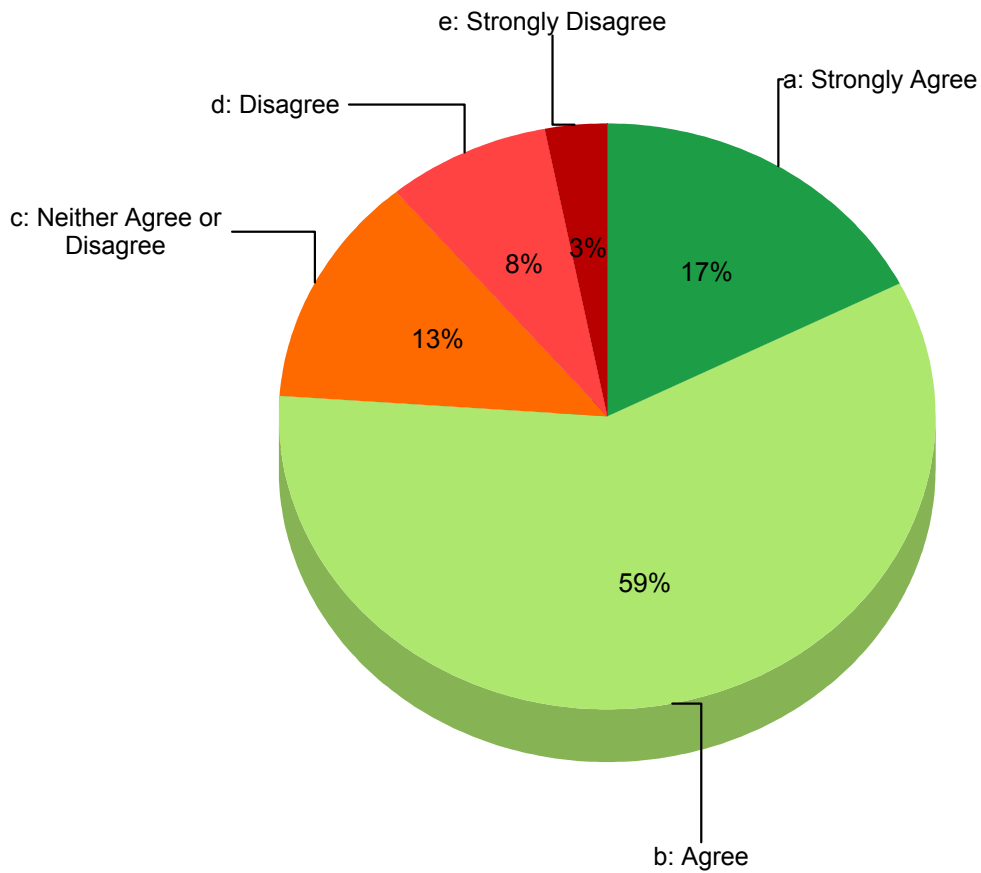
There are far too many shops already - Credit Crunch - people will not be able to borrow as much as they have been to fund their shopping habits - see what is happening in the UK .

The island plan should not concern itself with market forces simply impact of proposals.

This has been considered as separate consultation and research processes particularly in respect of a further supermarket to which debate I have already contributed. If Government continues to 'consult' the results of which are then ignored or distorted in order that the Minister does exactly what he wants to do then please let us not bother to continue with these shams. Only today Senator Ozouf has announced a consumer survey on the requirement for a third supermarket. Most will probably say that yes they want a third supermarket if it means cheaper food but in doing so will not consider the wider implications which have already been well discussed. Government is being brought into even more disrepute by its continual manoeuvrings to justify its own points of view. THE NET ECONOMIC BENEFIT TO THE EXCHEQUER MOST ISLANDERS & THE ENVIRONMENT IS CLEARLY NEGATIVE. (SEE MY SUBMISSION TO SCRUTINY IN FEBRUARY 2007). It is worth mentioning that I do not have any vested interests other than as a concerned resident.

Question No 44: Safeguarding potential retail development areas

Do you agree that the Island Plan should seek to safeguard those parts of the town that may have the potential to provide new retail floorspace that would complement and support the town centre?



■ a: Strongly Agree	11	17%
■ b: Agree	37	59%
■ c: Neither Agree or Disagree	8	13%
■ d: Disagree	5	8%
■ e: Strongly Disagree	2	3%
Total:	63	100%

Question No 44: Safeguarding potential retail development areas**a: Strongly Agree**

Obviously.

The key words here are to compliment and support the town centre.

St Helier must remain the centre of retailing in Jersey.

Keep the town centre buildings suitable for retail floorspace to keep the town vibrant and inviting for shoppers.

Question No 44: Safeguarding potential retail development areas**b: Agree**

Logical

It is essential that any new provision of retail outlets should not set up as an alternative shopping area but be linked to others. Whilst we believe that there is an argument for market forces to prevail there are also strong arguments for ensuring that land and space is safeguarded for retail development.

There is a lot of urbanization without supporting commercial infrastructure rents should be low to encourage new commercial activity.

Focussing on St Helier as the main shopping and retail area of Jersey it makes sense to allocate land for future retail development that would support and enhance the town centre. A very close watch on how pressures from potential or urgent needs from office and residential developments in particular are going to affect the retail sector if potential land for retail in the town centre with its likelihood of longer lead-in times has been proved by earlier research to enhance and benefit St Helier. Also one has to consider the very limited availability of appropriate land for customised or specific uses its location type size shape etc. within St Helier where and what types of development will go where say over the next fifteen to twenty years putting a block on other types of development that are not in accordance with the settlement pattern of existing uses such as office districts residential and of course retail – how new outlets fit in and compliment existing retail areas.

Increased Flats in Town will mean that people will need more small Food Stores.

If the need can be shown there are many empty premises already.

Not on a large scale.

Using local companies if possible.

Such development should be in the town area and in any event is likely to be necessary as the town population continues to increase.

Question No 44: Safeguarding potential retail development areas**c: Neither Agree or Disagree**

I believe that the Island plan should identify uses for different areas in town and encourage developers to submit plans that fulfill the criteria set by the department. However ultimately it should be the retailers and developers who should react to demands in particular areas of both town and elsewhere on the Island.

The market will decide on what is viable and what is not. Government interference merely distorts the operations of the market. We are not against support on an appropriate scale but why boundaries need to be drawn is unclear at best.

Obviously a loaded question

Existing retail areas should be enhanced. Upper story flats should be encouraged - particularly for staff.

Its a mess - sort out what we have first.

Question No 44: Safeguarding potential retail development areas

d: Disagree

Not on the waterfront.

Any such decision can wait until the next island plan.

What sort of safeguards are we talking about? Safeguards can be good but not if the hidden question is should we ban all retail development outside St Helier whilst we allow our property speculating friends to put together a collection of sites for retail development inside St Helier. There is no evidence given about which recent research speculates that some stores in the centre might close . ie no footnote no reference just an assertion. Is it accurate?

There is no evidence that planning have any thought to retain any of the character or type of mixed retail for the original part of St Helier. Plans appear to indicate that retail is now planned on the Reclamation and toxic waste reclamation site together with the relocation of the 2 markets ! Why not convert Fort Regent into a Shopping Mall - it has little other use now that the states allowed the pool to fall into disrepair and subsidised a commercial pool!

Not a matter for government.

Question No 44: Safeguarding potential retail development areas

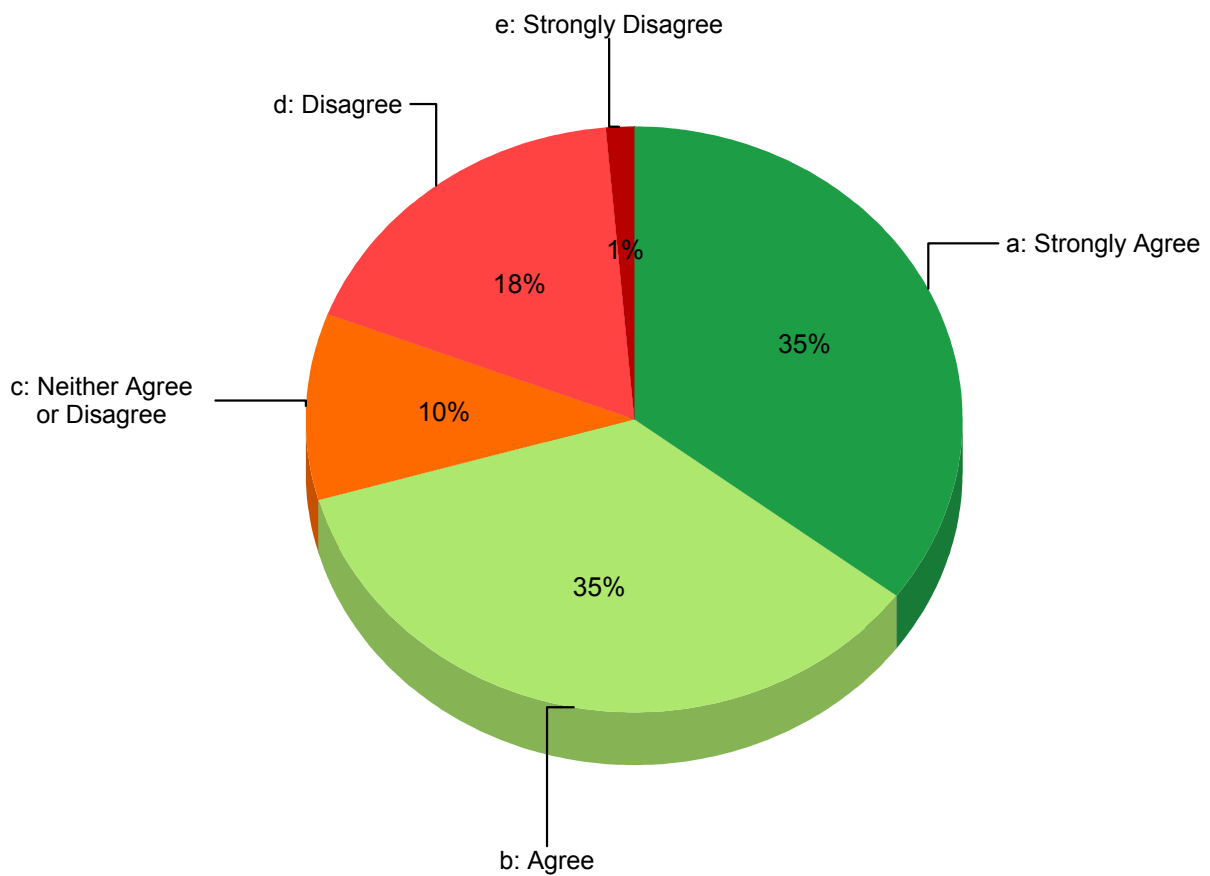
e: Strongly Disagree

There are already too many clothes shops and coffee shops - signs of an imminent recession.

See Q43. There is enough retail space in the island as the DTZ study showed but a lack of competition through too few operators which is not a planning issue.

Question No 45: Resisting out-of-town retail development

Do you agree that the policy of resisting out-of-town shopping development should continue, in order to safeguard the viability and vitality of the town centre?



■ a: Strongly Agree	24	35%
■ b: Agree	24	35%
■ c: Neither Agree or Disagree	7	10%
■ d: Disagree	12	18%
■ e: Strongly Disagree	1	1%
Total:	68	100%

Question No 45: Resisting out-of-town retail development**a: Strongly Agree**

Sufficient out of town shopping areas now.

Any journey is so short.

To prevent development of greenfield sites.

Major out of town development could seriously threaten St Helier and have significant consequences for much of the island's current retail activity.

But some small scale retailing is ok. It can prevent people driving in to town on 'errands'.

and that includes waterfront.

For all the reasons quoted in other responses and in a separate submission to Scrutiny in February 2007.

The more out of town development allowed will increase traffic congestion

I am in favour of genuine farm shops but some of those we now have have become large all purpose retailers and this kind of development should be resisted.

However no evidence that the policy exists unless its the one that says yes you can build a large garage and then change its use to retail. What about the plans to build a new market and fish market alongside of Commercial Buildings

Question No 45: Resisting out-of-town retail development**b: Agree**

Keep as much in town as possible.

TTs would generally agree with this statement with a balance being struck to maintain retail in town area smaller retail outlets to provide local amenities out-of-town and the possibility of larger warehouse type developments outside town.

Further out-of-Town retail development will have a detrimental effect on surrounding areas with increased traffic congestion and noise.

There are several reasons the main one being that sometime in the not too distant future St Helier may become 'full' no more land available and no potential to create any more space for developments. It could be a safeguard in itself to allow out-of-town quality retail developments which if a stage by stage approach is taken it could slow up land acquisition in St Helier which would need to be paced with out the out-of-town development programme is progressing. This extends the time gauge further requests from developers as the need arises to develop land in town for a range of uses mentioned in the foregoing sections of the Green Paper particular the section on the 'Vision for St Helier'.

But there must be some shops outside town - you just have to see how successful M&S is at St. Johns. Utilized a redundant garage space.

.....although I NEVER EVER shop in Town if I can get it at Red Houses/Quennevais because 'Traffic' has conspired to create Gridlock within Town.

There is enough already and some of it is of poor standard and unsustainable.

To maintain viability of town.

Unless appropriately sited the traffic consequences don't bear thinking about

Except St Brelade

Out of town shopping development is environmentally undesirable and tends to exclude those who for various reasons are less mobile.

Question No 45: Resisting out-of-town retail development

c: Neither Agree or Disagree

Who wants to walk a mile with a shopping trolley?

DTZ report confirms the position. The key issue here is the development of a 50 000+ sq ft. supermarket. Chamber in its representations to the JCRA has made it clear that such a notion is totally unwelcome and is socially corrosive. A summary document pack setting out those issues is enclosed covering communications with the JCRA over their period of consultation .

It would reduce the trade in town deliveries of items purchased in town should be encouraged. The retail area of town should be retained.

A D.I.Y in the west would reduce traffic.

We were not aware of such a policy given all the new M&S Spar outlets etc.

May be appropriate if carefully selected.

Question No 45: Resisting out-of-town retail development

d: Disagree

If we are to develop and support settlement areas out of town there will be a need for retail outlets to support the community.

This approach is too simplistic. If the objective is to reduce car journeys then we want those who live in town to shop in town and those who live out of town to shop out of town.. That may require some retail development out of town.

We need a big retail outlet in the west of the Island.

Internet and catalogue shopping far more significant problem in tandem with high rents in St Helier.

Much of the Island's most convenient retail stores have happened outside of town but which doesn't appear to have affected the viability or vibrancy of the town?

In some cases out of town retail would be a positive move example being a fairly large Co-Op for northern parishes.

Question No 45: Resisting out-of-town retail development

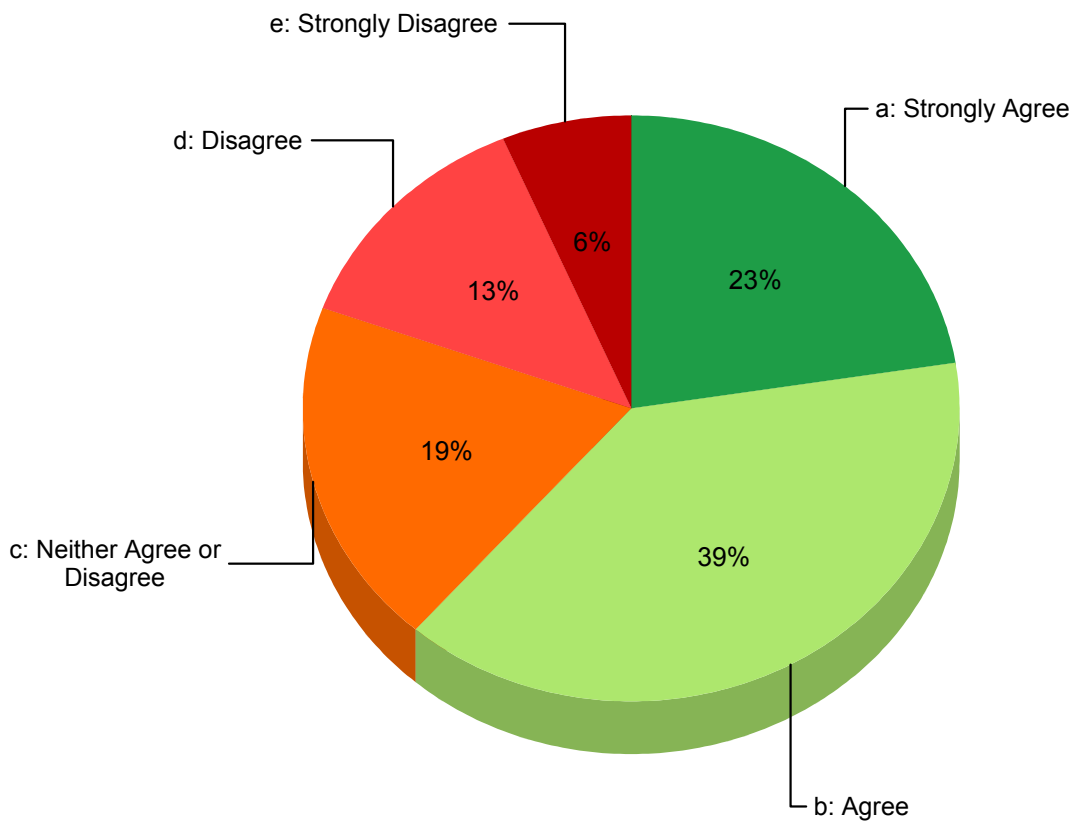
e: Strongly Disagree

Unless you can get a uk or french supermarket to buy up a tract of land in central St Helier (which they won't because of high prices) the only way to get the necessary level of competition is to allow retail development outside St Helier. If out of town retailing were to be encouraged then maybe the land prices in town would fall to the level where a major player might come in. The only losers would be people holding property in order to make a profit.

Agriculture and the rural economy

Question No 46: Quality of agricultural land

Do you agree that an Agricultural Land Classification system would help ensure the protection of the best agricultural land?



■ a: Strongly Agree	14	23%
■ b: Agree	24	39%
■ c: Neither Agree or Disagree	12	19%
■ d: Disagree	8	13%
■ e: Strongly Disagree	4	6%
Total:	62	100%

Question No 46: Quality of agricultural land**a: Strongly Agree**

All agricultural land is of great value not only to farmers and growers but to the whole population - a classification would help.

More information is vital to maximise ability to protect the best agricultural land.

Agricultural land is a finite resource. Once lost can not be recovered.

All land used in agriculture to be Grade 1 except where buildings have been erected.

All agricultural land should be maintained.

Of course - good land needs protection from bad people. And should not be allowed to have the use changed as it seriously affects land values. If I had land that was classed as farming land that I had to sell only as farming land I would be mightily suspicious if the next owner was miraculously able to change its use and make lots of money . The same should be done for Housing land - once classified it should stay classified. Perhaps land owners need to put long term clauses in their sale agreements to protect them selves financially against changes in planning decisions.

Question No 46: Quality of agricultural land**b: Agree**

A more realistic view of agriculture should be taken. It may be necessary to subsidize land as an amenity rather than a commercial operation.

The proposal to set up an Agricultural Land Classification system would enable Planning to readily identify those areas which shall remain agricultural and not succumb to pressures from outside for development. These areas automatically help protect the countryside and maintain a level of quality environment which displays a positiveness to residents and visitors alike. A point to raise here; would lower grades of agricultural land be threatened by possible development? Or can these areas if not viable for producing best quality crops be part of a network of conservation areas increased woodland where appropriate or other projects that promote Nature in various ways?

But as long as it it not at the expense of allowing building on 'non classified' land.

there should be a formal assessment criteria that is transparent and independent.

In general yes but the system needs to be coherent and consistent with classifications elsewhere in P&E.

A system is needed to protect all land except that which is away from good land where population is present i.e; build on land hidden away to the North of the Island.

Imperative

Question No 46: Quality of agricultural land**c: Neither Agree or Disagree**

Rather puzzling is the way glasshouse sites and farm sites are developed as small estates when they may be in the heart of the countryside. Some very questionable practices and policies have happened in this respect.

Grading looks like a mechanism to get shot of portions of agricultural land in order to permit development. 7.3.6 makes me think that 20 per cent might be at risk. If some development is at least one of the likely consequences of this then I think there's a need to be more open about it. At the moment I suspect many people will become increasingly concerned at the prospect of Jersey giving up ANY land that could produce crops when food becomes ever more scarce worldwide.

Leave to experts.

It would probably help protect the best land BUT it would also provide a mechanism for allowing building over and thus the loss of marginal and wild land. A blanket assumption against development achieves the protection better without providing the mechanism for nibbling away at the agricultural land. Population control would obviate the need for this.

I would oppose this if classification meant wholesale development of land used for wildlife or for grazing.

Agricultural land requirements will be different to those currently identified.

It would also highlight poor land which could be used for housing.

Don't have enough information.

Question No 46: Quality of agricultural land

d: Disagree

It is essential to safeguard existing agricultural land following decrease in the number of farms in the Island. The danger of classifying land according to how good it is from an agricultural point of view is that the marginal land may then be lost having a detrimental effect on the rural environment and agricultural industry as a whole. Classification is not necessary.

That would encourage building on less perfect farmland.

No rough grazing is as valuable in its own way as prime early potato land and by weeding out marginal land it will just encourage propositions to build on what is now Green & Countryside zone

Agricultural land designated as being of lower quality could become a target for development.

Question No 46: Quality of agricultural land

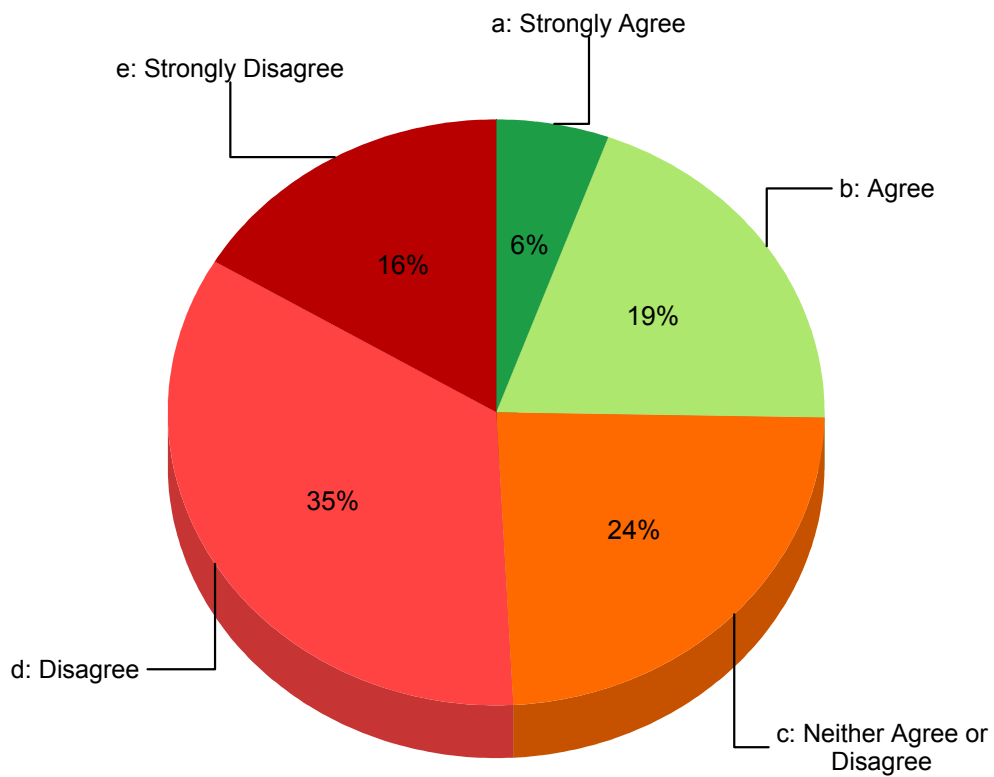
e: Strongly Disagree

Farmers should classify their own land.

All agricultural land should be protected in near future. Probably a high need for local produce because of rising transport costs etc.

Question No 47: Protection of agricultural land

Do you agree that the present Island Plan policies provide sufficient protection to ensure that the agricultural and dairy industry is not compromised?



■ a: Strongly Agree	9	6%
■ b: Agree	31	19%
■ c: Neither Agree or Disagree	38	24%
■ d: Disagree	55	35%
■ e: Strongly Disagree	26	16%
Total:	159	100%

Question No 47: Protection of agricultural land**a: Strongly Agree****Question No 47: Protection of agricultural land****b: Agree**

The current chemical based potato industry is not sustainable. We need to encourage more food production for local consumption.

A realistic review of agriculture is necessary to ensure that it is efficient and sufficient for local needs.

Question No 47: Protection of agricultural land**c: Neither Agree or Disagree**

Don't know.

The present policy of rezoning allows building on agricultural land. Also I think this question uses the term 'agricultural industry' to mean production for export as this brings revenue into the Island. The new plan needs to protect agriculture for the purpose of providing food for local consumption.

Not enough information to tell but horses/stock is surely preferable in the countryside to more urbanisation

Referencing current Island Plan Policy C13 and the views expressed by the stakeholder groups that the principles laid down indicate a system that is not effective enough to ensure protection of agriculture land. There is a 'but' that comes into the equation and that is where difficulties arise in achieving essential developments (housing e.g.) may compromise the 'protection of agriculture land policy'.

Not qualified to comment

Don't know. It seems to me important for an uncertain future that land is retained in case of a need for local food production.

It is vulnerable. The dairy industry has been made to be very beaureaucratic.

Question No 47: Protection of agricultural land**d: Disagree**

Good land has / is being used for housing.

Require a 'green house' policy.

The states rezone too much land for housing.

Under threat from housing minister must be strengthened.

Recent rezoning proves the point.

As you suggest these policies need strengthening.

Question No 47: Protection of agricultural land**e: Strongly Disagree**

Horsiculture is now regarded as legitimate agricultural activity Who decided this? Horsiculture should not be regarded as Agriculture. Agriculture is the raising of produce on land.. or are we suggesting that horsemeat should be back on the menu? This is clearly an example of inadequate protection of Agriculture.

Our own States ignored such policies in the moving of the dairy site commercial gain over environmental ethics says it all. It is such questions that highlight how pointless consultation with the States can be they never seem to take our views onboard.

Neither farmers or owners of land are necessarily good land managers. Good Planning and good government (usually mutually opposing terms) should control land better with closer management Good poor examples are nitrates and pollution of the streams The States have tried their best to pollute every where with the 3 poor green waste sites - the airport fire service water Potato dumping and putting human waste on the fields

The pureness of the Jersey Cow has already been jeopardized.

JEF believe that the revised island plan needs to provide increased protection for agricultural land.

There is far too much encroachment on good farming land and nibbling away at the edges for other purposes than farming.

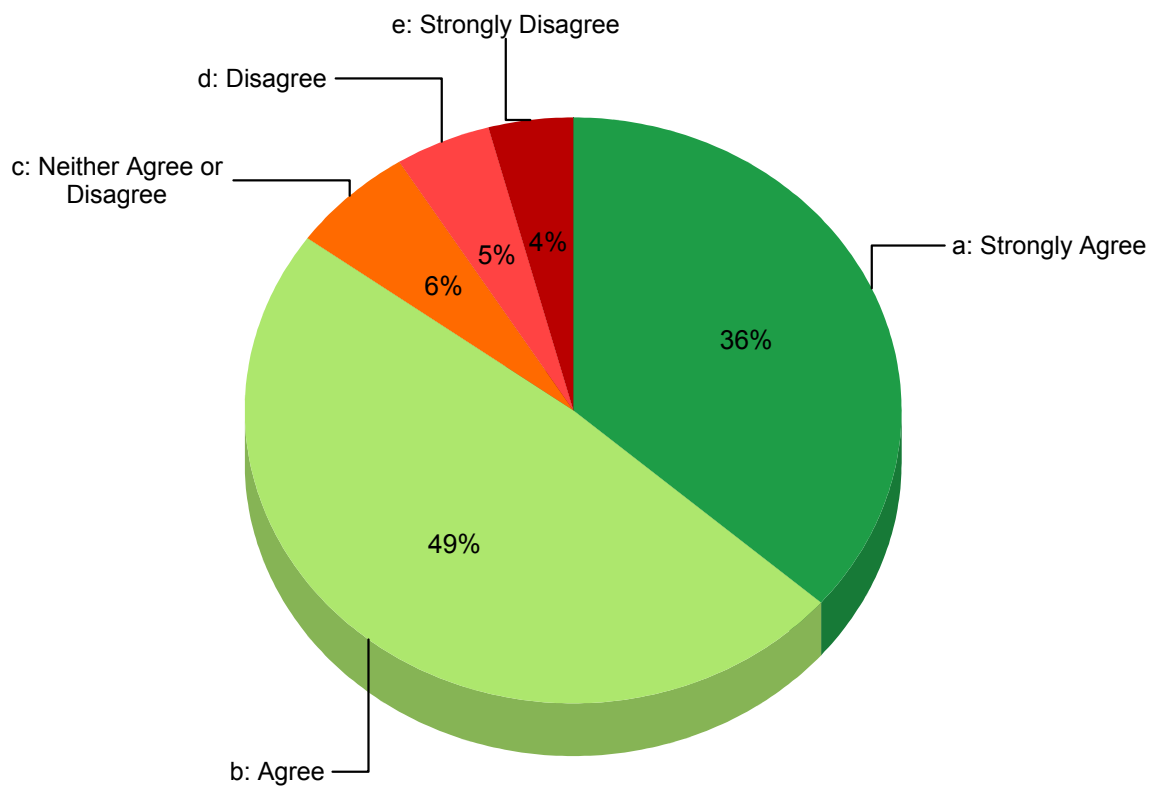
Recent re-zoning of top agricultural land for building outside 2002 Island Plan

Active marketing an policy to encourage purchase / sale of local produce required.

Farming is dying a death in Jersey whats the point?

Question No 48: Derelict glasshouses

Do you agree that the redevelopment of derelict and redundant glasshouses should be promoted to enable their removal and the restoration of the countryside?



■ a: Strongly Agree	61	36%
■ b: Agree	82	49%
■ c: Neither Agree or Disagree	10	6%
■ d: Disagree	8	5%
■ e: Strongly Disagree	7	4%
Total:	168	100%

Question No 48: Derelict glasshouses**a: Strongly Agree**

Not for building.

But each case should be taken individually.

Not for building.

Redevelopment - Yes Back to countryside - Not necessarily. Where sites are in the countryside and large scale development undesirable then several large houses should be built so as to enable owner to fund removal of glasshouses.

They should not automatically be replaced with housing. Some sites suggested for older people are unsuitable - not near transport etc. I took down my fathers greenhouses and turned into organic grassland. Subsidies should be offered.

Presently derelict glasshouses are an eyesore could provide brownfield sites.

A glasshouse is a relatively short life structure which often hides beautiful country views. Give these views back to the people of Jersey. As was done at Maufant in circa 1980.

These areas must be recognised and used as building sites. What is the point of destroying attractive areas of what is left of our countryside by turning in to 'concreteville'. I really cannot fathom out the idea of cleaning up redundant glasshouse sites and turning them into greenfields. Its a joke and a waste of public money. Also because there are already structures on these sites it would not offend the eye to build houses thereon as it would do by building on a greenfield so finally what is the point of pouring concrete over a beautiful greenfield which is already there when most probably there are derelict glasshouse nearby?

Development of derelict glasshouses. When these sites are cleaned up and zoned for house building development the value of the site difference between agriculture and building land should be taxed to a minimum of 70% this way the land owners will not be rewarded for allowing sites to deteriorate to their advantage.

This should be supported by States grants. It has already happened at Maufort St Saviour.

They are a mess.

As long as it involves restoring to former countryside and not development.

Decent first-time buyer homes will have to be built somewhere so why not on glasshouse sites as opposed to the greenfield sites which have just been approved by the States.

Only in exceptional cases should these sites be used for housing otherwise they should go back from whence they came i.e. agricultural land of some sort. If grants are required to restore the land to workable use so be it

I think that development should be allowed on an agreed percentage of the glasshouse site in return for the return of the remainder of the site to countryside. I think that the percentage allowed to be developed should change depending on the proposed use. For example a higher percentage of the site should be allowed to be developed for first time buyer housing and sheltered housing than for Cat B private homes.

They are essentially one of the few ways of preventing development on green field sites yet with willing owners will deliver much needed new housing to meet the high level of demand and where residential development is able to enhance the appearance of the area and restore landscape character.

However not to be built on housing use - back to natural.

Question No 48: Derelict glasshouses

b: Agree

What does 'redevelopment' mean here? It seems to contradict removal and restoration of the countryside. Remove yes: redevelop with caution. Links with my concerns about 5.

Two areas exist regarding 'derelict / redundant glasshouses'; 1) where structures lie within sensitive landscape areas; 2) where structures lie close to existing developments. I suggest countryside restoration should be the objective in 1) above; in 2) above land close to existing developments e.g. Parish or Village settlements should be used if it falls within a rural settlement area for new development or extensions to existing parish or village communities.

The Green Paper notes under items 3.4.9 to 3.4.13 that brownfields are a potential development site and does mention greenhouses as a possibility of being brownfield. The comments made in section 7 with regard to greenhouses need to be reviewed following the further demise of the agricultural industry over the production of tomatoes for supermarkets. Currently the options for the farmers are limited in terms of development. Options have been limited by the Island Plan 2002 and the removal of the Linked Development Policy. Therefore there should be a possibility of some form of limited development of these sites in order for the farmer to be able to financially afford the removal of the existing structures.

Only in this instance should the land also be considered for house-building

Where the development is in the right place.

Common sense.

Technologies change. Care should be taken to ensure that the decision is not irreversible.

Not nice new houses.

Allowing for the contradiction in redevelopment and restoration of the countryside I agree where this is the best use of the land concerned.

Obviously

As long as it is for the restoration of the countryside and not for the building development.

I would like more details on how such a policy would work. Dependant on their location some sites could be used for housing whereas others would need to be totally removed and the land returned to agricultural use. I would like to see a mechanism where as a planning gain funds generated from the development of a glasshouse site for housing would be used to help pay for other sites to be restored to countryside.

This should be accompanied by a further trade off which provides for improved public access to the countryside. The States has poured millions into the agricultural community over the years with precious little return in terms of amenity access for the bulk of the population who have paid for it.

There should be a duty of care on all owners of these properties to tidy them up. Automatic redevelopment of these areas for housing should be avoided.

Although i would not be against replacement of derelict glasshouses with new viable glasshouses.

Provided this does not mean urbanisation of fields with glass houses on part of them.

Question No 48: Derelict glasshouses

c: Neither Agree or Disagree

Depends upon size mass and location.

Ambiguous question derelict and redundant glasshouses should in most cases be removed and the countryside restored.

All derelict greenhouses should be removed and the land returned to agricultural use.

Each one is different

Glasshouses that can be reasonably restored to a green field should be persevered with those that cannot could be developed.

As acknowledged this is a difficult problem but providing structures are removed and the restoration of the countryside is a result then there is no problem. I fear however that the 'exceptional' circumstances for development could become a regular occurrence.

How can you have redevelopment and restoration? Wherever possible they should be returned to agriculture.

Question No 48: Derelict glasshouses

d: Disagree

JEF does not support a general policy of redevelopment to achieve removal of glasshouses . Derelict glasshouses are injurious to the landscape so where there is no other option JEF would support limited small scale development with planning obligations sufficient to achieve the clearance of derelict glasshouses but on a case by case basis and only when the development complies with the planning principles of the plan.

TTS is unsure what the term 'redevelopment' means in this statement. If this refers to returning land back to green fields it would be supported. It would not be supported if it is refers to residential development in the countryside.

Some of the large Brown Field sites can be used for sports and some development.

Not promoted and only permitted to the minimum extent necessary. The so called brown-field sites in Jersey are mainly not. An abandoned greenhouse originally allowed as an agricultural enterprise should not as a result of it's owners neglect be transformed into a winning lottery ticket. All such sites should be judged on their merits for development as if they were pristine agricultural land. The owners should be made to clean them up. Other options should include compulsory purchase at agricultural prices with a deduction for the cost of clean up clean up by the States then resale on the open market as agricultural land

Some sites may be appropriate for development but otherwise should be returned to natural surrounding.

Redevelopment does not necessarily restore the use to the countryside - i think landowners should be under an obligation to maintain their land and buildings in a reasonable state or remove them at their own expense.

This area would be very difficult to restore to agriculture land and building should be restricted to glass area only.

Just remove them not redevelop.

Question No 48: Derelict glasshouses

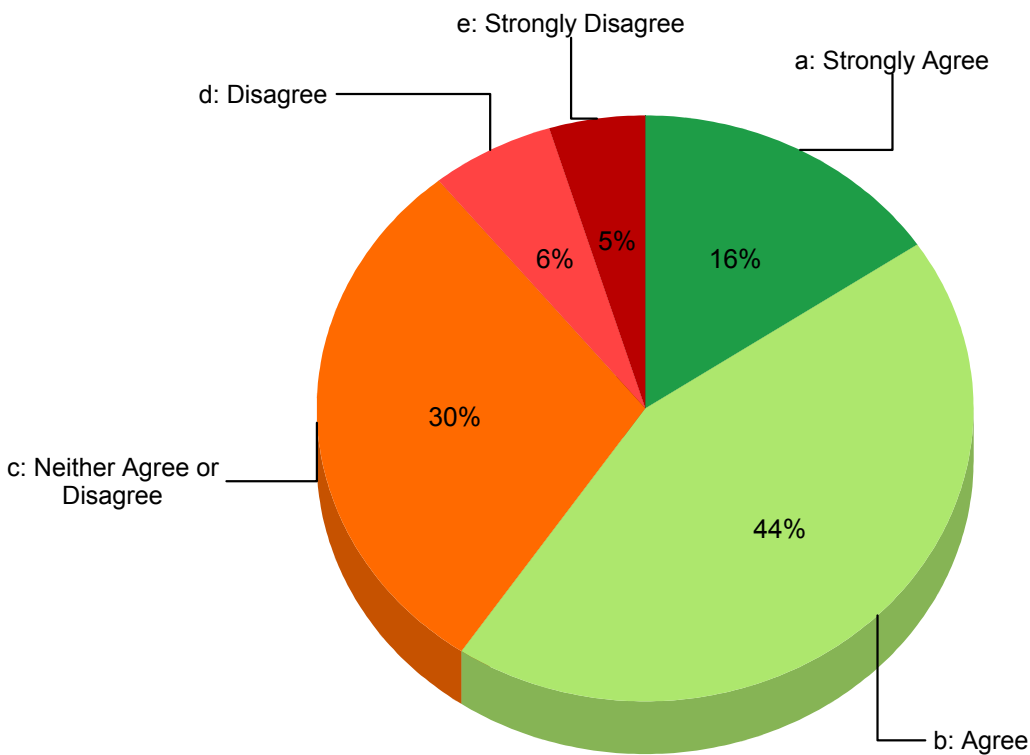
e: Strongly Disagree

Eye sore though they may be I would rather not see glasshouse sites developed.

Most were build on good land - for commercial reasons with generous subsidies - if a change of use is planned get the subsidies back - or remove the green houses with the profits made from the subsidies and return the land to farming. There is now equipment available to convert contaminated green house land to agriculture!

Question No 49: Redundant agricultural buildings

When agricultural buildings are redundant from agricultural use do you agree that there should be a presumption in favour of their re-use for employment and commercial uses, as opposed to being converted to provide new homes in the countryside?



■ a: Strongly Agree	10	16%
■ b: Agree	28	44%
■ c: Neither Agree or Disagree	19	30%
■ d: Disagree	4	6%
■ e: Strongly Disagree	3	5%
Total:	64	100%

Question No 49: Redundant agricultural buildings**a: Strongly Agree**

Yes as they will usually have good access etc - some means of having a levy as a pay back if they were built using agricultural loans. If they change use the Agricultural loans should be repaid at commercial rates

TTS would strongly agree with this statement as it supports its responses elsewhere which restricts residential development in the countryside.

Countryside employment very important - but develop accordingly to site.

They don't convert to housing very well.

Question No 49: Redundant agricultural buildings**b: Agree**

Where appropriate.

Approve of web-site suggestion 7.6.3.5.

If no commercial use is practical conversion to housing would not be a disaster.

Diversity of local economy desperately requires higher 'actual' support.

Again - depends on location. If it is around a farm complex then perhaps yes - but if it is standing by itself in a greenfield then NO.

The proposal of allowing traditional farm buildings to be converted into uses other than residential provides the developer with alternate approaches to developments. The policy should allow for office development in these locations. This would then provide a mixed usage of these buildings within the countryside allowing workers to avoid the necessary commute into St Helier and other conurbations.

If viable.

Each case should be considered on its own merits as I am aware that some agricultural sheds are situated in areas which would not support a change to industrial use. In these cases the best option may be to allow the site to be used for housing .

If they are redundant then this means the agricultural activity to which they were put has ceased. OR a new building has been permitted. Such planning permission could be used to encourage commercial use of the old buildings. But if there is a new building handling the continuing old trade where are the personnel going to come from to handle the new commercial activity? And where are they going to live? If the old Agricultural activity has ceased some bias in favour of new commercial activity might be desirable but is it fair to insist that a farmer starts a new career as a B&B landlord rather than slipping in to a well earned retirement on a bit of rent coming in?

Dependant on access. They are there so why not use them.

Use for housing should be last resort.

No more building sites in countryside.

Question No 49: Redundant agricultural buildings**c: Neither Agree or Disagree**

Each building or site must be taken on its own merits.

No! Residential OR commercial as appropriate on each occasion

It's a marginal call and should be considered on its merits (main drain nearby/proximity to existing dwellings or local amenities)

It depends entirely on the context of the site. Where industrial use would not harm the amenity of the area or be harmful on nearby neighbours then this form of development should be considered. However on sites which are highly visible or close to residential neighbours then housing should be considered more preferable. However the same policies should be applied to redundant glass. For some reason however although they have required much higher levels of investment glasshouses have been considered to be temporary buildings but they are no more temporary than steel framed agricultural buildings. Essentially glasshouse growers have been discriminated against in this respect.

More homes in the countryside mean more transport and facilities being needed in the countryside. Whether this is a desirable or not depends on a new spatial strategy designed on the basis of preparing for the impacts of climate change and oil depletion. Future food security might require the use of farming models that do use the redundant farm buildings in question.

Aren't we aiming to encourage agriculture?

Their re-use needs to be seriously considered - depending on the condition and area of each building.

Depends on building & location.

It is assumed that in general the question relates to the traditional granite farmhouse. If so then a detailed plan showing all existing redundant traditional farmhouses regularly updated would be useful in determining the type of conversion that would be the most appropriate to its locations. In section 7.6.3 para. 7.6.3.1...'modern farm buildings'- does this include the large galvanised structures as well as timber or types other than the traditional granite farm building? If so I agree with their removal; the last two lines of the paragraph which states...'traditional farm buildings' which should be conserved. This begs the question conserved as what! Surely if it adds to the housing stock this would go some way into relieving pressure from developments in other areas.

Depends on situation.

Each case should be taken individually

Each case should be considered on its own merits dependant upon location and proximity to equivalent types of development.

Some are beautiful and should obviously become houses other commercial.

Although the conversion of existing buildings is normally preferable to the building of new ones it would depend upon the use of the building as to whether or not commercial use would be better than residential. The use of redundant agricultural buildings does provide capacity for light industry (see Q 42) but this needs to go with a need for strong controls on potential bad neighbour uses.

Question No 49: Redundant agricultural buildings**d: Disagree**

The future of such redundant buildings depends on the best use of the site - it might be best to return it to nature or to growing crops/grazing or it might be best for other commercial uses.... depends on the individual case a presumption for commercial or housing use should not be assumed. A combination of uses could be best. The change of use of any site in the countryside has to take into account all these points.

Many of these buildings can be converted and developed for housing and should be instead for greenfield sites.

Question No 49: Redundant agricultural buildings**e: Strongly Disagree**

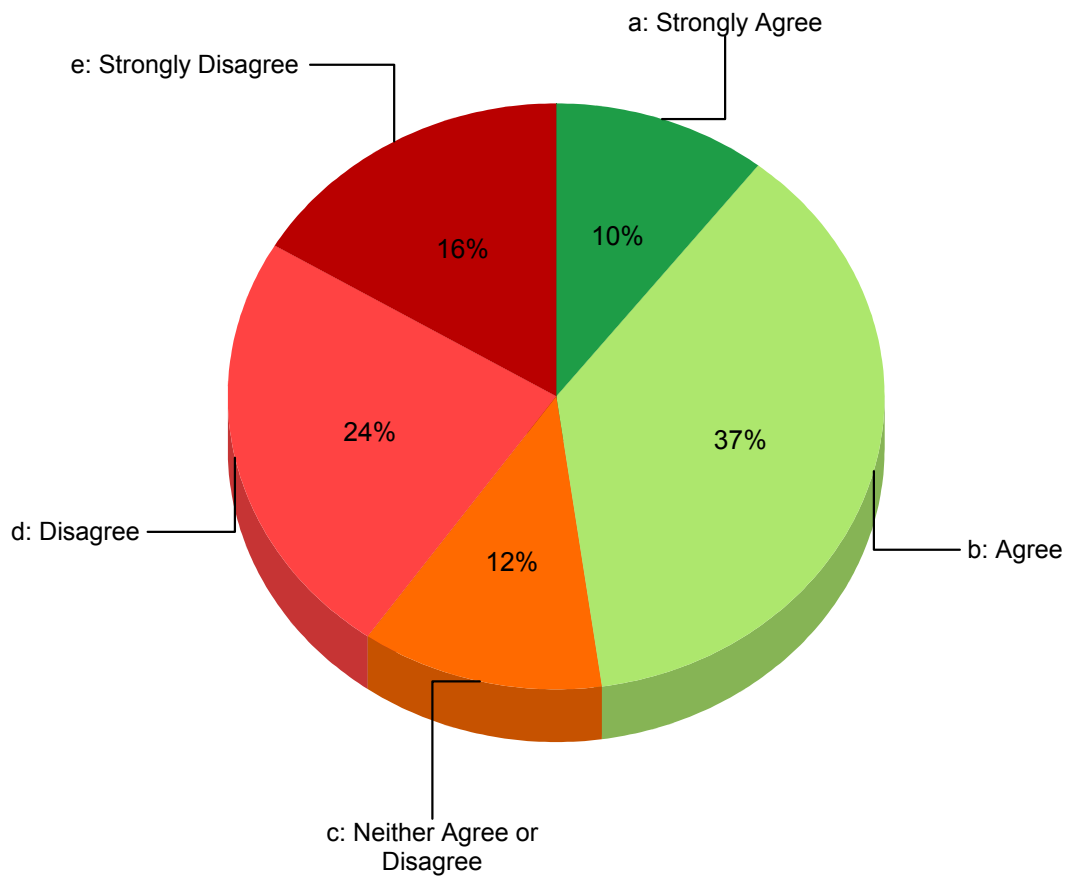
More traffic more traffic in the hedges.

No presumptions should be made as any development in the countryside has to be carefully considered. Many developments to date especially commercial related ones have been a step in the wrong direction and have been further examples of a 'creeping' erosion of the countryside. It seems that in certain recent cases permits have been given simply because they are (apparently) redundant buildings. Especially so with regards to the injection of capital into agriculture by the granting of permits that would not otherwise be approved. Perhaps a more cynical approach needs to be adopted to such applications or the sites returned to the countryside by the demolition of ugly farm buildings particularly the pre-fabricated ones if necessary by a grant system. In addition the economic drive being undertaken so often takes precedence of everything else and is short sighted.

Ideal for new homes.

Question No 50: Farm shops

Do you agree that farm shops should have more flexibility in being able to sell a greater proportion of non-farm grown goods?



■ a: Strongly Agree	7	10%
■ b: Agree	25	37%
■ c: Neither Agree or Disagree	8	12%
■ d: Disagree	16	24%
■ e: Strongly Disagree	11	16%
Total:	67	100%

Question No 50: Farm shops**a: Strongly Agree**

Helps to diversify from St Helier.

Yes! They should be able to sell within reason whatever the local customer wants

This will make them more versatile and improve business.

Question No 50: Farm shops**b: Agree**

Yes allow market forces to work.

Encourage rural enterprise

Really they should concentrate on locally grown produce particularly at Vermont Farm St Brelade.

Market forces should prevail.

They should also be encouraged to grow and sell all local food. Exemptions should be allowed to ensure that these farms shops remain viable and profitable.

JEF agree that there may need to be greater flexibility but recognise the potential for farm shops to become out of town retail enterprises against the policy supported in Q45. Therefore flexibility may require a different set of criteria which recognises the benefits of selling local produce providing a means of farm diversification selling food related products but without allowing the sale of furniture DIY products and so on from 'farm shops'.

Particularly if this encourages support for local produce.

I think they should be able to sell Genuine Jersey products with no restrictions and maybe selected other products if necessary to remain economically viable. Farm shops reduce traffic keep the farms viable reduce food miles keep prices down and packaging to a minimum (especially the more basic stall-type shops). They help connect people to the countryside and see the cycle of food production in action

But should have some controls in place to prevent unfair competition and overuse. I don't need to buy beer and fags at a farm shop!

The local farmshops at Rondels and HolmeGrown have shown how local retailers can provide an excellent range of goods as an alternative of going to the multiple supermarkets. These are also enjoyable retail experiences for predominantly local people.

But there does need to be some control over their scale to discourage large out-of-town retail development.

There is no point in them just acting like a supermarket AND it is bad for the reputation of the island as a whole if they are too tacky. But 40% own food produce 40% other Jersey food produce and 20% non-Jersey or non-food would probably be better than restricting them to 70 % of their own produce.

They are an Island Institution that should be supported.

Question No 50: Farm shops**c: Neither Agree or Disagree**

There appears to be enough flexibility in the system already as several farm shops already sell a lot of non-farm grown goods. The encouragement of local produce is vital - but clearly to make a business viable there is a need for a proportion of other items. A Jersey-suited approach along the lines of the NFMRA mentioned seems a good started point.

Most of them do already so why ask?

case-by-case basis.

Where do you draw the line?

Wide provision of non farm goods could put urban suppliers out of business.

Question No 50: Farm shops**d: Disagree**

They are farm-shops. Encourage genuine Jersey .

Maybe in some cases - as the farm will need to earn a certain amount of income to continue in business.

In my opinion farm shops should only sell their own home grown produce. I have noticed in one farm shop I go to a greater proportion of other producer's items for sale; this disappointed me expecting to buy only locally grown produce. I would agree to farm shops throughout the island supplying each other in order to create a greater range of foodstuffs not importing other produce/items etc from outside Jersey. I think the original concept of farm shops was to give the public a choice buying locally or providing a close by store to communities in the immediate surrounding area supplying essential goods thereby helping to reduce car travel. If farmers who run farm shops could co-operate on a more comprehensive basis thereby extending the range of local foodstuffs this would give the public more impetus to use their local farm shop. One hopes this would help reduce car miles still further. If the trend continues with farm shops selling more and more non-farm grown goods then these will eventually become just another supermarket albeit on a smaller scale – not something the main supermarket chains would be very happy about I would imagine.

Whilst I disagree with the concept 7.7.4. does not seem unreasonable. My concern is that it would not stop there.

This can lead to over expansion of retail space.

Farm shops should be selling home grown produce or processed goods from same as long as all goods are island grown and sourced.

It would appear that some 'farm shops are already selling a huge range of products which are neither produced on the farm nor on the island. They are popular but I would imagine their existence may well affect viability of small local shops. Unless policy has some legal teeth I suspect that more flexibility will result in more large developments in the countryside

Many farm shops currently sell many products not produced on the farm or even in the island .
(one or two now appear to be supermarkets without having totally gone through the planning process - or so it would seem.) We have no problem with them from a comparative point of view - long may they thrive but the same planning rules should be applied to all.

Some are turning into mini super markets. However if it is only food ie: classic herd farm shop that is good.

Question No 50: Farm shops

e: Strongly Disagree

Farm shops should produce a high percentage of their own foods otherwise they are just retail outlets.

Many small shops more desirable than 1 or 2 out of town 'supermarkets' which is where i believe we are heading. Law regarding NONE local products should be enforced. (80% has to be local).

The majoritory are scruffy premises that already do not sell a great percentage of farm grown products - I would imagine that most sell less than 10 % of locally grown produce and the remainder has little linked to the concept of a nice place to go and buy fresh local produce and support our poor local farming community - the next owners will be the COOP M&S ASDA Tesco or Sandpiper. They are shops on farms not Farm Shops- have the owners repaid their advantageous and disasterously expensive Agricultural Loans ! for changes of use yet!

Some of these are now almost mini-supermarkets and appear to be taking advantage of their status as farm shops which should effectively be selling products produced on the farm not imported and in direct competition with the Central markets and bona-fide stores.

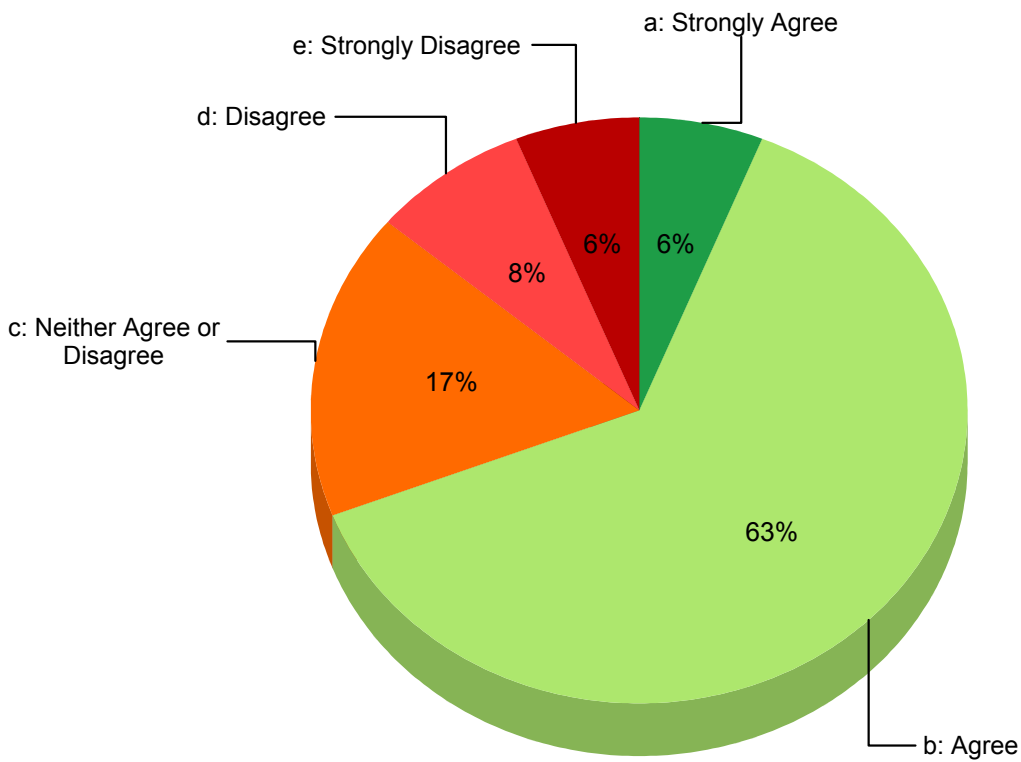
They are becoming supermarkets in the countryside by proxy

This should be restricted - otherwise they will proliferate into what in sum will amount to a major out of town shopping area .

Name should change if such is allowed. See Rondel - much non farm / Jersey produce.

Question No 51: Land-side development for aquaculture

Do you agree that there should be a presumption in favour of the development of land-side facilities in support of aquaculture on the coast?



■ a: Strongly Agree	4	6%
■ b: Agree	41	63%
■ c: Neither Agree or Disagree	11	17%
■ d: Disagree	5	8%
■ e: Strongly Disagree	4	6%
Total:	65	100%

Question No 51: Land-side development for aquaculture**a: Strongly Agree**

Full support is needed.

This is comparable to presumption in favour of development for agricultural purposes in the countryside.

These industries should be actively encouraged as part of our diversification aims.

Question No 51: Land-side development for aquaculture**b: Agree**

Where else can packing / freezing etc be done?

While supporting the fisheries and other sea based industries is important to provide for necessary infrastructure but at the same time recognise the need to protect the coastal environment which we strongly support as in Q 8 and support for aquaculture in Q11.

Jersey has an opportunity for successful marine commercial fishing.

As long as it does not interfere with coastline / wildlife.

Dependant on the nature / impact of operation.

Providing it's not on usable Greenfield's.

In keeping with the situation viz Watersplash By the way on the matter of Rural Recreation (previous Q) we need proper Footpath Directional signposts along the N Coast Cliff walks. A foot path signpost that says Footpath is a fat lot of use! Where does it lead TO?

Yes where there is an overall gain - for example reducing road traffic. Perhaps to REPLACE an existing development rather than on a currently open site

Aquaculture needs facilities and support land side to enable the industry to survive and prosper.

Need for shellfish processing facilities particularly on the South East coast.

But not at the expense of coastal presentation as in question 8.

Only if carefully sited existing buildings used where possible & sensitively designed.

Only so long as it doesn't prevent facilities being available for commercial fishing requirements.

Jersey radio has just stated there are 49 valley and coastal walks. Some wood areas could be adapted. Fisheries is local business should be supported.

Question No 51: Land-side development for aquaculture**c: Neither Agree or Disagree**

It must fit in with the nature of the area.

This is one of those problematic situations that if permission is given for facilities to cope with increased oyster and mussel farming finding a suitable site is going to put pressure on areas which are more likely to be either sensitive environmentally too close to human activities or places restrictions for public access etc. The scale of aquaculture should ideally that would make it profitable but without harming sensitive coastal areas and prohibiting or restricting public access.

Only if suitable sites can be found.

Question No 51: Land-side development for aquaculture

d: Disagree

This is a food based industry and should use redundant agricultural sheds and farms. Anyway the States have never bothered to support the marine industry so why start now??

Let access develop as required.

No need for a presumption in favour depends on the case made.

There is no reason for a presumption in favour. Let them make a case like anyone else

Question No 51: Land-side development for aquaculture

e: Strongly Disagree

Landings and processing should generally be at La Collette

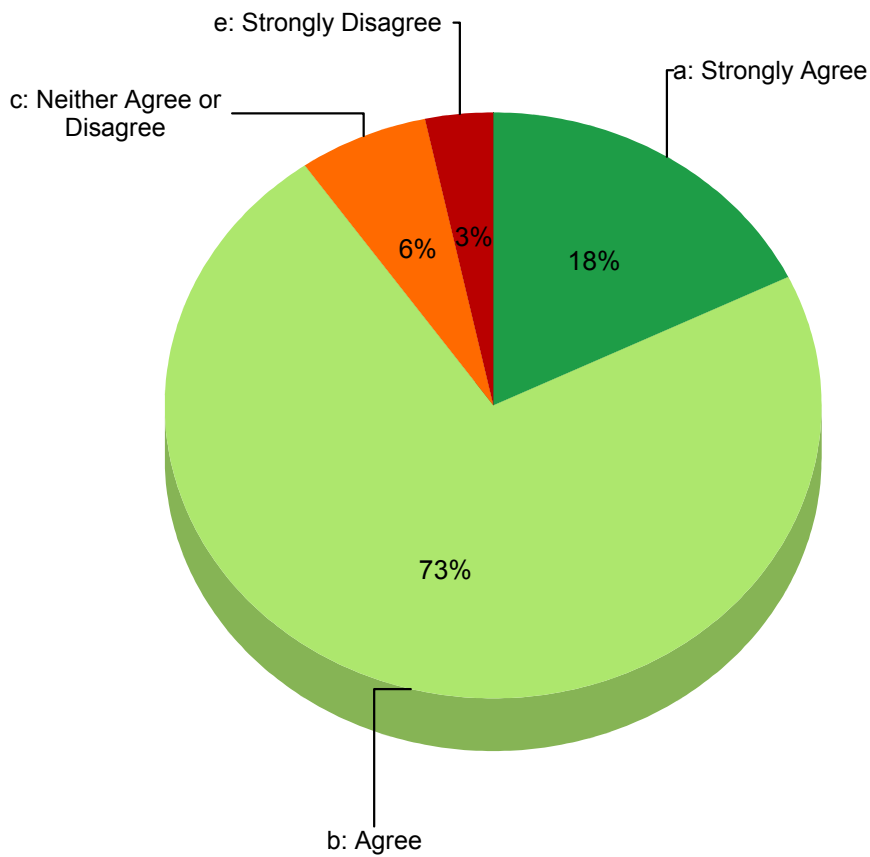
Not without proper impact and economic assessments especially as non-resident entities are now more involved and contribute less to the island.

Why should there be a presumption for development for one and not for others - all cases must be judged on their merits and on the impact on the surrounding areas

The emphasis should be made on maintaining protecting and enhancing current fisheries rather than use unnatural methods to harvest the sea. This form of food production is very vulnerable to disease as has been highlighted recently in France. If such buildings are needed they perhaps should be fittingly be placed next to the new incinerator adjacent to the RAMSAR site. Ormer stocks were once harvested in numbers (20 tons in a couple of days) mismanagement has allowed them to get to a crucial status.

Question No 52: Harbour land for commercial fishing

Do you agree that land should be safeguarded in support of the Island's commercial fishing industry, and ancillary operations, at the harbour?



■ a: Strongly Agree	11	18%
■ b: Agree	45	73%
■ c: Neither Agree or Disagree	4	6%
■ e: Strongly Disagree	2	3%
Total:	62	100%

Question No 52: Harbour land for commercial fishing**a: Strongly Agree**

Of course its a very smelly business that produces lots of waste - La Collette is the place for this not retail or houses

Fishing industry needs dramatically more active support and processing facilities.

It needs all encouragement - employment and healthy eating.

Question No 52: Harbour land for commercial fishing**b: Agree**

Commercial fishing should be harbour related.

The reorganisation of La Collette in the coming years should as part of the redevelopment strategies include specific areas for the commercial fishing fleet and its ancillary operations for it to operate effectively. The present situation at the harbour certainly indicates the need for each activity to be located for maximum efficiency ease of access and egress and an important aspect to the whole area: non-confliction of activities!

JEF believe that land here should be safeguarded as it is important to support the Island's fishing industry.

Of course; It's the only sensible way to go. So long as they pay a commercial rent and keep the place tidy by disposing of redundant rubbish....

Sustainable exportation of marine resources should be encouraged.

As necessary

Goes without saying.

We are surrounded by the sea seems illogical question.

If not at the harbour then somewhere else appropriate. Think of Torbay where Brixham is the fishing port and Torquay and Paignton the leisure centres. We do need fishing as a viable industry broadening the economic base and substituting imports.

But not involving further reclamation.

Where else would they go?

We need to support fishermen (a dying breed).

Question No 52: Harbour land for commercial fishing**c: Neither Agree or Disagree**

Clearly this land is allocated to industry generally. There is limited opportunity for the fishing and thus it should be treated equally with other business.

No legislation - use common sense.

Question No 52: Harbour land for commercial fishing

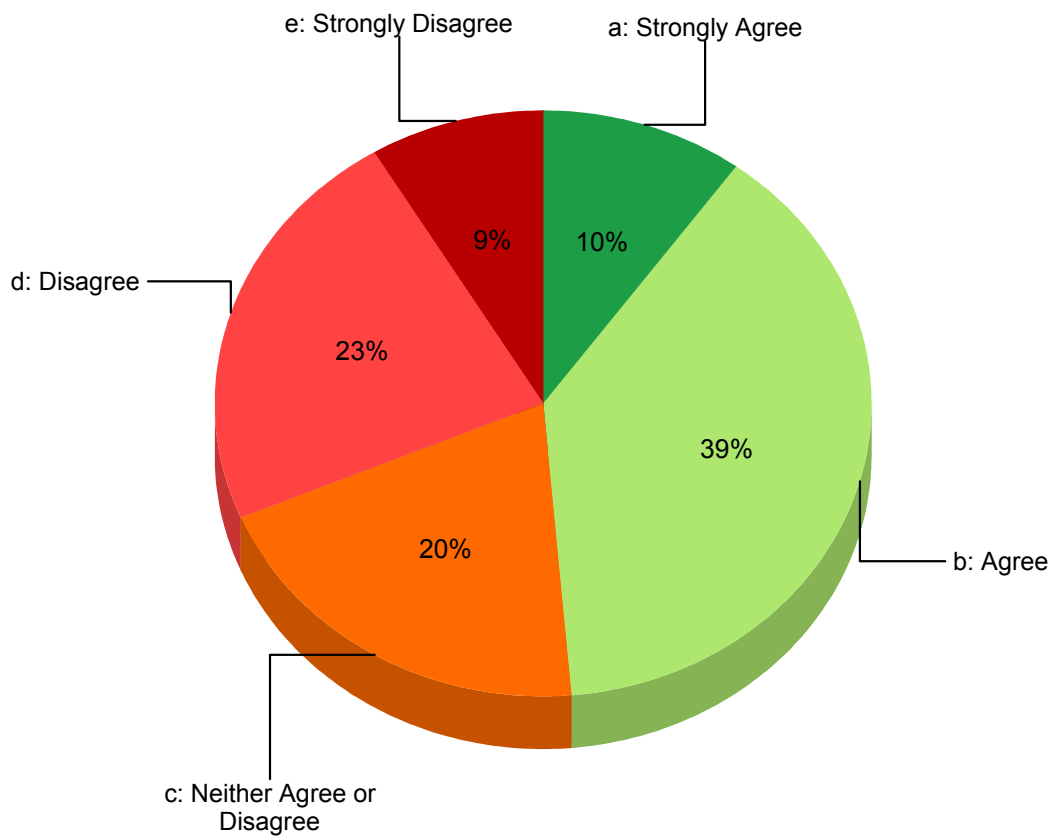
e: Strongly Disagree

Little point in supporting a fishery in this manner when it is so mismanaged and is on self destructing the marine environment better use of public money and area should be the way forward. Build a marine laboratory as suggested in the ICZMS. Sinel and Hornell led the way in this respect in Victorian times why not regenerate such an institution.

Visitor economy

Question No 53: Existing hotel sites

Do you agree that the new Island Plan should maintain an approach which allows the redevelopment of hotels for other uses, such as residential development?



■ a: Strongly Agree	7	10%
■ b: Agree	27	39%
■ c: Neither Agree or Disagree	14	20%
■ d: Disagree	16	23%
■ e: Strongly Disagree	6	9%
Total:	70	100%

Question No 53: Existing hotel sites**a: Strongly Agree**

Market forces should be left to prevail.

Already too many hotels have closed in favour of residential development.

Question No 53: Existing hotel sites**b: Agree**

Where the hotels become non-viable.

Already being done so question seems unnecessary.

It is difficult and probably impractical to prevent the redevelopment of hotels for other uses.

It cannot be prevented as the Isle of Man found out in Douglas. They finished up with a load of closed down properties along the esplanade and had to relent.

Common sense.

As hotels go out of business they might as well be turned into flats

There will however eventually come a point when this has to stop before critical mass in tourism disappears.

Particularly older ones no longer meeting tourist needs. There are some hotel SITES that should be reserved for that purpose on strategic grounds for example any proposal to replace L'Horizon with flats would in my view be against the Island's strategic interest.

Care must be taken - not every site is suitable.

JEF agree that if existing hotels are redundant then they should be available for other uses including residential.

If they are not economically viable. Unless this means that we end up with more housing followed by new self catering visitor accomodation resulting in more loss of countryside

Market forces have to prevail and have tended to rid the island of its worst stock which is no bad thing

Again - assuming its the best use of the site.

If the hotel is no longer viable and cannot provide the needs of todays tourists.

If you permit it then commercial pressures of the housing market will hasten their demolition and conversion to apartments. How do you encourage the construction of self-catering holiday apartments?

Question No 53: Existing hotel sites**c: Neither Agree or Disagree**

This should be done on a case-by-case basis. Clearly the recent property boom has accelerated the trend but this may change. If the tourist industry can be stimulated then things may change for business.

They don't redevelop very well.

If a hotel site is redeveloped by speculative builders it will result in expensive apartments at the top end of the market. There should be a restriction that such development would only be permitted to provide first time buyer homes.

It is difficult to stop doing something that has been going on for so long and strange that our opinion is being asked for. Please do better than allowing more slums to be built like the ones all around the General hospital!

This needs care. There are some hotels that do little to maintain or enhance the Jersey brand by their continued operation. I'd have no objection to market forces being allowed to take their course with several of them - but I wouldn't want to see a presumption in favour in the countryside zone. And not at all in the green zone. If this policy were to mean that owners of poor quality non-performing hotels that have lacked investment over the years and which just happen to be in the countryside or green zones suddenly turn into residential sites with a corresponding windfall for that same owner then I think the public reaction would be rather telling.

In certain cases hotels should be removed. Other hotel sites are good sites and should stay.

This is too general a question. Certain Hotel sites should be preserved at all costs as they are in prime locations. If we want to retain a tourism industry and sufficient hotels we should be ensuring that these sites remain for this use. The question we need to ask is would we allow new apartments to built on presently undeveloped costal areas ?

Case by case the danger is that strategic sites are desecrated (Portelet again I'm afraid) by owners letting buildings deteriorate because they are more valuable as flats.

Depends on site and location.

Jersey has lost too many hotels already.

Question No 53: Existing hotel sites

d: Disagree

But we are losing prime locations - should be kept in tourism.

Maybe only in certain circumstances; in a run-down area of town.

Why talk about building new hotels? Instead re-vitalise existing premises which are hotels.

In 2007 visitor numbers increased by 5% not a lot but in the right direction. To consider the continuing general approach or redeveloping hotels mainly for residential use seems to be risking the possibility of not having sites available for new hotels if tourism takes off again in a big way. Therefore upgrade existing stock including guest houses build new in accordance with developing tourism trends; help this by creating new concepts e.g. undercover areas for inclement weather situations glass-roofed buildings containing various attractions – these would have a good psychological affect by flooding the area with light even though it may be very dull and wet outside; mention has been made of trying to increase visitors from Europe since at present Jersey is over-dependent on the UK market. Research may have to be carried out to create attractions that reflect the European cultures and ways of doing things – this would create a familiarity and a positive response from the visitors that the island is aware of and embraces other cultures and lifestyles.

As this is creating construction of new hotels.

It is too easy to take out too much profit run down a Hotel then sell it as a site for development as housing.

A lowering of rents might encourage new ...

Hotel beds needed to maintain tourism older hotels can be upgraded.

Question No 53: Existing hotel sites

e: Strongly Disagree

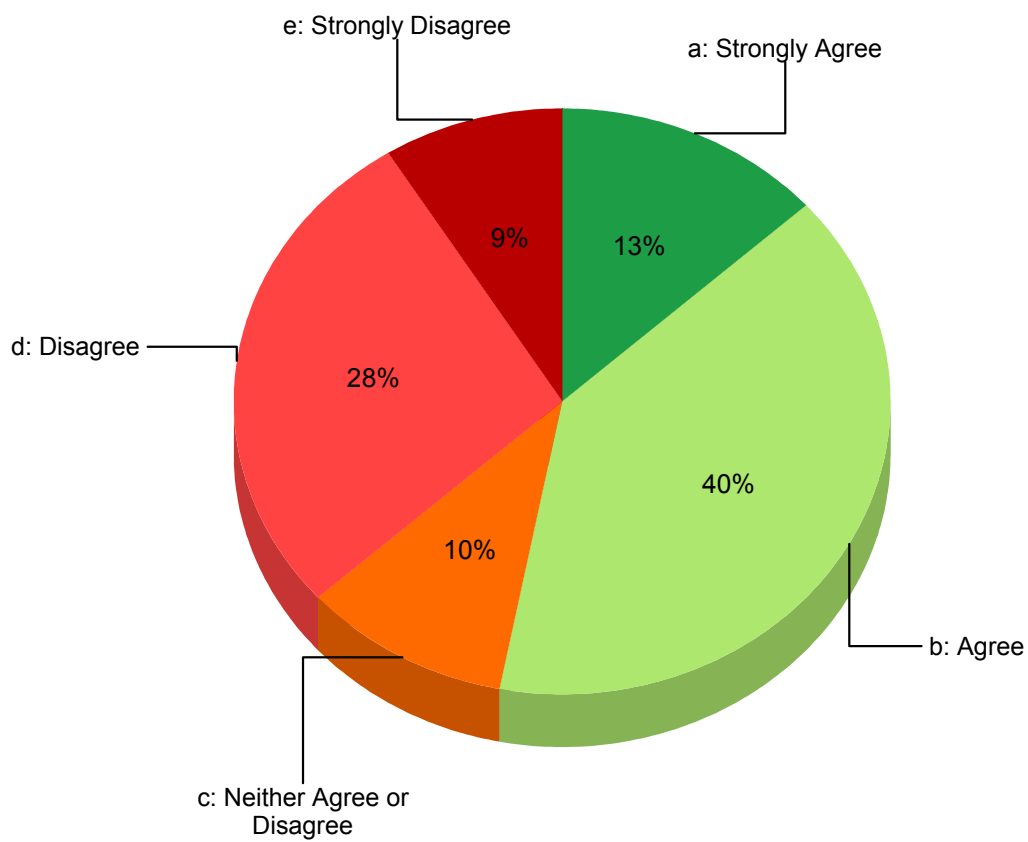
The existing sites should be converted to the type of accommodation that is required by our customers which at the moment I see should include a much larger proportion of self catering. If we dispose of our stock of visitor accommodation it infers that we do not regard tourism as a priority'. Even if we move to a smaller number of more wealthy visitors we will still need the space because they will expect more spacious accommodation. NB May I ask here why Tourism have moved their office to a place that residents find hard to locate let alone visitors! Surely a tourism office should be sited in the most central and prestigious part of the Island. If it has to be hidden away for some specific reason wouldn't it be a good idea to sign post both it and the new bus station from the centre of town? The lack of signposting has been commented on to me by several visitors that I have had to stay.

There are too many flats built in too many hotels already.

Rather bizarre that hotels are converted to residential accommodation and new ones are built on virgin sites not best use of the Islands land is it?

Question No 54: New hotel development

Do you agree that the development of new hotels should be encouraged but restricted to St Helier and the existing built-up areas of the Island?



■ a: Strongly Agree	9	13%
■ b: Agree	27	40%
■ c: Neither Agree or Disagree	7	10%
■ d: Disagree	19	28%
■ e: Strongly Disagree	6	9%
Total:	68	100%

Question No 54: New hotel development**a: Strongly Agree**

No Hotels should be allowed on green zone sites. Existing Hotels should not be so easy to flog for flats.

Greenfield sites should not be used.

Yes I think we've got it about right in the wilder areas of the Island

Many built up areas are close to the coastline e.g. Gorey St Aubins North Coast.

Question No 54: New hotel development**b: Agree**

It is desirable to encourage the tourism in this way provided that no new development outside St Helier or other existing built up areas is involved.

There might be some opportunity to develop some accommodation on a small scale as is suggested in redundant farm buildings etc.

St Helier is the hub of the island.

Yes newer hotels attract customers. Careful development on existing sites / location could be beneficial.

The suggestion of developing and diversifying the concept of tourism as mentioned in Q.53 may require the need to site some new hotels in suitable locations other than in St Helier or existing built-up areas of the island. I suggest these might be modelled on the types of tourist that is attracted to Jersey because of the specificity of the advertised holiday – perhaps this may lead to the development of a 'hotel locale'; not everybody wants to be too active or visiting all corners of the island! Certainly new hotel building should be encouraged but include appropriate areas for various types of hotel.

Yes - because we already have a number of existing hotels that could perform better on their current sites - with some additional investment / redevelopment.

Yes! With hotels going down the pan at the present rate why build new ones?

But not a cast iron restriction leave room for manoeuvre.

With big reduction in tourism many big hotels closed cannot see many new hotels waiting to come to this expensive island.

Question No 54: New hotel development**c: Neither Agree or Disagree**

As long as they are well designed and do not cause eye sores I believe that the building of high class quality hotels with good facilities could be built. I think this would be attractive to visitors who don't want to be couped up in a modern 'box' in the middle or outskirts of a busy town.

Why have old hotels been allowed to close.

New hotels need to be built where the location is most suitable be it St Helier or in other parishes.

Having closed down hotels why build more?

Question No 54: New hotel development

d: Disagree

We have already lost country hotels to apartments so why allow any more to be built?
Non-sensical.

JEF would not support green field development for new hotels but disagrees with the notion of restricting new hotel development to St Helier and the existing built up area as it is likely that new investment in the industry will be forthcoming only in a flexible environment.

Hotels should be built in the best places.

would love to see a new golf course with hotel . That could be a bit of a problem in St Helier !

There are too many bed spaces available already.

I agree broadly but a blanket restriction is too strong. For example a proposal for a new five star hotel associated with a new golf course in the countryside coupled with improved public access to the countryside should NOT be resisted simply as a matter of principle.

Tourism (hospitality industry) requires.

High quality visitors pay good money for high quality hotels in PRIME sites. But you don't want all the best sites to be taken up with hotels or the place is ruined as for example at St Brelade's Bay. If you want a lot of mediocre hotels stick them in town. You get mediocre visitors.

We should be encouraging tourism accommodation to be provided across the Island as in the past however we also should be aiming to retain the number of existing hotels where possible . Some would argue that the present policy of allowing a change of use for housing offers an attractive alternative to the hotel owner faced with a declining tourism market.

A new hotel may be built on site of an old one provided that no other restriction or conditions applies.

Lets be bold and allow those with a track record to have the benefit of appropriate countryside and coastal sites (ie as part of a golf course or country club). However the design attention to detail and use of materials must not be compromised as was the case with the Radisson Hotel.

Keep development of new hotels to existing hotel sites where appropriate - the Plemont holiday camp site is one example which is NOT appropriate for any development.

Question No 54: New hotel development

e: Strongly Disagree

TTS would support hotel developments in other parts of the Island where good transport and drainage facilities are available.

Hotels in greenzone natural choice for quality market but suggest to replace existing farm or other uses only?

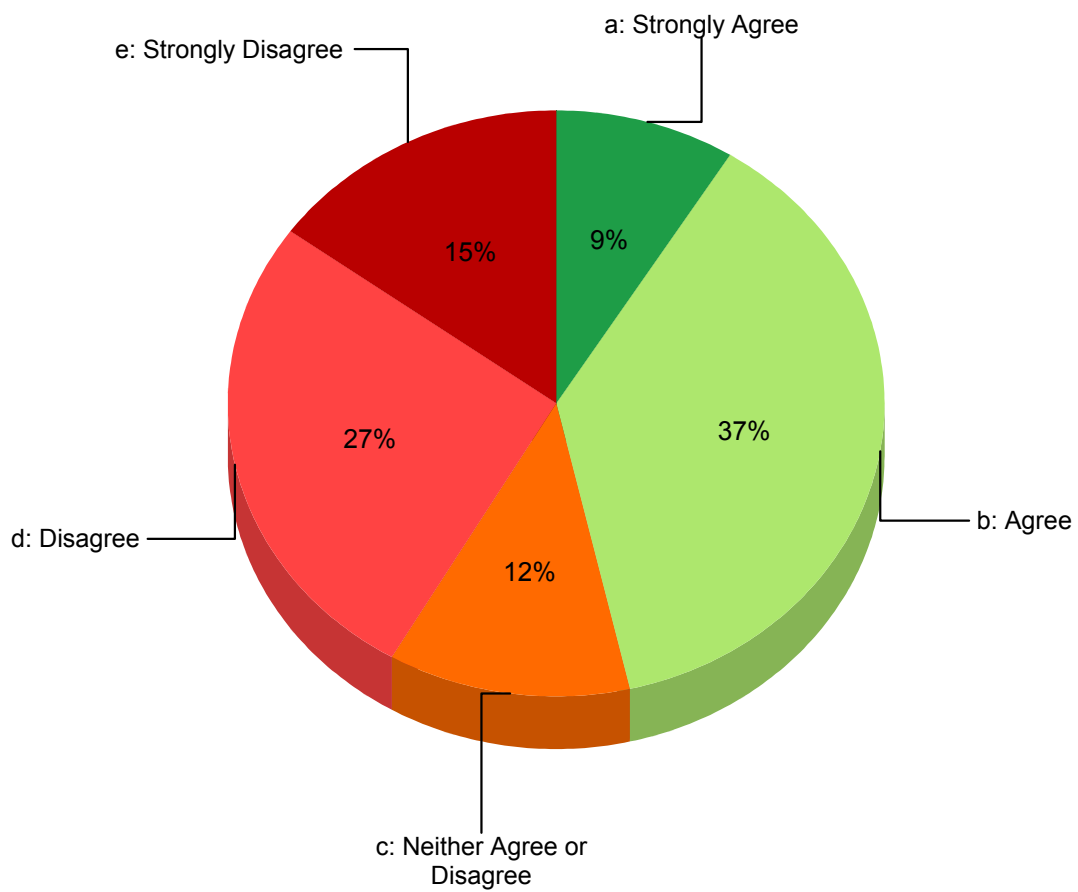
No more hotels there are enough - more low paid jobs for immigrants who never go home and are given social housing built for locals. Then import brothers sisters aunties and grannies which is why we are in the mess we are in.

Use existing hotel sites supposedly there are half the beds now where did they all go? so why the need for new sites or buildings.

What for - the hotels are best situated where people want to go Portelet Plemont Gorey -not lumped all together on every bit of reclaimed and poluted land you can free up.

Question No 55: Self-catering visitor accommodation

Do you agree that the new Island Plan should encourage the provision of new, purpose-built self catering visitor accommodation in the countryside?



■ a: Strongly Agree	6	9%
■ b: Agree	25	37%
■ c: Neither Agree or Disagree	8	12%
■ d: Disagree	18	27%
■ e: Strongly Disagree	10	15%
Total:	67	100%

Question No 55: Self-catering visitor accommodation**a: Strongly Agree**

Of course it should have many years ago - its far too late now. It is cost effective with low staffing requirements and spreads the money out into the community attracting families etc etc - all the reasons why greedy hoteliers did not want it

This is at least ten years overdue. It has been in my experience a very negative factor and I personally have been told by families that the little acomodation that was available for 4 or more people(ie larger families groups of friends wishing to spread the costs) was almost non existent and if existent was booked years in advance. I have seen some of the accommodation offered and was frankly shocked. How this was not picked up by tourism I just do not understand especially when all the other competitive destinations (Tuscany Spain etc) have been offering this for years.

But not allow them to eventually become lodging houses.

Short break 'active' holiday accommodation still inadequate.

Question No 55: Self-catering visitor accommodation**b: Agree**

not on green fields.

Only in already built up areas used for tourism.

The provision of time-share could also be considered.

but in places where units do not encroach into the countryside.

Yes providing it it sympathetically designed ie; as as L'Etacq

Great example at Les Ormes.

The provision of new self-catering accommodation is in the first place a positive move; providing these in the countryside will of course need to be very carefully analysed as to where they will be located. One scheme might be for a cluster of purpose-built accommodation; another development for one or two holiday units. The type of development is going to depend upon landscape sensitivity size of the area etc. Whatever is built number of units and the theme of its set up with our increasing sensitivity and knowledge to protect the environment it is hoped these developments will adhere to the highest levels of ecological fitness in other words to be as 'green' as possible. To provide this type of accommodation is another string in Tourism's bow.

TTS would agree as long as adequate public transport and other infrastructure is available.

Only in particular locations.

By conversion of existing buildings rather than new builds.

Self catering should form part of the tourism strategy and be included in any Island Plan. My concern is that in recent times self catering accommodation has been built and then the use has been changed to residential accommodation. If we are to actively support and encourage self catering the use should be limited to tourism only.

Gites rather than chalets. Chalets always look out of place. When you say new it would probably be better to encourage refurbished character buildings than to allow a rash of garden sheds to emerge.

Yes where they can be justified as part of an existing recreational use or farm experience.

Purpose built chalets could be a feature close to areas such as golf courses and amenity places.

Provided in the countryside does not mean on virgin or open land. There must be some buildings there already.

Question No 55: Self-catering visitor accommodation

c: Neither Agree or Disagree

Maybe more motor-home sites

Jersey can never be a cheap holiday location.

Refurbishment of existing buildings to deliver this seems reasonable. New self catering in the countryside should be permissible if the schemes proposed deliver a meaningful environmental benefit proportionate to the damage caused by their creation.

Could the non viable hotels not become self catering accomodation? Back to the old chestnut of building on the places the visitors used to come and visit before they were buried under concrete. St Ouens Bay is at risk of thi - the Watersplash plans are a case in point

Limited.

How popular is this?

Self catering accommodation often becomes residential accommodation - not strictly policy.

Question No 55: Self-catering visitor accommodation

d: Disagree

Island cannot afford to have property developed for 'occasional' accommodation only.

JEF would not wish to see new developments of this nature in the countryside. Self catering has a place in the industry but new development needs in areas with suitable facilities and must not be a Trojan horse form of development for new residential development in the countryside as there are insufficient powers to prevent change of use.

Many existing hotels could be easily converted to self catering and are near to facilities i. e restaurants and shops.

Should neither encourage nor discourage. Treat each application on its own merit.

Is the need essential? I think not. Too much time and effort is put towards supporting tourism there are better ways of improving it if the restaurants were better perhaps there would not be a need for self catering.

There is no reason to depart from general policies of no new development in the countryside for any particular type of development.

This will distract from the necessary housing development.

Unused farm buildings can easily be converted.

Question No 55: Self-catering visitor accommodation

e: Strongly Disagree

Due to decline on tourism many hotels closed. We have other large empty buildings suitable for this.

Absolutely not. In 5 year the owners will say that they don't pay and will want to build houses on the site.

Some of it has already been converted to housing ie: those at L'Etacq

Any such development should be restricted to existing developed (mostly hotel) sites in general. The building of the wooden chalet-type examples should be stopped in future - they are not in character in Jersey. Jersey has plenty of local design styles to use for any such development if allowed.

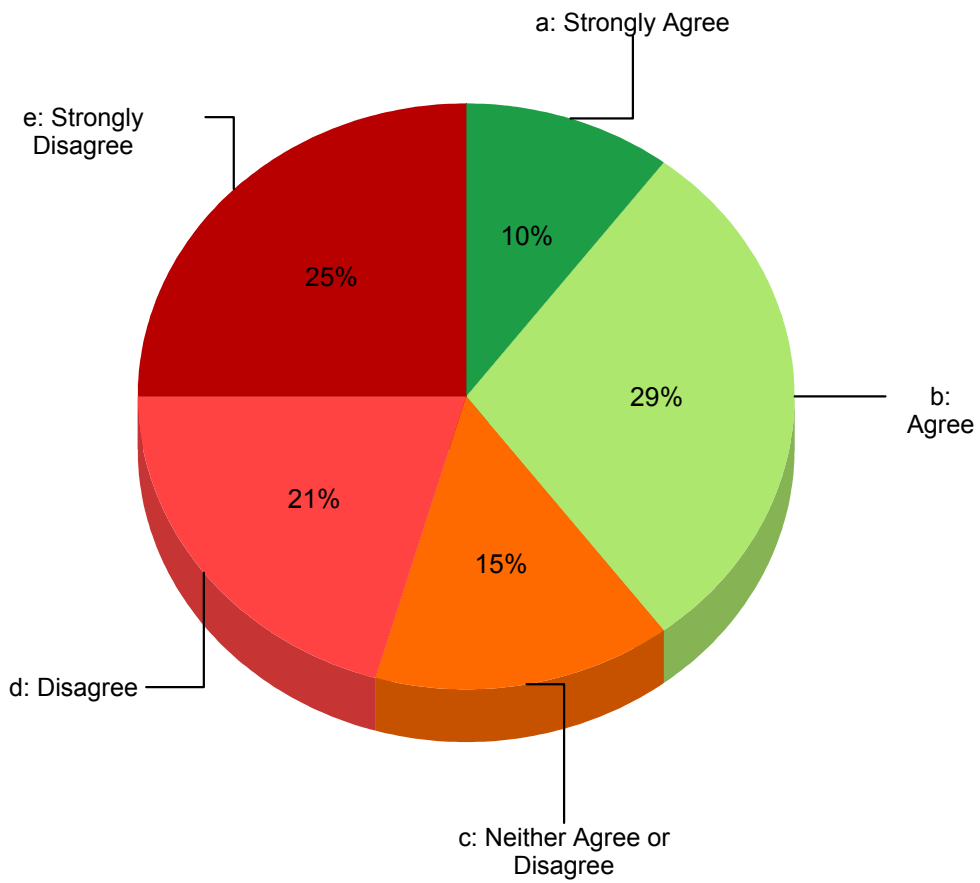
They will then be permitted to go to residential when the owners cannot make a business case for keeping them in tourism - new dwellings in the countryside by the back door will result

Enough already - stop opening new doors to convert to flats.

Enough tourism already - also see credit crunch.

Question No 56: Hotel at Gorey

Should a special case be made for zoning an area for a 4/5 star hotel at Gorey?



■ a: Strongly Agree	7	10%
■ b: Agree	20	29%
■ c: Neither Agree or Disagree	10	15%
■ d: Disagree	14	21%
■ e: Strongly Disagree	17	25%
Total:	68	100%

Question No 56: Hotel at Gorey**a: Strongly Agree**

But don't forget the road transport infrastructure changes that need to be considered by yet another incremental development in the East!

On condition a suitable site can be found - it is time Haut de la Garenne was redeveloped as a 4/5 star hotel.

This could bring back some much needed tourist vitality in the Gorey area and for the industry as a whole.

Question No 56: Hotel at Gorey**b: Agree**

If built sympathetic to the area.

Only if financially viable. Old drive-in BBQ sit Old Beach Hotel site As part of any future marina development?

Within 'built up' area of Gorey. Linked to improved port facilities.

Again not on virgin or open land.

This would need to be ery carefully located as suggested.

But only as replacemen for existing building not on field site. How about Haut de la Garenne ?

It would indeed be difficult to find a suitable site especially in view of the number of hotels in the area that have recently been taken out of the tourism marketplace and converted to accomodation. The only existing option would appear to be the current Drive-Inn bar b q. However should the proposed new marina be built at the rear of the existing pier the potential exists for a hotel to be built largely out of site from the existing waterfront. This would also make better sense being in close proximity not only to a marina but also to the proposed new ferry terminal and landing place for cruise-liner tenders.

Possibly.

Working through this Green Paper Questionnaire it is becoming quite clear that distinct and innovative ideas are going to be required for solutions to some of the very difficult situations that face Jersey to make an eye-opener of a place for residents and visitors alike. A new hotel at Gorey is no exception for it would be essential to locate it in such a way as not to be a dominant feature detracting from glorious setting of Gorey with its harbour and castle backdrop. It would certainly test the skills of an architect to sit the hotel into the escarpment – here e.g. one could create an earth roof over turf the roof and sow native wild flower species – this helps to blend it into the surrounding landscape.

If any hotelier believes he can make a serioous go of it then OK

This part of the island has lost many hotels over the last few years.

Absolutely

But only as long as there is also a special assessment of the negative and positive consequences of so doing.

It's a tough one but Top class tourists pay top money for top class hotels in top sites. It would have to be very good to compensate for the scar on the landscape. It would need to have a top class restaurant too. Five star no less.

Question No 56: Hotel at Gorey

c: Neither Agree or Disagree

You had hotels in Gorey - now closed. What is the difference now?

A hotel could be built of a size not to impact overly on Gorey

This might be considered on its merits.

Where? Car parking?

Depends on the site - it should not be outside the present built-up area at Gorey.

Why Gorey? We have had 2 hotels in Harve des Pas knocked down for apartments.

Not on undeveloped green land please. But a deliciously well crafted and environmentally sustainable building on a suitable brownfield site...perhaps a little more tempting? Lets be honest. It won't take long for an Islander driving or walking along the coast road between the Royal Jersey Golf Club and Gorey Harbour to spot at least one site that would fit this bill. IF the design was right and IF the inevitable impact on neighbours was mitigated sensitively then maybe it would be a plausible idea.

Question No 56: Hotel at Gorey

d: Disagree

Dread to think what it would look like and there are hotels that could be upgraded in Gorey . Common sense please.

JEF considers that there are sufficient existing sites which could be redeveloped should there be sufficient interest.

Why just Gorey?

Do we really need another 4/5 star hotel?

Would need greenfield site to which i am opposed.

Gorey is well served at present.

Is a new hotel necessary - we have the Radisson!

Inappropriate.

Question No 56: Hotel at Gorey

e: Strongly Disagree

Where and why - why mess with the economy 10 hotels have closed in the Gorey area - ask yourselves why - who is paying for ideas like this or is it part of a school syllabus exercise!

No. and certainly not on the site of the allottments.

When we are allowing hotels to be converted to appartments it seems ridiculous to rezone a new undeveloped site for a hotel. We should be encouraging interested parties to purchase existing hotel or brown field sites

Enough hotels.

Upgrade present accommodation. 2 hotels have already been demolished in the village.

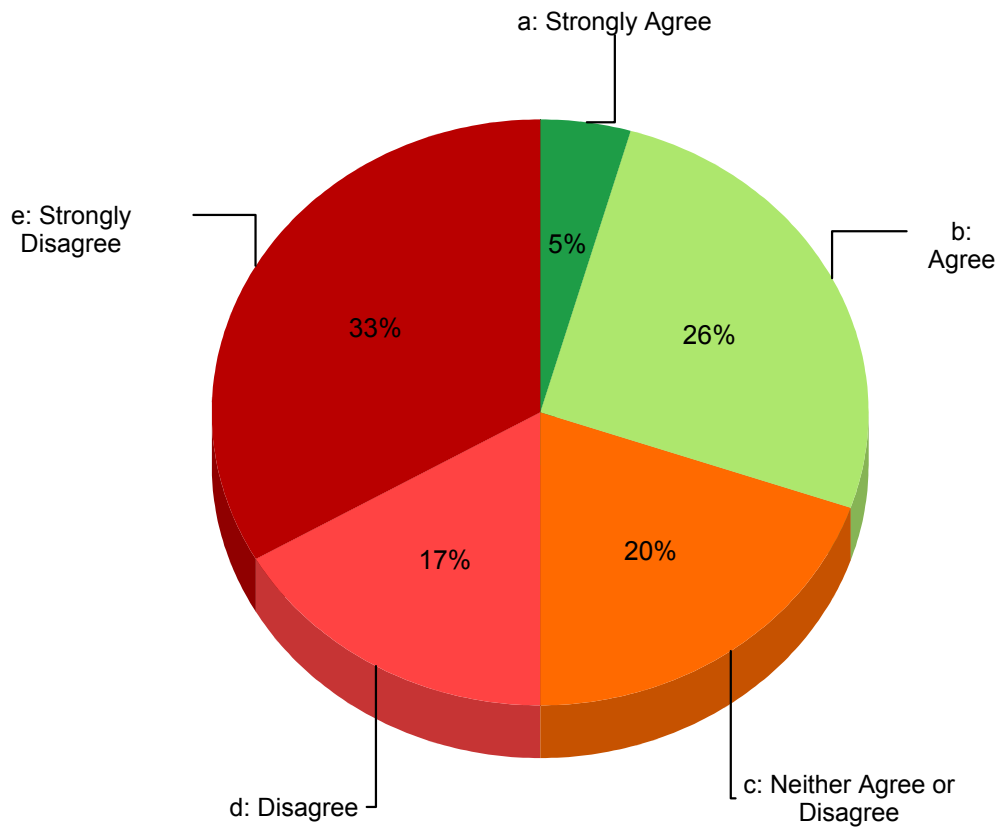
At the present state of tourism and the closing of many hotels and guest houses these questions seem pointless.






Perhaps Gorey would benefit from a new hotel but not on a new site. The Beach Hotel is in terrible state - could that not be redeveloped?

To what end? Unless and I mean this seriously Haut de la Garenne could be demolished and used as a site putting it to some good at last

Question No 57: Golf courses

Do you agree that the new Island Plan should encourage the provision of additional golf courses?



	a: Strongly Agree	3	5%
	b: Agree	17	26%
	c: Neither Agree or Disagree	13	20%
	d: Disagree	11	17%
	e: Strongly Disagree	22	33%
	Total:	66	100%

Question No 57: Golf courses**a: Strongly Agree**

In response to lack of supply and heavy demand then Yes!

and permit development with it. If necessary compulsory purchase land required.

Golf Leisure/tourism will only increase and the added facilities will provide a more diverse economy for Jersey youth to work in

Question No 57: Golf courses**b: Agree**

Particularly to encourage the youth in our islands.

One golf course only.

But not on agricultural land.

Agree but only for one additional course.

Possibly one golf is considered to be land hungry.

Any way of assuring a 'green' area should be considered.

On lower grade agricultural land.

At least one 18 hole island course should be provided.

The benefit of having a managed land use looks a little less convincing when one finds out how damaging to local habitats these courses can be. If it has to be another golf course why doesn't someone take up the environmental mantle with it? More tree planting less chemical intensive green management etc. Perhaps we could even use a sustainably managed course as a headlining facility to promote a wider 'green tourism' push? One where the tourists arriving to use the course have turned up in their electric hire car after lunching on local organic produce etc.

Only as part of a tourism strategy supported by evidence demonstrating demand. This must be balanced with the demands of our agricultural industry and the retention of good quality land.

This is a niche market that is close to the UK and which is a growing market. However in order to be acceptable as a golfing destination the island would need at least two or three additional courses so that it can compete with the likes of Portugal and Spain etc. Golf courses can also be made to assimilate into the countryside and provide a wildlife haven for birds. They should however be made fertilizer and pesticide free.

Question No 57: Golf courses**c: Neither Agree or Disagree**

At least golf courses are green.

Why not wait and see.

I'm not a golfer but perhaps a sensitively planned 9 hole course would add to the offering

There is a difficult balance to be drawn here. One new course may be justified and could be designed to enhance the environment not detract from it.

Enough already

Golf courses are very space-consuming but are also good areas for wildlife especially if a purposeful layout is designed to encourage wildlife into the area using the native tree and shrub species grasses etc it's a matter of jiggling the maths to who wins the day; agriculture urban expansion tourist-oriented attractions or any of the many other pressing needs of the island! Whether providing a couple of new golf courses would outweigh other needs so that waiting lists from residents can be reduced and maybe boost tourism to a level that would have a significant benefit to the island; this require very careful thinking and calculation to prove the need.

Only one extra inland of Parkland type.

Golf courses take up a lot of land - but if a site could be put together that only uses the marginal agricultural land - why not?

Question No 57: Golf courses

d: Disagree

There may be a case for the provision of an additional golf course but considering the environmental impact this would have it is not something which JEF would support.

The Island seems to be well served by new golf courses. No one to my knowledge is excluded from playing golf.

Question No 57: Golf courses

e: Strongly Disagree

Insufficient space.

Adequate land already made available to this sport.

No no and No.

For the size of population there are sufficient.

Jersey can't provide all the space-taking facilities everyone wants - we have enough golf courses in relation to our Island area.

Boring activity - spoils a good walk - create nice and easily managed inland coastal areas that can be accessed and be available for everyone

There are more than enough golf courses on an Island of this size.

Golf courses are a waste of space. There are already too many and too many areas of wild land where people are denied access because of a silly game. Golf courses belong in the spacious wilds of Scotland or the deserts of America or Spain. There is simply no room for such space hungry activity in a small island. No amount of visitors could adequately compensate for the blight caused by another golf course.

There are enough golf courses already. Golf courses are very land hungry and provide pleasure for a relatively small proportion of the population.

For all the caveats above

There are plenty of golf courses! You are only catering to a small section of society. People should move somewhere else if they want more golf courses.

No more golf courses if they want to golf there are thousands in Spain.

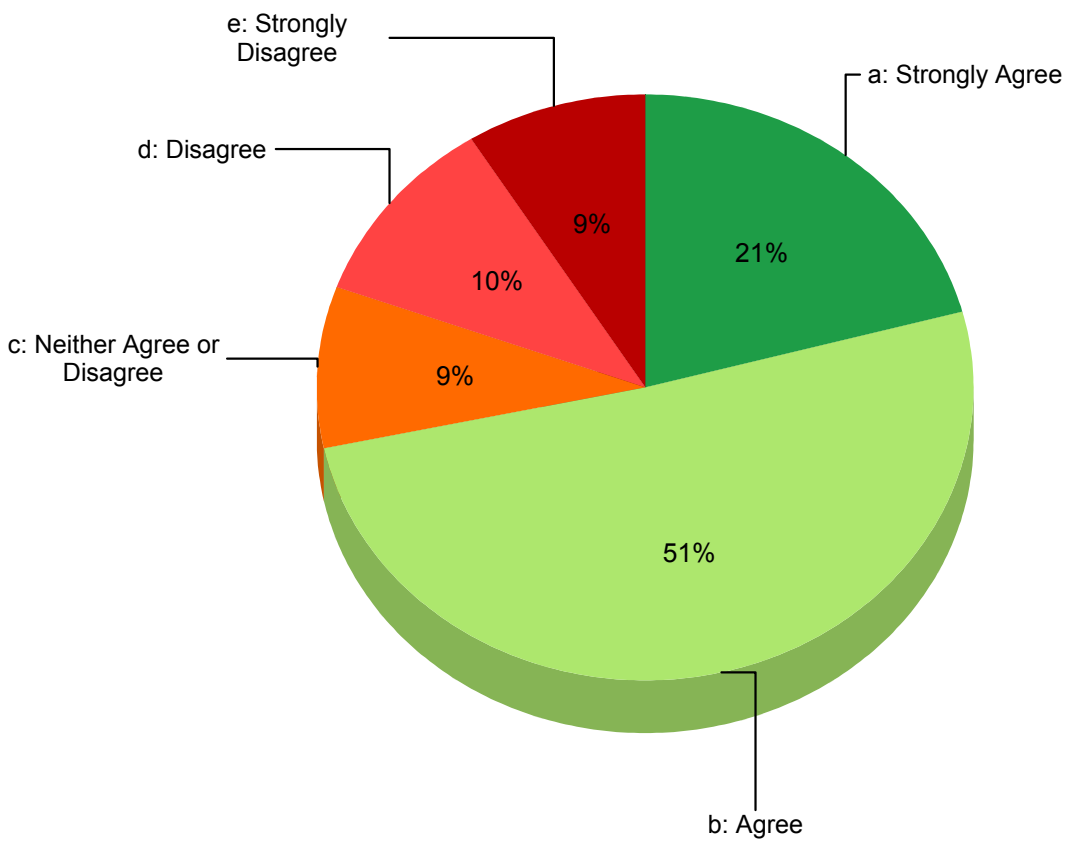
No. This is a small place and cannot have everything for every contingency.

There are too many already.

another golf course would be too large for the island and destroy agricultural land.

Question No 58: Marinas

Should the Island Plan make provision for additional marina facilities? If you agree please use the free text box to indicate which of the following you would consider most suitable?



■ a: Strongly Agree	14	21%
■ b: Agree	34	51%
■ c: Neither Agree or Disagree	6	9%
■ d: Disagree	7	10%
■ e: Strongly Disagree	6	9%
Total:	67	100%

Question No 58: Marinas**a: Strongly Agree**

d) St Catherines Breakwater.

Marine Leisure is the most enviromentaly friendly way of increasing tourism in the island. Jersey is blest with being in some of the best cruising waters in Europe and should be developing this opourtunity given to us on our doorstep. All marina's should be devoped to a lesser and greater extent but the area around St Helier should be the priority. The island needs at least a further 3000 berths but these do not need to be provided by the States. We should encourage marina and housing developers to the island to aid tourism and solve at no cost our urban housing. The land would remain in the ownership of Jersey on long 100yr leases.

At Old Harbours as recommended by Lord Norman Foster in 1978 in the Foster Report on St Helier Harbour. (The upper harbour was done but not the old harbour).

a) St Heliers Old Harbours 2nd Choice b) St Aubins Harbour

A) St Helier

A-St Heliers

St Helier and St Aubin

Yes and the most suitable location is Gorey. This is on the basis that although St. Catherine is the best location for a deep-water marina there is virtually none of the infrastructure in place to make it practical. The addition of the required transport links shore-based construction and utilities would face even greater opposition than at the other locations. St. Aubin's has little opportunity for growth and certainly no chance of a deep-water facility. St. Helier does have potential but only if and when the 'East of Albert' plan is implemented creating new space for marine leisure. Note that the statement that the 'Old Harbour of St. Helier is considered to be the most viable option' ignores the fact that it does not create a single NEW mooring nor does the St. Aubin proposal they just make better quality floating ones. In addition the quoted relocation of low costs moorings to Gorey assumes that Gorey has spare capacity but in fact it does not. However if the proposed marina was built at Gorey it would not only provide hundreds of brand new moorings but also free up space in the old harbour for the stated relocation. As for the stated cost of Gorey being higher than at St. Helier it must be understood that the (low cost) St. Helier proposal refers to the Old Harbour one that does not provide any new moorings. However the East of Albert Plan to relocate commercial port operations south to La Collette (see section 5.6.3) which does provide for many new moorings will cost many times the proposed Gorey marina. The scoring system that rated St. Helier Old Harbour as the best option fails to take into account these factors was challenged at the time by the Gorey Boat Owners Representative and leads the casual reader to think that it would produce the best number of new mooring spaces per £ but in fact it does not - only Gorey does that. Finally in terms of timescale the provision of new moorings in St. Helier is not possible until and unless the commercial port is moved south to La Collette. This project is widely regarded as having a 20-year timescale. By contrast there is nothing (except permission and funding) to stop the Gorey marina being started tomorrow. The Gorey Boat Owners Association is happy to make available the full presentation on the Gorey proposal that has been presented to various interest groups and stake-holders including Jersey Harbours and the Economic Development Department. In addition they have a full fee-proposal from Arups with a full costing for the required feasibility study.

C) Gorey or 'E') Havre des Pas

A B C & D

Jersey has missed the Boat here - Grainville Carteret and Portbail all have 1500 berth marinas and draw in 1000's of people - who spend all over the place not just in a Hotel e. Havres des Pas f Elizabeth Castle None of the others are viable

St Helier is the most suitable as it closest to the town amenities but we should also sympathetically upgrade ALL existing marinas

St Aubins Harbour would be preferred.

Old Harbours St Helier.

Question No 58: Marinas

b: Agree

The ranking order in your document seems sensible to us. A) St Heliers B) St Aubins C) Gorey D) St Catherines.

A- St Helier B- St Aubin D- St Catherines Gorey is difficult to manage without causing an environmental / aesthetic problem. St Aubin could be developed successfully if care were taken.

A) St Heliers

A - St Heliers B - St Aubin C - Gorey

a) St Heliers

D- St Catherines.

D - St Catherines is ideal as there isn't anything already out there. Town / St Aubins / Gorey - all full.

A) St Helier

A) St Helier C) Gorey

C: Gorey

Any of the foregoing might be suitable but a thorough assessment of related impacts (e.g. parking and service requirements) would also need to be carried out on a case by case basis.

None of the above Havre Des Pas must be the location. It also has much greater capacity potential than any of the above locations.

Agreeing to a) An extension of facilities in St Heliers old harbours this is central to the major activities of the yachting community and needs to have all the facilities in place to attract visiting yachts especially where it involves business. The trends of conducting and doing business etc is changing viz a viz - the Internet; today's lifestyles are becoming ever more diverse touching areas not known only a few years ago. It is important for St Helier harbour to have a complete infrastructure regarding mooring services and ancillary facilities available for local and visiting yachts. Imagine with the Waterfront fully developed with eye-catching architecture a magnificent harbour buzzing with activity the whole area exhibiting an air of confidence - this would pull in the big yachts!

Privately funded perhaps east of La Colette as was planned all those years ago.

A B & C. Resistance to the loss of drying out berths would require consideration of areas outside of existing harbours. Not St Catherine as landside infrastructure probably unacceptable.

I Agree but I do not favour any of the options listed. This is setting the agenda when there are alternatives such as building a new marina East of La Collette. We should not repeat not even consider flooding the two old harbours at St Helier. These provide the only safe and fully protected and affordable drying moorings and cradle facilities in the Island. In addition and probably even more importantly they have an intrinsic historic value and beauty that is our heritage invaluable and irreplaceable.

Any of these sites would do but St. Catherines would cause an increase in vehicle journeys out that way. And how about mooring incentives for boat owners to favour sail instead of 5 litre petrol V8 driven craft?

St Catherine's Breakwater

DO NOT TOUCH THE DRYING HARBOURS IN ST HELIER. These harbours are the quintessential character of St Helier. This is how the town grew; drying harbours serviced by our dramatically large tidal range. They currently provide not only a reminder of that tidal range and history but also cheap non-marina moorings that enable ordinary folk to afford to own a boat and get out on the water. This keeps maritime activity alive in the hearts of the community and helps preserve the essential character of the island. It would be a sacrilege to pond them up and fill them with rich boys toys. You can build a marina anywhere and it will fill with boats. St Catherines would probably be my favourite site because of traffic issues. It doesn't have to be summer only a good southern arm built with modern techniques and proper management of the tidal range (don't let public services design it) together with a bit of dredging would provide a huge marina and adequate parking could be supplied. A bit of a waterfront and some housing for the rich could also be provided. See also landfill requirements Question 77 GP523. St Aubins is another good spot. Land reclamation would also be required. The locals would have to be over-ruled! East of La Colette hasn't been mentioned by you but is also a very good spot and requiring less dredging.

Any are suitable but we must ensure that leisure development at St Helier (desirable in many ways) does not interfere with commercial use of the harbours including fishing.

St Catherine's

St Aubin's Harbour and extension to St Helier Harbour facilities

a and d

I think that St Catherine's would be a good choice for local boat people.

Sthelier Gorey Staubin

d.

C. Gorey.

A: St Helier

Extend the facilities in St Helier Old Harbour

Question No 58: Marinas**c: Neither Agree or Disagree**

and only in St Helier if cost effective.

St Helier or St Catherines... if new harbour accepted.

I would only agree to St Catherine's being made a marina if it also catered for ferry services to the other Islands and France. The feasibility of a floating dock for Cruise liners there should also be considered. Having just spent a large amount protecting the end of the breakwater someone should have looked at a bigger proposal at the time with more time and money an extended arm could have been built to create a more sheltered harbour.

Question No 58: Marinas**d: Disagree**

Most Jersey boatowners can not afford marina fees - is boating to become only the preserve of the rich?

JEF would support development of Gorey and St Helier to increase marina provision.

Do not see the need if present ones made efficient.

Question No 58: Marinas**e: Strongly Disagree**

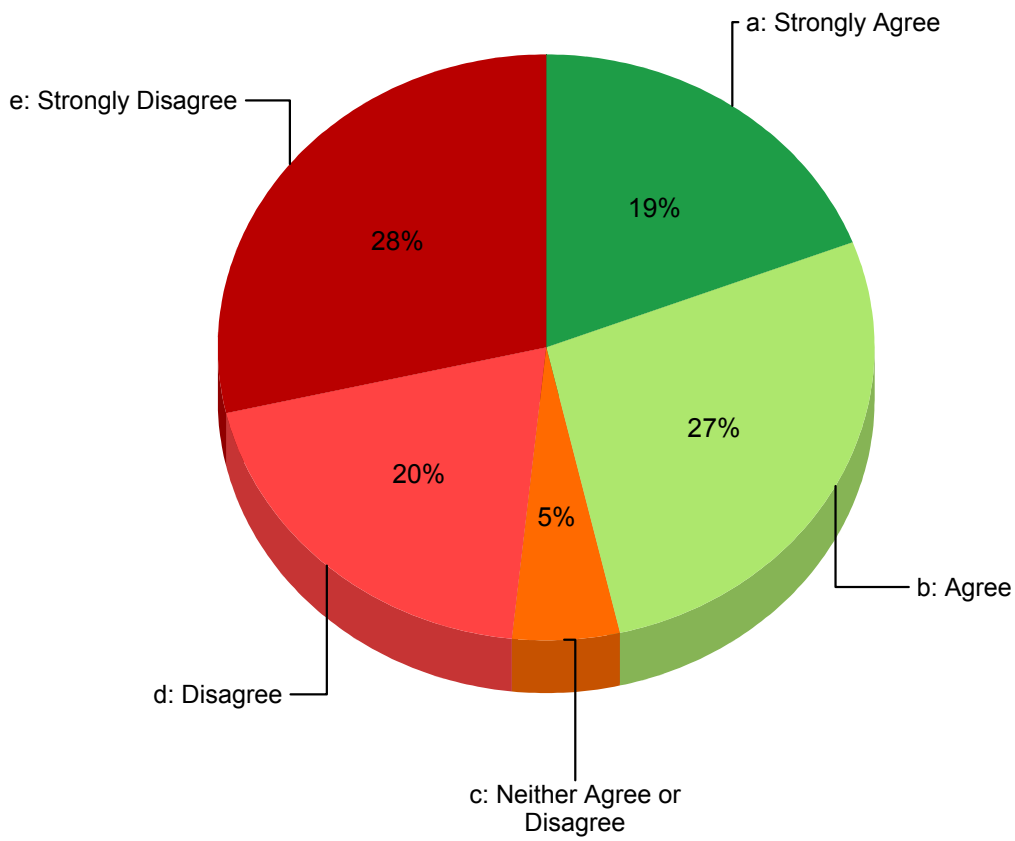
None of these are suitable.

There is no clear evidence for need and visibly fewer boats using the harbours.

Housing

Question No 59: Flexible Housing Target

Do you agree with the preferred option of setting a flexible target for housing land releases, only releasing greenfield land when there is a shortage of brownfield supply?



■	a: Strongly Agree	33	19%
■	b: Agree	47	27%
■	c: Neither Agree or Disagree	9	5%
■	d: Disagree	34	20%
■	e: Strongly Disagree	49	28%
Total:		172	100%

Question No 59: Flexible Housing Target**a: Strongly Agree**

But only when land is within or adjacent to existing built-up or village areas.

Flexible say 3 year review required.

see q.14

Brownfield still needs carefull managing or severe harm will be done to the areas - look at the potential for problems in 10 years time at Goose Green - will those houses in the flood zone be insured ?? Or ths States Flats at the marina built on Toxic waste !

Unless proved parish need.

Question No 59: Flexible Housing Target**b: Agree**

But there should be no presumption that greenfield land will be released unless there are some checks and balances to ensure that gerenfield sites are not given away carelessly.

But no greenfield!

Greenfield land release should only be the very last resort.

I think we need to look at the whole population issue very soon. Town is no longer an English-speaking environment and all these new people are going to want to buy homes and raise families. No matter how many new people we allow in to combat an ageing population those same people will get old and the problem will continue. This is a Western World issue not a Jersey one. better to cope with it now rather than import more people and put off an even bigger problem in the future

On the proviso that when the land is released in order to meet the shortfall there are mechanisms in place to ensure that there is a swift approval system of the rezoning and the planning permissions.

Ensure that all Brownfield sites are looked at properly.

Only if the sites recieve Parish assembly approval.

However windfall sites are not a good thing from the Transport perspective. Population growth should be contained not encouraged as our current regime is doing.

Special housing (i.e old persons) should be developed according to demand regardless of site type.

Not too much!

I seem to recall that alot of land was rezoned a few years ago and then first-time buyer properties built which apparently was going to solve the housing shortage. As more and more land is rezoned the housing shortgape problem just seems to be getting larger. Will be also be told in another 5 years that we need even more land rezoned?

Question No 59: Flexible Housing Target

c: Neither Agree or Disagree

Greenfield land should not be released for development (unless already zoned for this purpose)

Green field sites must be rigorously protected.

Flexible targets make sense but I do not agree with the remainder of the question which speaks of releasing greenfield land. I do not believe this should be an option within a ten year plan. It is too easy for developers to make a case for such development if the option exists. The presumption should be against any further development on fields in my opinion.

We should not be building on any greenfields whatsoever. Population should be controlled at the current level so there isn't further need in the future.

Question No 59: Flexible Housing Target**d: Disagree**

Identifying sites early leads to pressure for the development of those sites.

Use the land already available.

No housing on greenfield; probably not on brownfield.

I think that small areas or infill sites could be looked at or redevelopment of old housing stock which is falling down but I think that some greenfield land will always be needed if the population growth continues.

No a certain amount of green field sites will have to be re-zoned to ensure that housing is delivered to meet supply otherwise unpopular propositions will have to be brought to the States for re-zoning which will always get a rough ride.

I do not agree with Greenfield building. Land is precious.

Have already stated too much building. Needf to restrict newcomers to housing by looking at numbers influxing into Jersey.

Hang on a minute! The earlier references to brownfield sites in the countryside make this question hard to answer. Para 9.4.4 of this paper does away with a bank of sites previously identified for future development (the H3 and H4 sites) with just 2 words - 'detailed analysis' I think they were. Are we not to know a little more of what that detailed analysis threw up before a whole new raft of surprise sites in the countryside - or even worse - green zones finally get published? I think the brownfield site descriptions highlighted in this paper aren't going to go down well when the wider public actually begin to understand what this means. I also think a flexible target will be a difficult sell in the absence of a wider debate on immigration.

A flexible target for housing land releases would make sense because setting a five year period for housing development if targets are met then the reserve of sites can be released to continue the rolling five year programme. It is hoped that the housing land supply without using Greenfield sites is going to be sufficient for the foreseeable future. The population structure will determine the type of housing needs over each five year period therefore the location of available housing land is a determinate of who will go where. If it is deemed essential using Greenfield land for minimal expansion of existing Parish and rural settlements would have to be acceptable.

JEF believes that this wholly contradicts the brownfield and St Helier focus for development which has been supported in previous questions.

Depends on location and adjoining land see Q.3.

There is ample opportunity for developing brown field sites for housing - Girls College Fort Regent

Question No 59: Flexible Housing Target

e: Strongly Disagree

No to Greenfield land.

You shouldn't be releasing any green or countryside zone at all. The Housing Needs survey is nothing of the sort it is a Housing Wants survey and in an Island of this size we cannot be all things to all people. We do not have homelessness and most folk who live here now live somewhere. It really is time to stop incessant building. Some people may well want to go back to the parish of their birth but this notion is no longer realistic if the character of the island is to be preserved.

No release of greenfield sites.

Green zones should remain green!

Should not use either.

Keep green - how to define flexible?

Green field sites should not be built on at all.

As a member of the Optimum Population Trust I see the only solution to Global Warming is a steady and controlled reduction of the World Population down from 7 bn to 2 bn. To this end I urge an swift halt to the rise in Residential units. This does not mean 'no more house-building' but 'no more ADDITIONAL house-building.'

No strongly disagree with releasing Greenfield land.

I do not believe that there should be any presumption to build on greenfield sites no matter how flexible .

It has been proven that this sort of flexible approach just does not work. Greenfield sites should not be released because it proves convenient. To allow such flexibility could drive a coach and horses through environmental and quality of life issues.

Whilst I understand the concerns about stop-go I do not trust the authorities sufficiently to give them a flexible mandate especially if that flexibility includes green zone development.

The question is somewhat unclear but I do not agree with any general option allowing for release of greenfield land - there should be a presumption against the use of greenfield land.

Greenfield land should not be touched.

NO greenfields site should even be considered - and only very few brown field sites as a last resort.

Need for population control .

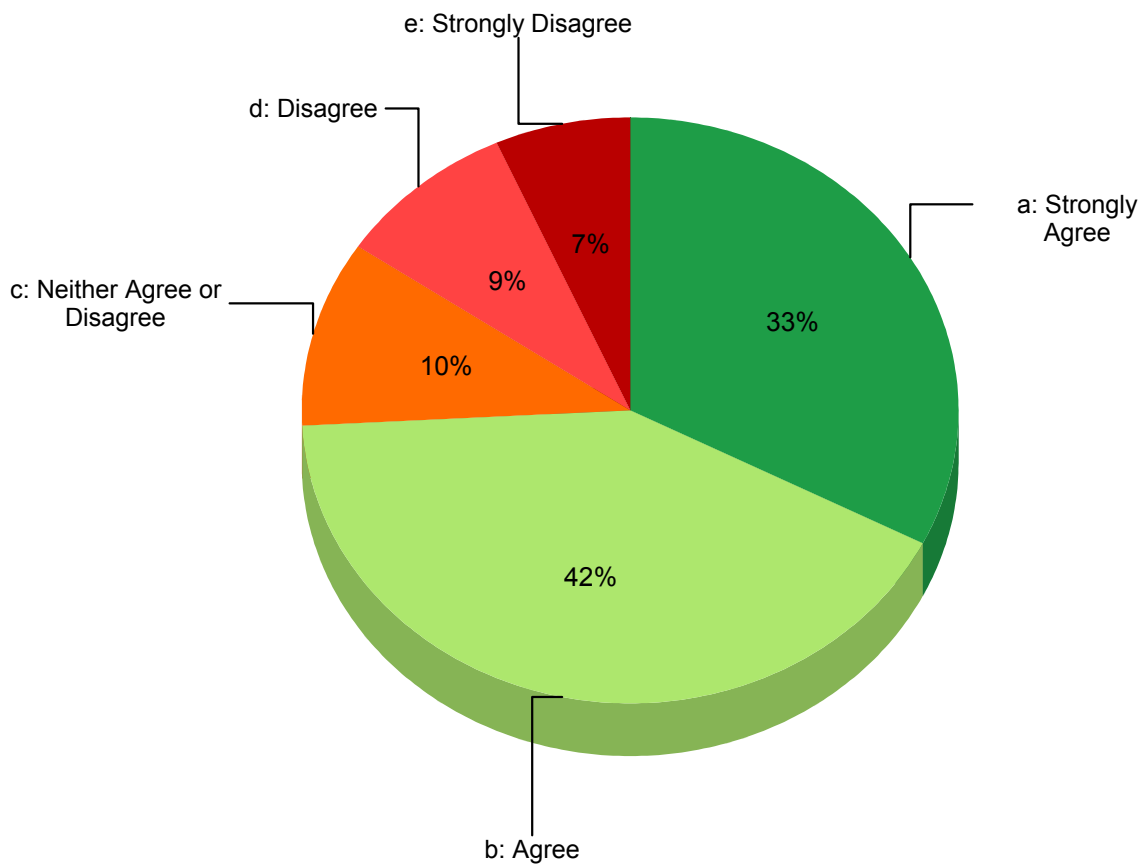
No more building on fields - look at the hideous mess in the marsh at St Peters Valley.

We should not use green field sites.

There is already a shortage of suitable brownfield sites. Release greenfield sites particularly infills as soon as required.

Question No 60: Affordable housing on windfall sites

Should private developers be required to provide a proportion of affordable housing on windfall sites which come forward through the normal planning process?



■ a: Strongly Agree	54	33%
■ b: Agree	69	42%
■ c: Neither Agree or Disagree	17	10%
■ d: Disagree	15	9%
■ e: Strongly Disagree	11	7%
Total:	166	100%

Question No 60: Affordable housing on windfall sites**a: Strongly Agree**

The percentage of affordable housing on windfall sites should be increased.

But not Dandara type.

This will help towards breaking down the 'have' and 'have not' society.

But who will ensure this happens?

Definitely

This is of particular importance to developments in the more rural areas.

Logical as we badly need affordable housing or our young people will will the island.

Question No 60: Affordable housing on windfall sites**b: Agree**

In a rising market some first-time buyers houses should be included on large developments.

This is natural extension of the planning obligation provisions in the new planning law and will require a clear strategy to avoid legal challenge but will be of enormous benefit. Need to consider measures to ensure social housing affordable but also low energy healthy and affordable to run.

Providing the proportion is as close to 100% as possible.

The problem is in subsequent sale of affordable housing. How do you keep it affordable? Houses are extended developed improved and quickly become unaffordable.

I agree but only on the basis that they should be required to build houses for rental purposes owned by a Jersey Housing Trust. Owner-occupation is not a right neither is it or ever will be affordable for many honest hard-working folk. Security of tenure is the key and the priority.

Where the size of the site makes it viable.

A good principle. Perhaps the suggestion contained in GP421 about Housing trusts is an even BETTER idea. Please consider it carefully

I am very much in favour of affordable housing particularly as part of community regeneration initiatives. I believe that most parish constables would wish to be more involved.

Previous affordable housing has meant a huge profit for the initial owner - safeguards needed.

Question No 60: Affordable housing on windfall sites**c: Neither Agree or Disagree**

I agree with the view that these sites may not be the most suitable sites. Each case needs to be looked at on its own merits.

There are 90 000 experts on housing in the island I am not one.

Windfall sites are not necessarily in the optimum location for housing of any kind.

For the States to achieve their objectives to provide affordable housing then a stipulation in the new Island Plan requiring developers to provide a proportion of affordable housing on windfall sites is essential; but is the suggestion here that a mix of Category 'A' housing with say the remainder of the site containing luxury or higher income family housing is being put forward? Surely this is what developers would want for the rest of the site. States Planning by law could require the sites to be wholly for the development of Category 'A' housing or a mix is potentially less conflicting.

This should be considered on a case-by-case basis only.

The aspirations of this proposal is worthy however most windfall sites are fairly small in unit numbers and costly to procure. Therefore if this is to be a policy it should be levied on sites which are providing large numbers of dwellings.

I can't see we will ever be able to have everyone as an owner/occupier. Some people will never afford it and it would be better to ensure new sites go to Housing Trusts to enable people life long tenure. You can't always have what you want!

It is certainly worthwhile exploring the merits of this suggestion.

Question No 60: Affordable housing on windfall sites

d: Disagree

No building on greenfield sites especially in the country parishes.

Bigger gardens.

No houses are truly affordable by the non finance industry worker. Only when supply = demand will prices fall to an affordable level. Produce more housing stock by compulsorily selling empty homes.

It sounds desirable but could be economically unrealistic.

This is too inflexible.

Question No 60: Affordable housing on windfall sites

e: Strongly Disagree

The states should zone developments accordingly which will determine the category - Sadly its the States with Public money who have often paid too much for land for low category housing and lost money !

TTS strongly disagrees with the development of windfall sites due to the impact on traffic. the numbers assumed in the Island Plan would put considerable additional traffic on main routes whereas development in the twon would reduce the impact on traffic. Furthermore some sites will not be on good public transport links forcing people to travel by car.

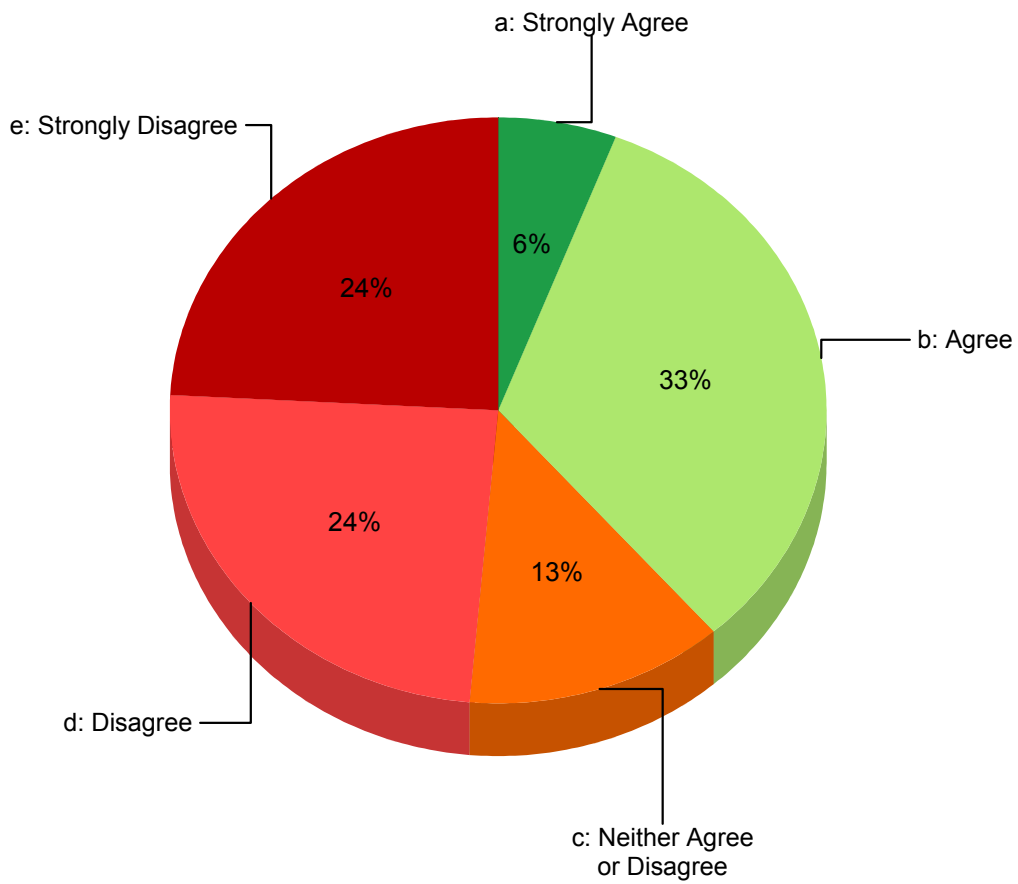
Private developer = Dandara?

This would be go-ahead providing corrupt deals.

Simply increases price of 'non controlled' units to private sector.

Question No 61: Unqualified Housing Availability

Do you agree with allowing a suitable proportion of new housing on sites in the main urban area to be available to the unqualified sector?



■ a: Strongly Agree	4	6%
■ b: Agree	23	33%
■ c: Neither Agree or Disagree	9	13%
■ d: Disagree	17	24%
■ e: Strongly Disagree	17	24%
Total:	70	100%

Question No 61: Unqualified Housing Availability**a: Strongly Agree**

Inadequate 'non-quals' property at present.

The qualification methodology needs a review and should be based on work permits not years of residency - per se.

I think any person in full/part time employment should have access to affordable accommodation of a reasonable standard. Therefore if developers are allowed to build quality lodging for non-qualified residents this can only increase their housing options

Question No 61: Unqualified Housing Availability**b: Agree**

But under 'J' cat' rules as at present.

The quality of accommodation in the sector is an embarrassment to Jersey and special attention needs to be given to this sector if Jersey is not to be the subject of further ridicule internationally. It will also help to make Jersey more competitive as an international finance centre as it was recently identified as providing the worst accommodation for finance workers compared to all other finance centres around the world.

As long as it is retained for that category.

With the targeted population growth and to improve the quality of this type of provision some limited expansion should be allowed.

Properly managed it could benefit the island

But reluctantly

Many unqualified including families live in overcrowded accommodation. Larger units for unqualified families is needed.

Unqualified sector are more often without transport and work in the town Urban area therefore it makes sense that they are also housed there reducing commuting. However we should be aware not to create ghettos (ie too many lodgings in the one area).

Unqualified persons should have access to suitable accommodation and such provision should not be excluded from the plan.

Question No 61: Unqualified Housing Availability**c: Neither Agree or Disagree**

There are two sides to answer this question. Firstly it is a controversial suggestion that could be seen as taking away land from residentially qualified persons and opening up the doors to developers to sell to off-island people. Potentially Planning should leave the qualifications of housing to the Population Department which should respond accordingly when there is change. Conversely it could be argued that there is not enough accommodation and what there is is at a very high price. If we are to encourage good quality talent to the island the accommodation needs to be suitably attractive for them.

Any change to the current population / housing control policy restricting the classification of new development in respect of lodging houses / unqualified accommodation should be considered only in the light of the outcome of the consultation now in progress on this subject.

see q.60

Question No 61: Unqualified Housing Availability

d: Disagree

The numbers of local people waiting for suitable accommodation to upsize downsize etc I think this takes priority. The seeking out and finding suitable sites for residential development and assessing the overall needs of the local resident is of paramount importance. Since a new system is now in place requiring any new resident arriving in the island to register to obtain employment or accommodation also they need to have the necessary skills qualifications or experience to be able to gain 'licensed employment'. The whole consensus here is that the pressures for finding or creating sites for developments mentioned in the earlier sections of the Green Paper are great. If the new Island Plan is to achieve its aims and objectives then the idea of supplying accommodation for new arrivals may have to be on a smaller scale e.g. only allowing employees of existing companies that already operate in Jersey to have the necessary licenses for bringing in extra staff. It is only fair that local residents are housed adequately in the first instance; over the years this can be monitored to assess the success of the new Island Plan. If there are indications that all is on track then the process of weighing up the validity of allowing specific developments for new lodging houses / unqualified sector apartments as opposed to land being used for the local market – does Jersey have the flexibility or luxury of choice to 'accommodate' both?

There is presently more than ever before

Demand for unqualified accommodation will be dependant on the migration policy which is still to be decided. Presently our local population requires homes this should be our first priority. Landlords of unqualified accommodation should be encouraged to improve existing facilities before allowing new units to be built.

I'm not comfortable with the implications of pursuing one of the higher economic growth targets referred to in 9.7.6 on the basis of the information in this paper.

We are forgetting population no's.

Unqualified persons can rent.

I don't really understand how this would work.

This would fail to protect the qualified sector.

You cannot completely regulate housing. There has to be some flexibility at the margins. Some supply is required to prevent profiteering in this market. However the standard size-wise of such housing should be low (!) only single person occupation and not families. I really don't think we should be building NEW unqualified housing until we are confident that those with qualities are housed properly

Question No 61: Unqualified Housing Availability

e: Strongly Disagree

The housing problem is bad enough for local people why make it worse by allowing for the unqualified sector?

9.7.1 is reasonable and should be retained. I thought that the higher economic expansion levels had been decided against as being too intrusive on the countryside. If so this survey assumes certain questions need answering which if followed through could allow the type of distortion in politicians views and actions that we have already seen as a result of consultations such as 'Imagine Jersey'. The whole question of further immigration needs urgent and detailed consideration before we review such questions. There seems to be an increasing Government involvement/interference in too many areas. Such accommodation should be controlled as far as standards are concerned but otherwise left to the private sector to develop and manage on a supply and demand basis.

We should ensure that A-H cats are adequately housed before we consider building any new developments for the non-qualified sector and we certainly should not be rezoning land to build for them. After all the locals have contributed to the economy for much longer than those without housing qualifications.

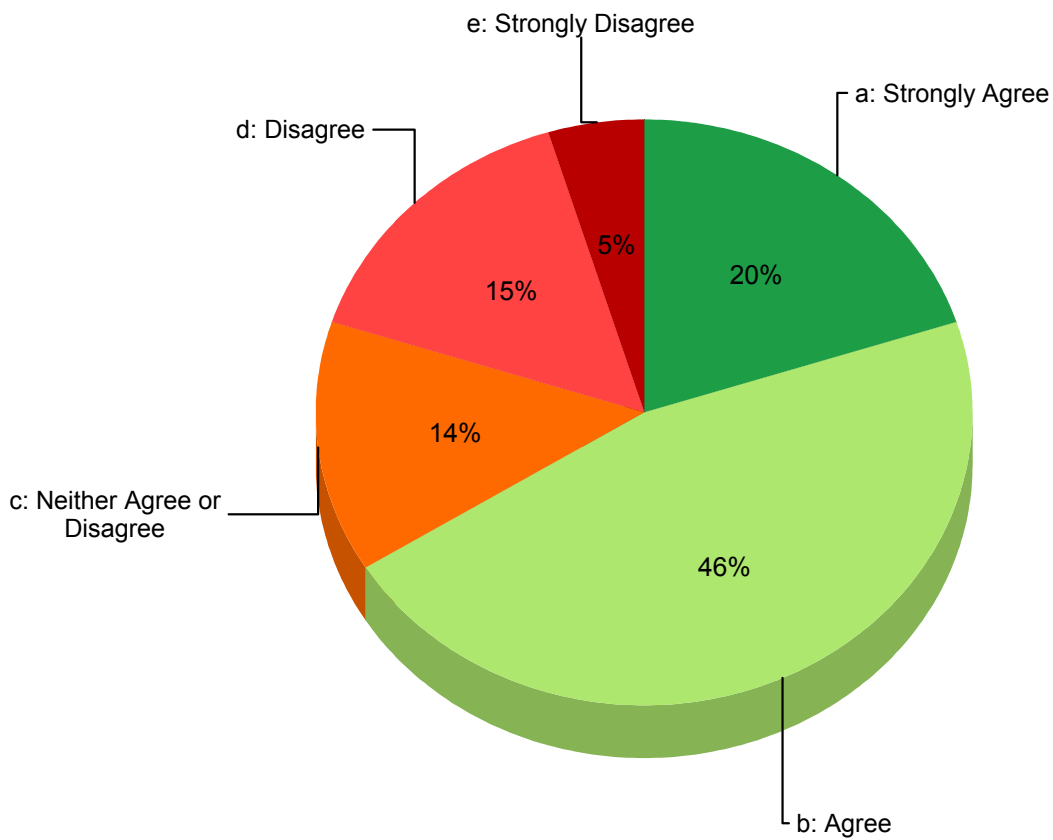
Problems enough already for qualified.

It is not needed.

Find affordable places for locals first.

Question No 62: Unqualified Housing Development

Do you think we should continue to rely on the market to meet future requirements for homes in the unqualified sector, through windfall conversions, private lodgings and new staff accommodation?



■ a: Strongly Agree	13	20%
■ b: Agree	30	46%
■ c: Neither Agree or Disagree	9	14%
■ d: Disagree	10	15%
■ e: Strongly Disagree	3	5%
Total:	65	100%

Question No 62: Unqualified Housing Development

a: Strongly Agree

Yes doesn't need to fall to the tax payer and profits can be taxed to reinvest in social housing

This market will keep its rightful level.

The states are bad landlords.

These properties are usually squalid. They need to be licensed and checked annually for electric security etc. (owner pays). We need to avoid another Broadlands disaster.

Very much so and raise the qualifying period to a minimum of 15 years.

The Housing and Planning dept should be much stronger and license / regulate properties - not pay for them

Question No 62: Unqualified Housing Development

b: Agree

as long as the system is flexible and supports office conversions.

This would help the control of immigration.

Seems to work adequately

Yes All employers should be responsible for housing their tempory employees. The states should only provide the framework & opourtunities for them to do so

No point building houses for the sake of it.

Only if sire / property not needed for qualified sector.

If the current system works.

Seems to work.

Question No 62: Unqualified Housing Development

c: Neither Agree or Disagree

In the section 9.7 Unqualified sector para. 9.7.7 it states... current population/housing control restricts the classification of the development of new lodging houses/unqualified sector apartments. This is at present being consulted upon and if found to be a way forward because economically it would be advantageous for Jersey then the decision to assess by how much development is allowed for this type of accommodation would be wise in order that it does not become excessive or create an imbalance with the local market sector. The new Island Plan will l'm sure contain the necessary legislation to ensure the efficacy of developments proposed in this way.

see q.60

This seems best considered in the light of the outcome of the consultation now in progress on this subject.

There probably needs to be limited planning participation in maintaining the correct balance here.

Question No 62: Unqualified Housing Development

d: Disagree

JEF sees this as the alternative to Q61.

The market has not done very well in regulating housing consumption in the Island. Why would we expect to do so in the future. Clearly this sector must be regulated.

There should not be a two tier market.

Because the quality of accommodation has always been very poor but not reflected by reasonable rents. This does not put Jersey in a very good light.

We need these people and they should be allowed to live in reasonable accommodation.

Special provision should be made for certain classes of guest workers.

Disagree. This area should be monitored state intervention may be required.

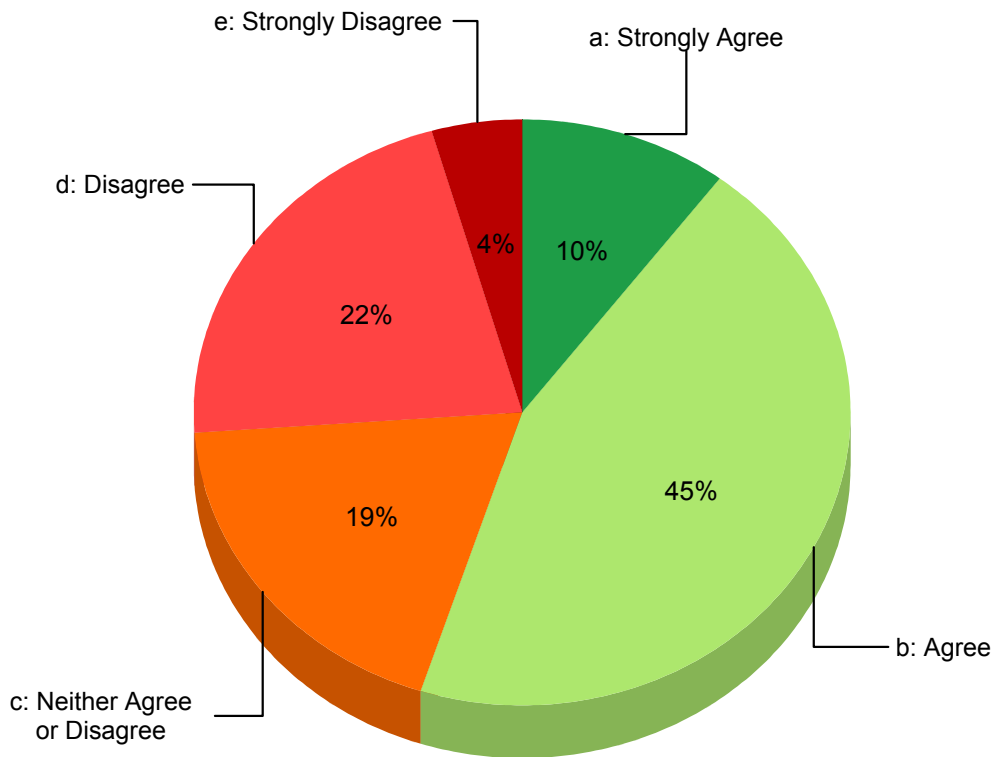
Question No 62: Unqualified Housing Development

e: Strongly Disagree

Further limited re-zoning of appropriate sites needed for anticipated demand.

Question No 63: Dwelling mix

Should the planning process intervene in requiring all new housing developments to meet the current dwelling mix needs?



■ a: Strongly Agree	7	10%
■ b: Agree	31	45%
■ c: Neither Agree or Disagree	13	19%
■ d: Disagree	15	22%
■ e: Strongly Disagree	3	4%
Total:	69	100%

Question No 63: Dwelling mix**a: Strongly Agree**

Most definitely. Builders seem to constantly be building luxury 4 bedroomed houses at a cost of around £700 000 plus that nobody can afford. Perhaps if they were made to build 2 and 3 bedroomed houses on that land which weren't classed as luxury ordinary folk would be able to afford them and therefore the need for rezoning more land would not result.

Careful control over the planning mix before land is bought and plans are submitted will provide adequate control. But the Planners must be firm and not bend to inducements to change the categories or the land value will be wrong

New housing should be a must.

Obviously

Question No 63: Dwelling mix**b: Agree**

Flats and dwellings on shared equity should be included.

This is necessary for future development to ensure a supply of affordable units.

The planning process should identify need and developers bid to meet a slice of that need.

In order to be fair.

But not as at present - planning needs to consult more.

Yes but with a not too heavy touch.

Social rented housing should not be mixed with owned houses - that is why you buy your own house.

It would make sense to ensure that Planning is involved in planning for housing needs with developers. A surplus of a particular type of accommodation in a small island would not be helpful.

That's what the Planning process is supposed to be for isn't it? Otherwise why bother?

Not sure if this would be practical but should be aimed for

For the planning process to intervene regarding all new housing developments to meet current dwelling mix needs would result in a fairer balance of housing types. Paras 9.9.5 & 9.9.6 indicate the potential benefit of having a dwelling mix policy and annually reviewing the Housing Needs Survey in order to arrive at a new proportional split in housing types. The current Island Plan policies allow developers flexibility in responding to market indicators of supply; unfortunately this has led to an excess of mainly one bedroom flats. Should the new Island Plan adopt legislation on requiring new housing developments to meet dwelling mix needs (reviewed annually) then this will provide the direction to which future housing developments will take.

So long as it is reasonably flexible and meets the housing policy criteria.

Problems arise where developments are too small to accommodate a mix. I can see that sometimes land might be too expensive to make cheap housing viable and some times the area might be too urban/dense/rough for anyone to want to buy a 5+ bedroom property there. But the principle is OK

Question No 63: Dwelling mix

c: Neither Agree or Disagree

No

There needs to be some intervention here which guides rather than proscribes.

Any such intervention might be difficult to implement in the light of the fluctuating circumstances.

Concern was expressed that the mix should be on site and not traded with other sites.

I can only think the market should take precedence.

The housing market is self levelling in that developers build according to the demand of the market. Intervention in this supply and demand by the States could be fraught with problems and government bodies cannot react fast enough to the changing demands of the market.

First time buyers should not expect or demand it as their absolute right to move straight into a little two storey house with a small garden. We are the exception to all other European countries in this and should come into line most of all Jersey where building space is even scarcer than the mainland. The ladder should start with good modern but small apartments with well kept communal gardens and work up through these to larger ones and then eventually to the stand alone house. I myself did this and cannot understand how this new 'right' has come about!

Question No 63: Dwelling mix

d: Disagree

I would question some of the results of the housing needs survey especially if one considers the results of previous surveys and then look at the mix of homes built over the last 3-5 years. One thing is clear 1 bedroom flats cannot be classed as family homes. If one is to provide for more suitable accommodation then the percentage of 2 bedroom properties should be increased and 1 bedroom flats decreased.

I can't help feeling that the market knows best. Publish these surveys by all means - but to inform the market not to bind it.

Again a 'requirement' sounds too inflexible.

Planning can't cope with their workload now - imagine how long it would take for them to agree a formula vet the developers proposals and grant permission. By the time permission was granted the circumstances would have changed and it will all have been a waste of time and money.

Surely the market is the driver.

In principle the states should not intervene unless absolutely necessary. This could be reviewed subject to large developments

Why are they interfering?

I think we should leave it to market forces.

Question No 63: Dwelling mix

e: Strongly Disagree

Disregards market forces. Would cause and lot of use 'problems'.

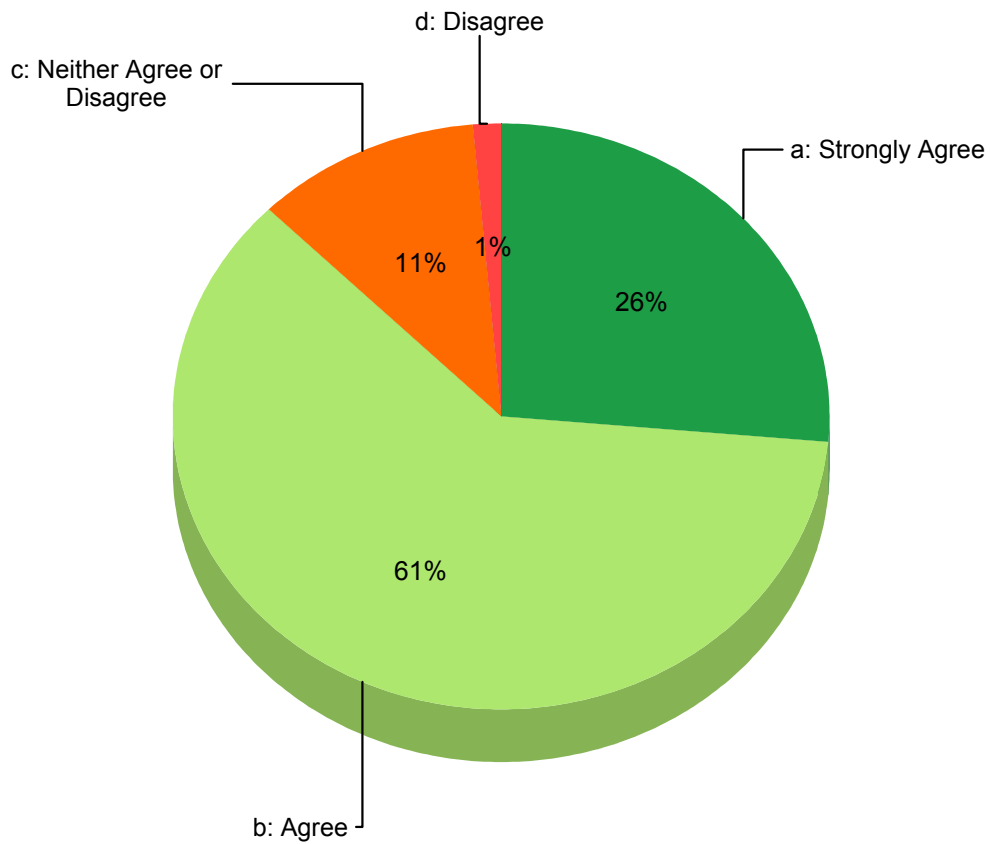
Some sites are appropriate for one type of housing.

This question needs more clarity of meaning.

Travel and transport

Question No 64: Planning more to travel less

Do you agree with the principle of locating new development in or close to existing urban areas, to reduce the need to travel and to provide wider and genuine travel choices?



■ a: Strongly Agree	19	26%
■ b: Agree	44	61%
■ c: Neither Agree or Disagree	8	11%
■ d: Disagree	1	1%
Total:	72	100%

Question No 64: Planning more to travel less**a: Strongly Agree**

A - Reduction in the need to travel. B - Short journeys facilitate bicycle usage particularly if bike storage stands and cycle lanes provided.

Improved traffic / travel systems still needed.

A key part of the draft ITTP.

This is the base lead of any transport system

It makes absolute sense to house people within walking or cycling distance of their work place

Absolutely yes. All alternatives to private car use will be assisted by developing close to existing large population centres services and employment.

Anything to cut the commute numbers from especially the West. The sheer volume of new buildings in the southern coastal strip between First Tower and La Haule with Goose Green to come on stream has done nothing to help matters.

Question No 64: Planning more to travel less**b: Agree**

It will be necessary to protect rural areas in Waterworks Vallee des Vaux and upper parts of Bellozanne and Grand Vaux. Provision for the elderly should be near good services.

Jersey is too small to do anything else.

As long as it doesn't result in more densely populated areas within the countryside.

Remember we can't all cycle or walk far.

This is environmental and socially desirable in addition to underpinning the principle of not developing on greenfield (or coastal) sites.

So long as these 'urban areas' are not in the countryside but on the edge of the town.

Any reduction in the need to travel will reduce traffic.

It would make sense in an environmentally aware island to plan new developments near to existing urban areas.

Nevertheless the present public transport system needs improvement.

Provided that pavements and safe cycling tracks are out in place in and around built up areas.

This policy must go hand in hand with good and frequent public transport to support these areas. It is not realistic to provide this service to all parts of the Island as it is uneconomic however it has already been proved that where a high density of homes exist a frequent bus service does encourage people to abandon their cars and use public transport.

Otherwise we will have more traffic and more pollution

I do - providing density policies are applied with some consideration for those likely to be living there. We're Jersey not Japan.

If we are now building up the residential stock within Town this must be logical

problem is an awful lot of people prefer to live in the countryside

Question No 64: Planning more to travel less

c: Neither Agree or Disagree

The first thing here is how to tackle the existing population already in locations that are causing traffic congestion their established modes of transport (the car) and patterns of movement i.e. where they want to get to. People living in St Brelade St Peter and St Ouen are not going to start walking cycling or wait for a bus in order to get to their work place if a car is to hand. The same can be said for residents living in the east or north-east of the island. There will have to be a transport innovation that is very appealing convenient and proven environmentally beneficial to sway the motorist to leave their car at home during the working week. The question here is relating to new developments where an effort can be made by new residents providing there is an effective sustainable and energy-efficient mode of transport available to use this as their main work- or shopping-bound mode of transport. The whole concept of trying to reduce car travel especially into St Helier is interrelated with the earlier sections in the Green Paper dealing with urban expansion office developments new residential areas etc. building up a portfolio of sites that will need to answer the growing problem of fitting all these new developments in! Ideally it would make sense for new developments to be located in or close to existing urban areas the main being of course St Helier. The reality is only a very small proportion of the island's population i.e. any expected new arrivals say over a five year period would be suitably housed in areas in or near urban areas that would hopefully be willing to use modes of transport other than the car to get to their workplace or the shops etc. We as humans always have set in our minds the ideal; this is good but when dealing with such complex issues that affect a densely populated island like Jersey with an infrastructure resembling in comparison a good-sized country the improvements we wish for are usually dictated by what is available-whether it is land availability pressure from existing developments to expand or the many environmental issues such as to preserve the coastal and countryside areas – it is to be applauded though the drive to create a new Island Plan which will be more comprehensive the emphasis on quality solutions to the many issues facing the island; it is a heartfelt wish for its success (apologies for straying a little from the question in hand).

Obviously.

In an island 9 miles by 5 this is question is unnecessary and pathetic.

With St Helier being the central hub into which and through which all traffic flows the development and concentration of more housing in the east and west will only put more pressure on the feeder roads which are already overloaded. Because there seems to be no will to control traffic speeds speed restrictions are regularly flouted making pedestrian and cycling facilities more and more hazardous. A good case in point is the stretch of primary road at St Clement's Church. Probably up to one quarter of a million vehicles pass through this chicane every year usually at dangerous speeds and often in excess of the speed limit of 40mph. This point is the centre of the residential area where there is a church a much used church hall a cemetery and two bus stops and a crossroads. The road is being crossed continually by local residents and children going to and from Le Rocquier School. However for a stretch of 30 m in the centre of this hazard the pavement is reduced to about half a metre and there is no pavement whatsoever on the other side. Despite this danger T & T are unwilling to slow down the traffic by the use of road calming chicanes etc because the road is a 'main artery'. But every year on an incremental basis developments are taking place to the east of this spot which in themselves maybe do not increase the dangers significantly but on a cumulative basis certainly do so. It would seem that this short term-ism is never going to end (except in tragedy or ever increasing snarl ups) What is desperately needed is an east west trans-island dedicated vehicle route with feeders off the residential housing areas. This is a very long term project but it is what T & T should be coming up with in terms of vision and sharing with all the other States departments and especially housing.

Although i agree with the broad tenets of this question because Jersey is such a small island I believe this policy if implemented at all costs will be at the detriment of the development of Key Rural Settlements and Small Built Up Areas which also need development to sustain them and their local services.

Seems like a nice idea with economies of scale - but practically impossible

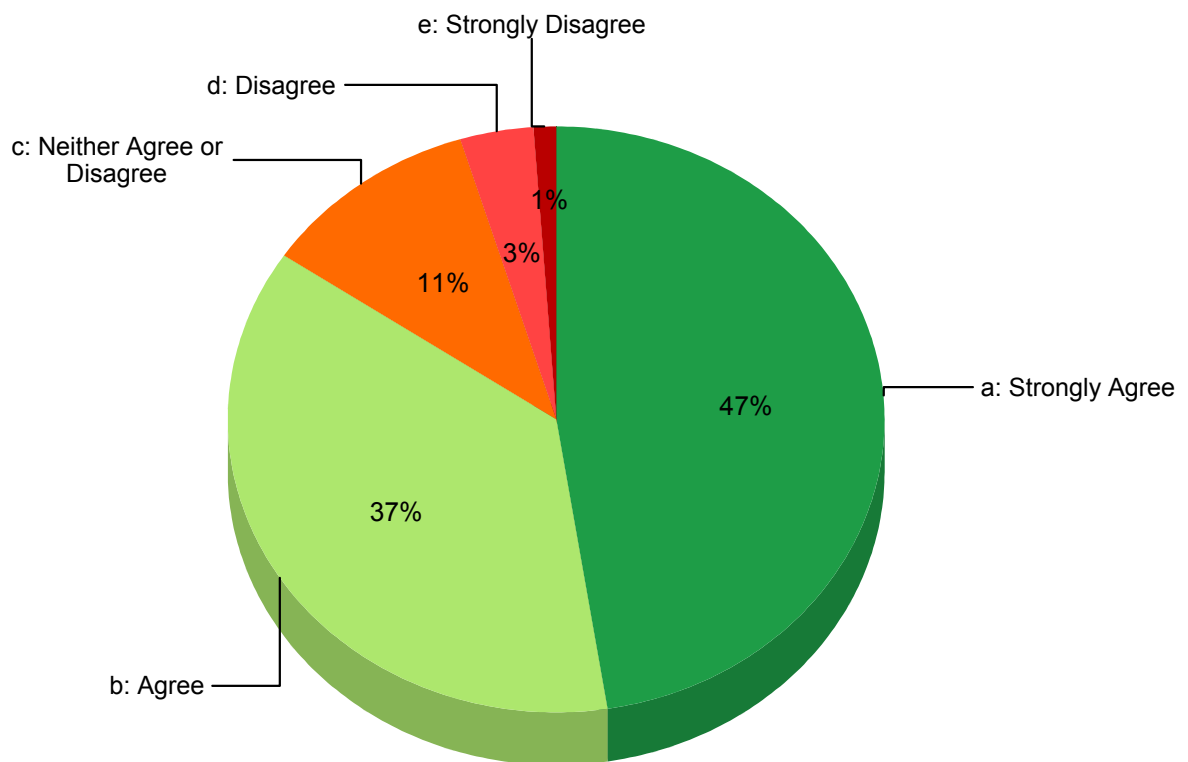
Question No 64: Planning more to travel less

d: Disagree

Planners seem not to acknowledge that people like their cars.

Question No 65: Eastern cycle route

Do you agree with the development of an Eastern Cycle Route to promote more cycle use?



■ a: Strongly Agree	82	47%
■ b: Agree	64	37%
■ c: Neither Agree or Disagree	19	11%
■ d: Disagree	6	3%
■ e: Strongly Disagree	2	1%
Total:	173	100%

Question No 65: Eastern cycle route**a: Strongly Agree**

Eastern roads too narrow / busy - unsafe for cyclists.

Cycling on the road (commuting) still unnecessarily hazardous.

Regrettably this is an non-achievable object as all land has been sold to many different people.

However there are considerable problems of avoiding the tunnel busy junctions hills etc. Parking on roadsides legally and illegally endanger cyclists.

Yes yes yes! I want to use my bike to commute but since I moved from west to east I've given up. The roads are too dangerous for cyclists (and I fully agree that the attitude of some of Jersey's cyclists on the road does nothing but aggravate car drivers which makes the whole problem worse). I'd pay an extra penny or two on a litre of petrol to help fund any land purchases necessary to deliver it.

The railway walk that serves the west of the island so well is the best answer to this question

Cycle routes in the Island have proved to be popular and any extension of this would be an advantage – for health pollution traffic congestion and also pleasure.

Many parts of the Jersey Eastern Railway track could be opened for such a route.

We are all lazy. Make the bike quicker and cheaper than the car then we will use the bike more

We need more directed cycle-routes around the Island.

The St Aubin's bay cycle track is a fantastic facility for leisure/commuter cycling jogging skating walking fun bikes and mobility scooters . It runs from St Helier to Corbiere and also to St Ouens bay via Perquage and St Peters village . Would it not be great if it was extended from West Park to Havres des pas via the steam clock and harbour when La collette is developed . That would give easy access for residents and all the hotels in that area . The further out to the East you extend it the better . Maybe you could get the cycle charity Sustrans over for advise .

Yes why did Jersey scrap the Rail way track !! You need to clearly identify footpaths also

Yes not only helps commuting but also promotes cycle tourism

Provides an alternative to the car.

This surely has got to be a good and right thing to do so get on with it!

Use of cycling should be encouraged.

What a pity the old railway track was sold off.....it will I think be a real problem finding enough contiguous land to make it worth attempting

Question No 65: Eastern cycle route**b: Agree**

There is no clear safe route for cycles. Much of the previous eastern railway route has been lost to building. A parallel route could be possible in part.

Ok for those who can.

With an emphasis for establishing it along the existing road network.

I use the western cycle route regularly - it is much preferable to using the road.

But probably not possible no route available.

Cycling on heavily used roads is dangerous.

If possible.

But on our narrow roads and lack of space I cannot see how it will be possible.

It is desirable but not essential.

As long as costs are minimized. Practical not fancy.

Absolutely it is so congested at the moment

Long term planning involving the identification of potential routes which could then be developed on an incremental basis over decades such as this is to be highly commended. NB. Far more importantly such approaches should be considered for new primary roads. Bicycles traffic is unlikely to come to a standstill within the next 10-20 years but car traffic is very likely to without new roads (in fact in places it has almost done so already). Such planning is truly strategic and has to be considered together with population future car ownership and spatial strategy. Only when this is done can a 2018 plan be considered since if this is not done housing locations will not be related to the roads that will have to be built and (similarly to the Eastern Railway track) will mean that no clear straight routes for new primary roads exist. (Had someone thought long term when the railway went we would have benefitted greatly.

This is a great idea but providing a cycle network which adequately mirrors the road network is an unattainable goal. We have to change the attitude of vehicle drivers to cyclists so that cars and cyclists can co-exist on the existing road network. It would be nice if we had adequate road side footpaths as well.

Cyclist and pedestrians don't mix well. On the corbiere walk (Not the Corbiere cycle track) the introduction of cyclists has seen them ignoring the speed limit driving dangerously close to pedestrians at speed and annoyingly ringing their bells to get peds out of the way. Cyclist damage cliff paths and should be banned on unpaved surfaces. But they are cleaner than cars. I only hope than when we have traffic jams of bikes they can be transferred back to the roads so that the honest pedestrians have a decent chance of survival on the way to work.

Question No 65: Eastern cycle route

c: Neither Agree or Disagree

Would like to see but cannot understand how this would be created.

Although this at present is not a continuous route it still goes some way in providing a part of the cycle route system. It is a matter of policy to develop a network of cycle routes linking the eastern parishes with St Helier; if feasible then this hopefully would encourage residents to use these purpose made cycle routes – the more pleasant and safe they are then I am sure they would be used more frequently.

From where to where?

Question No 65: Eastern cycle route**d: Disagree**

The possible introduction of park 'n' ride transport hubs and the like gives the impression Jersey might become one large conurbation! I think we should lower our sights a bit and if it is found that a solution of some kind is necessary then a scheme scaled to 'island living' would be more appropriate. A suggestion here is perhaps an accurate survey could be carried out e.g. residents parking at Goose Green and taking the bus into town to see whether the numbers doing so and how frequently would warrant the setting up of a limited number of park 'n' ride schemes in the island. Does the same happen on the east – parking at the car park along St Clement's coast road and using the bus for the rest of the journey into town? Whether sites can be found in the island located at points that make it feasible on a smaller scale to provide these schemes is another matter. The question indicates however whether park 'n' ride sites or transport hubs should be developed around the main urban area – meaning St Helier! It seems to conflict with the above in that the idea would be to locate these parking sites in outlying areas for residents to park their cars as at e.g. Goose Green and use the bus for the remainder of their journey to town. Is that how the question should have been put?

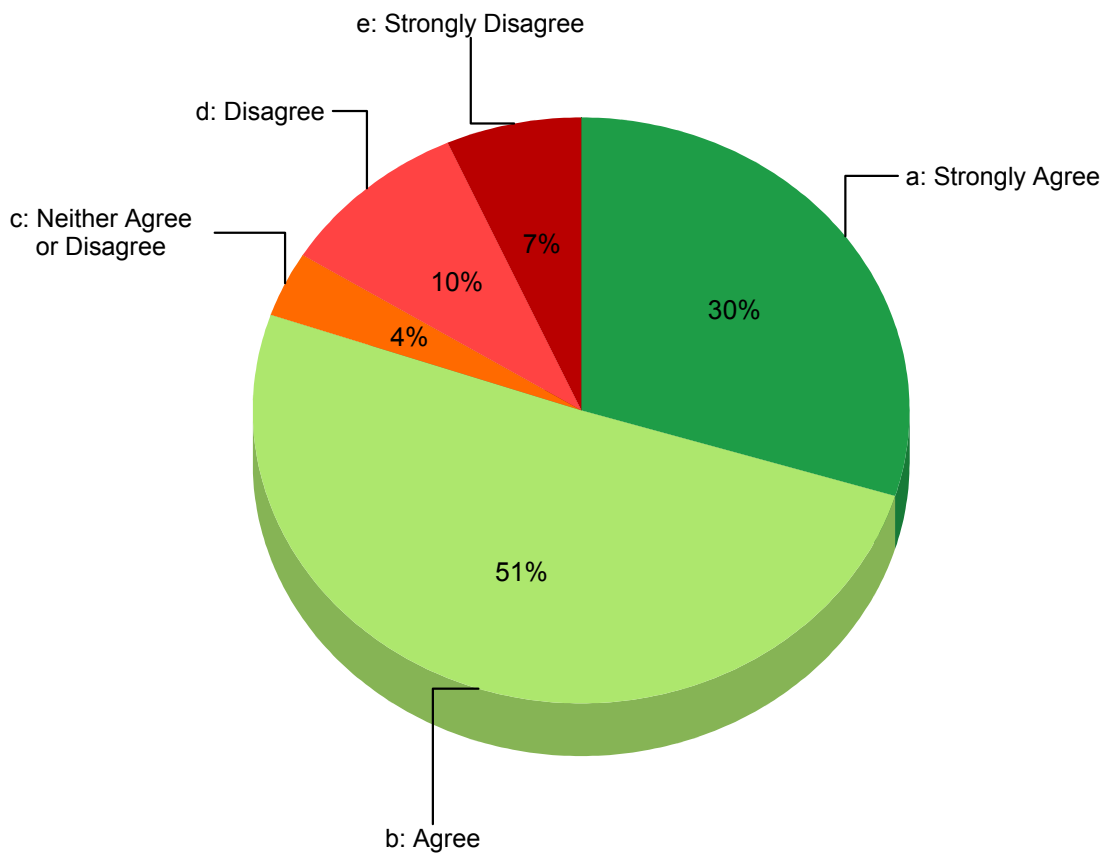
Don't think the cycle track on the west is coherent and sensible.

Question No 65: Eastern cycle route**e: Strongly Disagree**

No suitable roads or paths in the east.

Question No 66: Sites for park and ride and transport hubs

Do you agree with the development of park and ride sites or transport hubs around the main urban area, next to high frequency bus routes, to increase bus patronage?



■ a: Strongly Agree	50	30%
■ b: Agree	85	51%
■ c: Neither Agree or Disagree	6	4%
■ d: Disagree	16	10%
■ e: Strongly Disagree	11	7%
Total:	168	100%

Question No 66: Sites for park and ride and transport hubs**a: Strongly Agree**

Especially from east.

But where?

If there is useable parking for cars near the proposed hubs.

Take commuter traffic off the roads and work to make an excellent bus service a SUPERB bus service.

Split island in 3/4 parts with own mini-bus service linking main routes 50% paid by parish rates using part time retired drivers will also help businesses in country areas who have difficulty in transporting staff.

The inter modability of transport is an essential objective ie; cycle to a transport hub and then take the bus.

Anything to increase bus patronage and reduce non-essential car use.

But sites will need to be identified in the Island Plan.

Yes but where will they be - Who has these ideas - I suppose you could use parts of Pub car parks etc !!

Question No 66: Sites for park and ride and transport hubs**b: Agree**

Increase bus services in rush hour.

Finding the out-of-town sites will be difficult.

If economic conditions are right.

Parking should be restricted in the town centre. More space could be given to short term parking (20 mins) in certain areas.

But fares need to be examined.

This has been looked into before today due to lack of areas for these parking areas it was not possible.

Agree it's a good thing but doubt you will achieve it. Incidentally this map you have provided is rubbish even at full size. There is no key to describe what the various colours mean or even a description to say what is being measured

But where is the land for such large areas? It's too late for one at Goose Green. We use Oxford P & R and it's an excellent but extensive facility especially when linked with hospital and clinic shuttle services. Multi-storeys wouldn't be popular.

Only if it is efficient - Cambridge used to have a good park and ride system.

But will it work?

Many people from the country areas who do not feel comfortable driving to town would find it a great benefit.

Just the difficulty of assembling the land for this to happen

Cheaper bus fares.

Saves fuel reduces traffic in town.

This was popular before so why not now?

I would use it if for sure

I agree but don't have faith it will work - too much trouble for busy families to park the car and then wait for a bus - unless there were some real incentives in the scheme.

Agree but please make the buses practicable for commuters with shopping and who are over 5 foot tall. I would use the buses more but I am 6 foot tall and the seats are far too close for people like me. I can't be alone in finding that to be the case!

Question No 66: Sites for park and ride and transport hubs

c: Neither Agree or Disagree

JEF is unconvinced that in a small island there is a real need for park and ride; however there may be opportunities to increase bus use on the main bus routes which are served by a very frequent service to trial a scheme e.g. south coast St Aubin to St Clement.

Question No 66: Sites for park and ride and transport hubs

d: Disagree

It would use too much land.

It makes the car inconvenient.

People living in the country parishes would drive to the park & ride site so large parking space would be needed - where would that land come from?

Question No 66: Sites for park and ride and transport hubs

e: Strongly Disagree

No appetite for it.

Island too small for this arrangement.

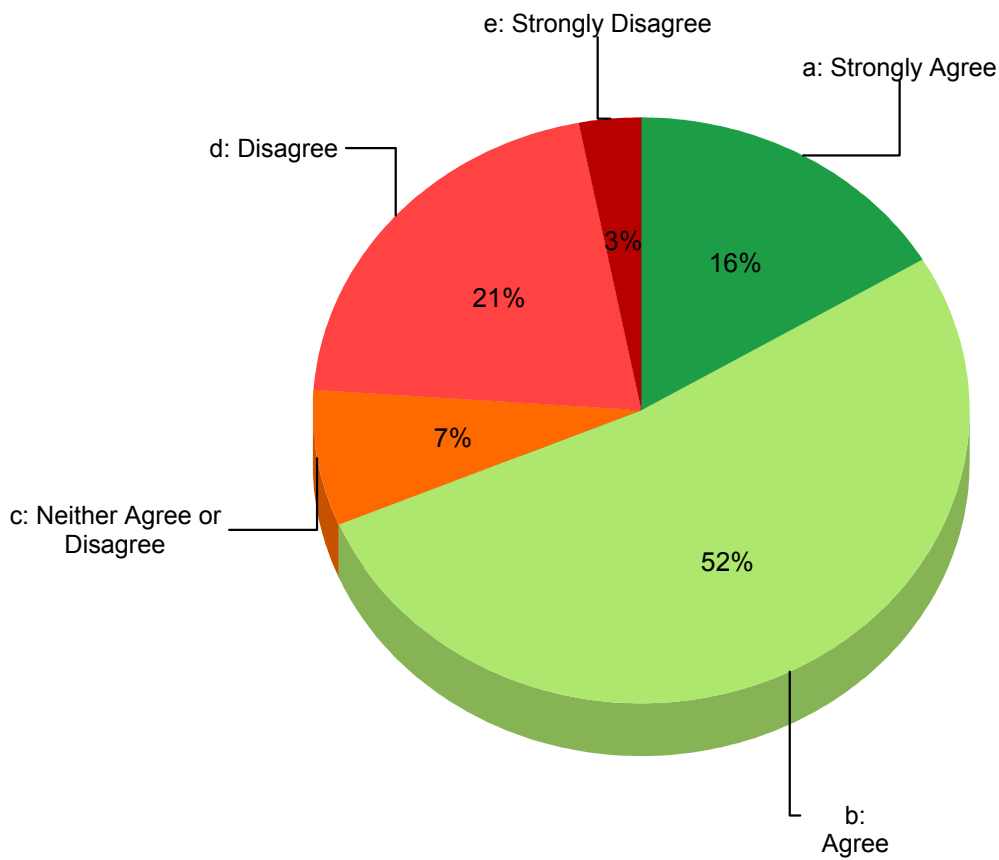
We are lazy. Once in the car we will remain there. The car is a sunk cost for most so they will use their car.

NO! Even shorter car journeys are bad for the car and bad for the owner's health and wallet. To be blunt people in Jersey have forgotten how to walk to bus stops and many other places for that matter. Those that can't walk need special arrangements. Those that can should do it more!

Jersey is too small for Park and ride to be cost effective. People will not change mode on such a short trip. Better to concentrate and spend the money on a comprehensive bus service which gives an advantage in time and cost. Why pave over more fields for car parks. God help us!

Question No 67: Contributions to enhance bus use

Do you agree with the use of planning obligation agreements to support the enhancement of the bus service?



■ a: Strongly Agree	11	16%
■ b: Agree	35	52%
■ c: Neither Agree or Disagree	5	7%
■ d: Disagree	14	21%
■ e: Strongly Disagree	2	3%
Total:	67	100%

Question No 67: Contributions to enhance bus use**a: Strongly Agree**

TTS considers this a key aspect of planning approval process.

Make the use of the bus easy and cheap and then we will want the bus/public transport

More frequency is needed - also circular routing with certain routes could increase frequency as with Bonne Nuit and Bouley Bay.

Put in bus layby's and bus shelters where appropriate and make sure that all bus stops are correctly positioned.

The bus service is great as far as it goes but it needs to allow people to get from home to school to work to school to home. Also for kids to get home to the parishes on a sunday and after the early evening - or else it means parents driving about to collect them

The wording seems vague - do you mean charge even more for applications and use the money to do other things that may be unrelated to the original application. It would be possible to use the £6million wasted on connex to pay for better services - bring back cometative tendering and cheaper travel costs

Developers should all be made to assist.

Question No 67: Contributions to enhance bus use**b: Agree**

Need for more coverage and also late night buses.

It is obviously important to do whatever can be done to improve and encourage the use of public transport.

The funding of bus priority junctions sounds a great idea

Where appropriate.

Yes but see comments for Q.66.

Smaller more frequent buses at a cheaper fare. How can Connex be allowed to make a profit when they are receiving a subsidy from the States?

We could learn from Guernsey in costs and prices.

The whole bus route system will have to be looked into to assess whether if a substantial contribution would answer the problems regarding bus infrastructure current unviable routes and other areas of bus-related attitudes the public will use it on a regular basis which would have to prove itself to be very convenient significantly beneficial to the environment maybe introduce a 'passenger drop off only scheme' in the more outlying areas and be flexible enough to cope with any future population growth patterns.

Question No 67: Contributions to enhance bus use**c: Neither Agree or Disagree**

Can we afford this?

The bus service should be States subsidized through increased parking charges.

This is unlikely to be relevant to the majority of developments which would be situated in existing built-up areas it could be considered in specific cases where the bus service should be enhanced to support the development.

Using one off capital to pay for a service which requires sustained annual revenue is problematic.

Question No 67: Contributions to enhance bus use

d: Disagree

Can we not find more market led ways of making people WANT to use the buses? Giving seats enough legroom might be a good start. I'd rather see any planning levies spent on localised environmental improvements and mitigating visual impact for neighbours - who might then complain less if they're facing larger scale developments on their doorstep.

The buses deserve funding and planning support but I don't like the idea of the planning department extorting contributions from applicants. A hypermarket provider out of town may well be keen to fund a bus link to town or a parking hub

I do not support the idea of using planning obligations for the enhancement of the bus service although one could look at requiring developers to provide bus shelters and lay bays where appropriate.

No - as with the % for art the money could be better used in other areas

Developments in Jersey will not be big enough to justify enhanced bus service.

I'm not sure this can be argued as being directly related to the development which is ordinarily required of planning obligations and which is therefore something that ought to be resourced by the States through the tax revenue it receives.

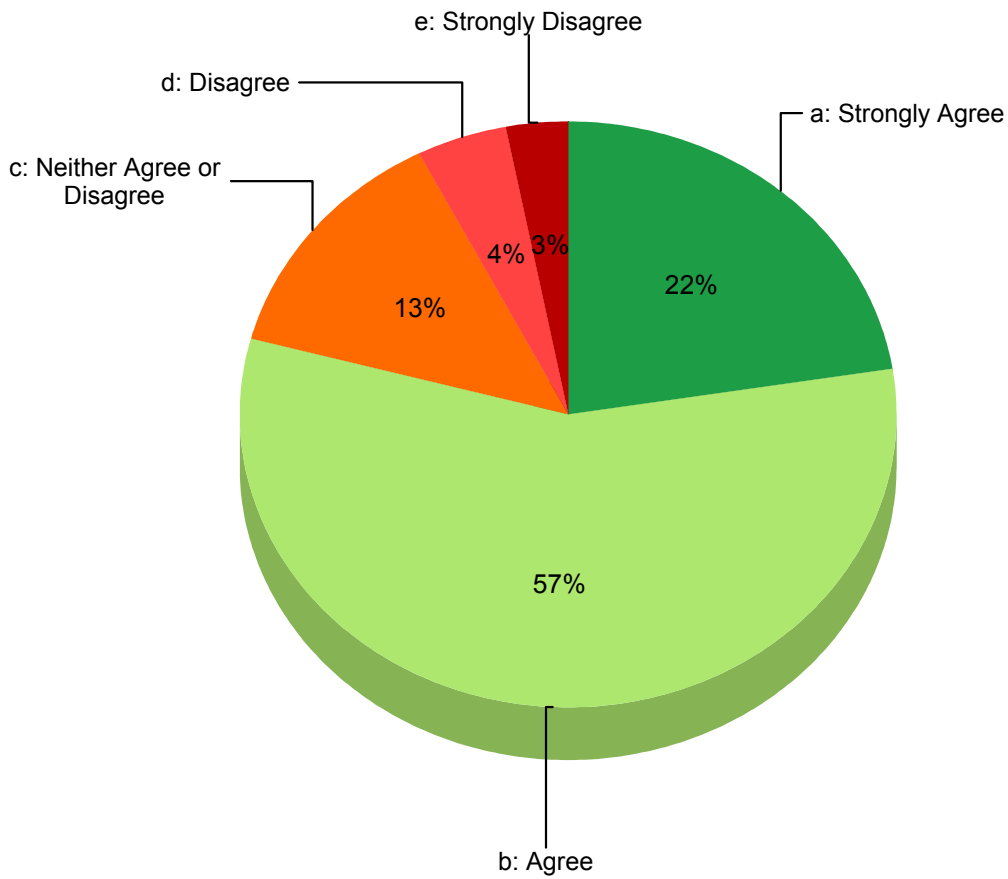
Daft.

Question No 67: Contributions to enhance bus use

e: Strongly Disagree

Question No 68: Travel Plans

Do you agree that larger developments should be required to prepare and provide Travel Plans as an integral part of planning applications?



■ a: Strongly Agree	15	22%
■ b: Agree	38	57%
■ c: Neither Agree or Disagree	9	13%
■ d: Disagree	3	4%
■ e: Strongly Disagree	2	3%
Total:	67	100%

Question No 68: Travel Plans**a: Strongly Agree**

Absolutely yes. The current island plan sets the minimum size too high at 2500msq. Should be lowered to 1000msq

Larger developments should provide secure covered bike storage for staff and patrons segregated cycle lanes would promote faster exit and entry.

Completely agree that travel plans should be required but the key is that these are subsequently audited to ensure what was proposed has been implemented. This is currently not done.

Car useage must be discouraged.

Of course that is all part of the plan surely

This is again logical thinking.

Travel plans are an essential tool in changing travel perceptions and expectations requiring them for large developments will enable the principles to be established and then applied to existing organisations and housing areas.

Get out of routine car use

Question No 68: Travel Plans**b: Agree**

The potential presence of adequate bus routes should always be a factor in considering proposed development.

This should be part of a Traffic Impact assesment.

yes nice idea as it will make developers admit how many residents they will need to provide for incl lodgers etc

Aren't they already? Trouble is a lot of these reports can be made to be all things to all people especially if the developer is paying for it

Larger developments should provide places for keeping bicycles safe and secure with locker and shower facilities.

Question No 68: Travel Plans**c: Neither Agree or Disagree**

The concept sounds like a good idea but if a Travel Plan is unaugurated by a company and a car sharing scheme is part of the travel plan the chance of employees living close enough to the driver picking them up without it resulting in more miles being covered than necessary is very unlikely. A possible answer to this is to develop company-related housing in clusters around the island where e.g. a third of them use their cars giving their colleagues a lift in to work - an arrangement to rotate this between employees would be part of the scheme.

See answer to Q.67

depends.

This should be a planning department role.

Car parks are essential.

It is my view that there should be an overall Island Travel Plan strategy which would then influence any proposed development. The plan could then be used to guide planners when determining particular requirements for a particular development. I would expect the plan to reflect the differences between rural and urban areas including access to public transport. If the Island was to actively promote car sharing I am concerned that this could have a negative effect on bus useage. It is clear that more work needs to be done in this area before committing to a particular policy.

What larger developments?

This looks a little too much like forced management of people's choices. And build too densely and you'll never get car sharing to work. People will be so claustrophobic at home that they'll want to climb in their car on their own just to get some defensible space to themselves! Jersey could achieve so much by concentrating on the simple stuff. Encourage people to walk more!

Question No 68: Travel Plans

d: Disagree

Car-sharing is a poor option.

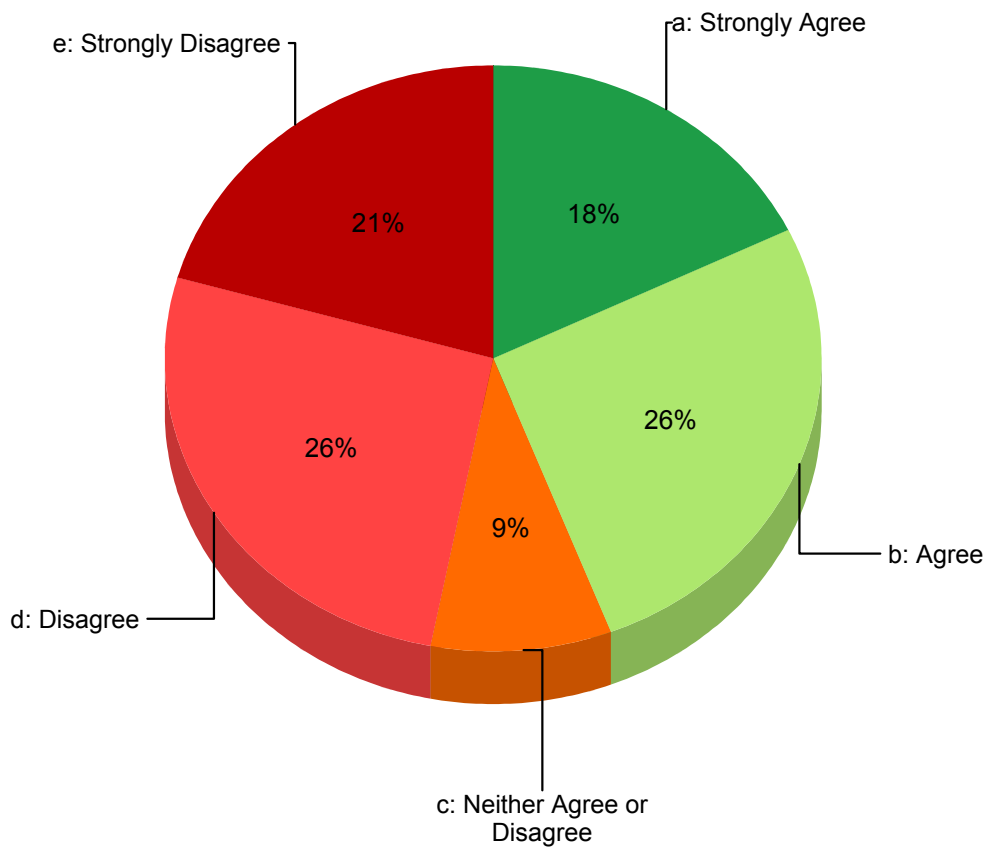
Question No 68: Travel Plans

e: Strongly Disagree

Travel plans in a small island like this ridiculous.

Question No 69: Private car parks

Do you agree that proposals for new private car parks in town should continue to be resisted? Please state the reasons for your answer and your views on the suggested coverage in the free text box.



■ a: Strongly Agree	12	18%
■ b: Agree	18	26%
■ c: Neither Agree or Disagree	6	9%
■ d: Disagree	18	26%
■ e: Strongly Disagree	14	21%
Total:	68	100%

Question No 69: Private car parks**a: Strongly Agree**

Provision of new private car parks will only serve to encourage car use at the expense of other more sustainable modes of transport.

The supply of parking spaces should be controlled although not to the extent that residents in the town area cannot park if they wish to continue to own a vehicle.

Improve the bus service then these car parks should not be necessary.

Car use should be discouraged whenever possible.

Yes. Part of the quality of life of Jersey will be destroyed by an fettered increase in car use.

New parking = more cars in town. However commuters need easy access to and from home via safe cycle routes and regular frequent buses with lots of shelters to wait in when the weather is less than kind. Buses need to take people to and from the primary schools at times that mean parents can get to work in between

More buses should be provided at peak times (especially on No.1 and 15 routes) and car parks should be more expensive. (Currently cheaper for two people sharing a car and parking ; £4.50 per day vs bus @ £6

Question No 69: Private car parks**b: Agree**

Do not trust car parks under private ownership.

On balance to limit car usage seems a sensible proposition to us.

Focus should be on less rather than more car usage.

Underground parking to be encouraged.

Only the rich can afford to park in them. Most are eyesores on the landscape.

Travel plans are an essential tool in changing travel perceptions and expectations requiring them for large developments will enable the principles to be established and then applied to existing organisations and housing areas.

Question No 69: Private car parks**c: Neither Agree or Disagree**

The key is improve public transport.

On balance yes. So long as people have viable alternative options to take up. An Eastern cycle route and more commuter bus capacity would help.

The policy of resisting proposals for new private car parks in town would seem to have the effect of reducing car travel or at least encourage car sharing. If the impetus of the new Island Plan regarding the private car is for residents to be responsible for their environment then this is a positive move – adequate parking provision and economics will have to be balanced though.

Question No 69: Private car parks**d: Disagree**

Diversity of travel methods and choice is important.

Where possible all new builds should have SOME underground/ground-floor carparking

Insofar as above ground or multi-story car parks are concerned I think there should very definitely not be any further provision. However if a new residential development is built and if an underground car park to serve residents is practical that seems a sensible way to go. There are other means of reducing congestion - an truly improved bus service for one.

Not if near to the ring road thus complementing policy in question 39.

They are essential ie; Dr's etc.

A car park is a car park. States or private operators should compete

Question No 69: Private car parks**e: Strongly Disagree**

No of course not if private money can be used and the site is acceptable do it. The States don't have to provide everything you know!

Why it is a commercially viable concept - all new town development should have a parking offset equal to the number of employees it could be paid as yearly levy to fund spaces

No why should the States have a monopoly over parking. If market forces dictate that we need more parking spaces in town and else where then private enterprise should be able to provide it. The added bonus would be that this would be at nil cost to the tax payer

We need the number of car parks that we need. Whether private or not does not matter.

Depends on location. If they are in the right place inside the ring road but out of the centre they should be encouraged. They also supply a competitive influence and stop the states using uncommercially high car park charges as a way of pushing the greenies agenda. I do think that free car parking for States members and civil servants should be proscribed absolutely. How can they be trusted to make sensible judgements about parking when they are not subject to the rigours of the battle?

More public transport into town should remove the pressure for parking development.

Even if there is no cars for certain dwellings car parking is always going to be in demand generally.

States of Jersey should not be involved in car parking.

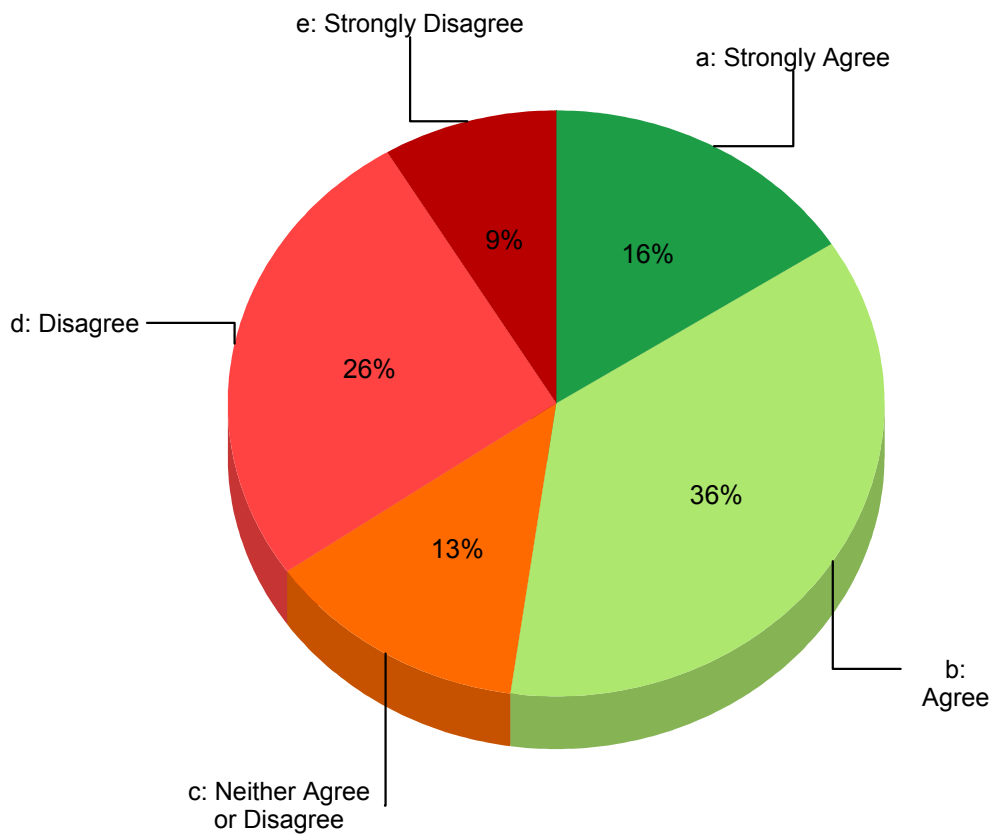
Car parks are essential for our way of life.

because many residents garage vehicles on the parish roads.

If St Helier is to be a vibrant town supported by retail outlets and office accommodation we must facilitate access for those who live out of town . As these people will continue to rely on private transport car parking facilities must be provided. Businesses in town will continue to require parking for staff as well as customers and it is only right that they should not be unduly restricted in providing this facility.

Question No 70: Office parking standards

Do you agree with the idea of limiting the amount of car parking provided with new office development?



■ a: Strongly Agree	11	16%
■ b: Agree	25	36%
■ c: Neither Agree or Disagree	9	13%
■ d: Disagree	18	26%
■ e: Strongly Disagree	6	9%
Total:	69	100%

Question No 70: Office parking standards**a: Strongly Agree**

Yes but the States need to enable the alternatives.

The provision of office parking encourages employees to use their car.

SOME underground/ground floor parking only

Yes it should be limited to not less than 1.5 times the number of employees

More buses and more bikes or we will start needing more roads when there is no space and we should be thinking about our health and the environment

if you have a space you use it. Especially if you can't park on street at home.

Question No 70: Office parking standards**b: Agree**

Encourage other modes of transport.

There should be no problem on th Reclamation Site.

The restrictive nature of developable land for offices e.g. in St Helier precludes the provision of adequate parking for their staff. Where a development is proposed an investigation into the possibility of providing underground parking may alleviate the need to park further a field. Several offices have already gone down this road (no pun intended!). Depending upon the size of the company the idea of setting maximum standards for parking could the provide parking on an hierarchical basis e.g. Chairman MD Executive staff etc; An idea that may answer problems of inadequate parking provision for offices is to construct compact multi-level stacking bays where the vehicles are parked on a platform raised up and moved forward into its space. The office building could be extended over the top of the stacking bays providing further office space.

Office parking to accompany new office buildings should be restricted since this is really another form of private car park and therefore the same reasons apply.

Parking should be for service requirements and not as a 'park' for staff.

As long as it is within / beneath the building.

Unless on the ring road. See q69

This will encourage more people to live in town.

Because in many cases most of the office staff are either in walking or cycling distance or can commute by bus.

Offices will require limited parking for essential managerial staff (to make them competitive with our competitors) otherwise space for bicycle parking (and showers) should be encouraged.

Question No 70: Office parking standards**c: Neither Agree or Disagree**

All needs to be part of a wider study the question cannot be answered in its singular context.

Depends how and where its done.

Any office parking should be underground.

Don't understand what is meant by 'limiting' in this context.

I am not able to answer this question as the implications of agreeing such a policy have not been identified. This issue is highlighted in the comment 10.4.1.9 which states that ant review of parking standards for new development will need to consider accessibility to public transport and car ownership levels.

Question No 70: Office parking standards

d: Disagree

As much parking underground as you can.

I disagree because I believe all office new builds should provide some parking and this should be limited for comercial and not statuted governmental reasons.

See answer to Q.69

Especially underground.

Office developments require car parking in order to entice tenants. Restricted car parking is not a desirable policy. If the States would allow as previously suggested office developments within other urban conurbations or change of use of agricultural buildings then the need to travel into St Helier via public transport or the car could be reduced.

Why. The need for the car will not be altered by an office development

It is essential

Question No 70: Office parking standards

e: Strongly Disagree

Ample parking must be provided.

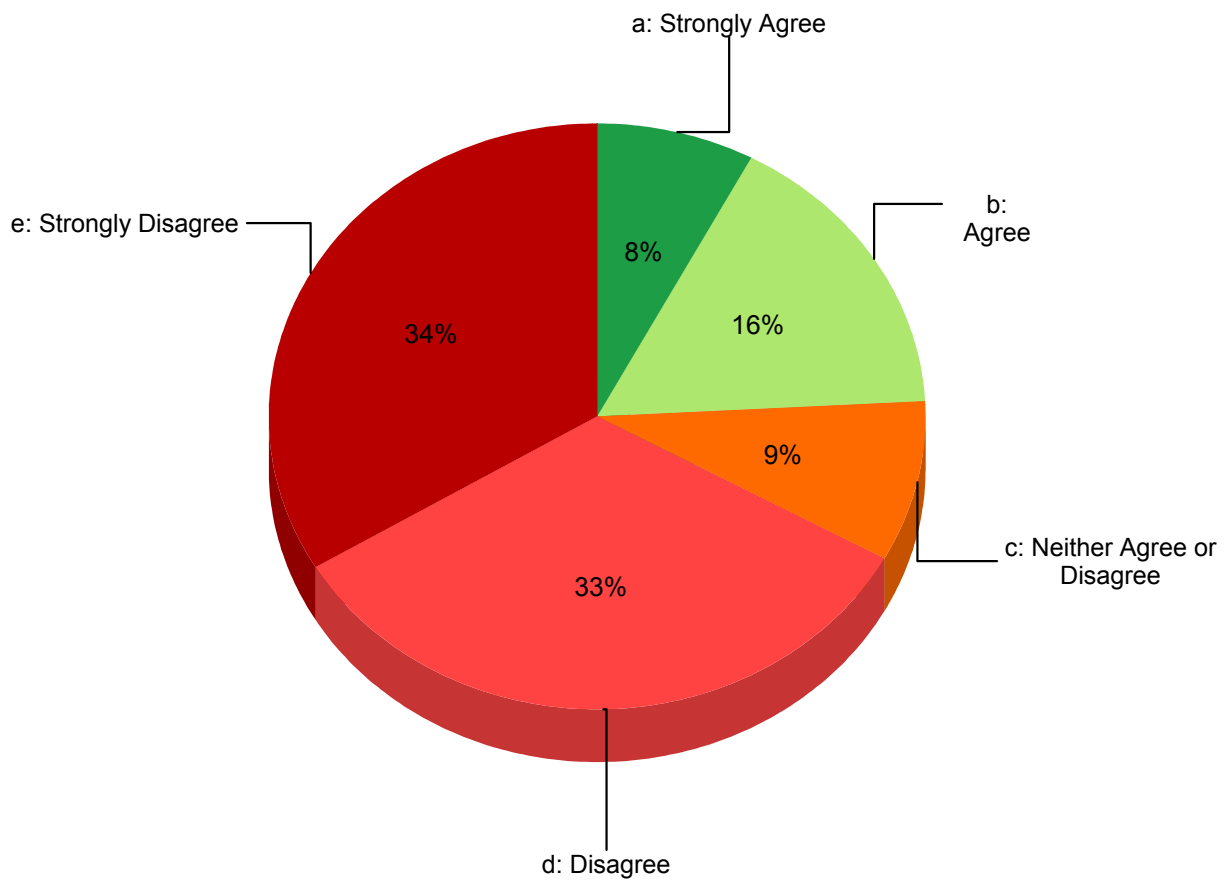
Employees will continue to park on the streets if parking is not available.






Any new office and other developments should provide their own parking.

The more the merrier - get them out of the public car parks will allow a more phased commute. A lot of people are on the road all at once purely because they are desperate for a space.

Question No 71: Residential parking standards

Do you agree with the idea of reducing the amount of car parking required with new residential development?



	a: Strongly Agree	13	8%
	b: Agree	27	16%
	c: Neither Agree or Disagree	15	9%
	d: Disagree	55	33%
	e: Strongly Disagree	56	34%
Total:		166	100%

Question No 71: Residential parking standards**a: Strongly Agree**

We should introduce maximum parking standards rather than the minimum standards presently applied. This will free up space for higher density schemes and allow better use of land. Also the needs of people should take precedence over the needs of the car.

Current code encourages car ownership needs reducing to sensible level.

JEF links this with Q34 and believes that this is part of the overall plan to influence (gradually) the behaviour and expectations of the public with regard to the private motor car. There are opportunities for zones in St Helier which would reduce the availability of parking as you get closer to the centre. Recognising that not everyone can walk everywhere this will need to make some spaces available for those who need (not demand) access to cars. This also reflects that so much of our life currently revolves around car use for shopping etc that alternatives must be provided at the same time.

This would be a further disincentive to car owners.

Improve local public transport.

But the alternatives must be properly addressed by the States.

Question No 71: Residential parking standards**b: Agree**

In town.

While there is good access to public transport (buses) this seems a sensible option.

Jersey car parking standards have been high for too long and do not reflect the UK policy.

There is a balance to be struck here as indicated in the draft ITTP. If residents are to be encouraged to live in the twon area they should also have the ability to retain the use of a car.

There should be SOME ground floor/underground parking included in new builds

If an urban area.

Question No 71: Residential parking standards**c: Neither Agree or Disagree**

Discouraging car usage needs also to address public transport efficiently.

Depends on the site/location/housing type.

Any parking should be within the development.

It would only be fair to provide at least one parking space per dwelling; whether a mixed development becomes the objective in the new Island Plan providing a proportion of dwellings such as 1-2 parking spaces allocated for 2-3 bedroom houses and no parking spaces for one bedroom flats etc. The types of developments also need to take into account their location – are they near to shopping facilities bus stops and other convenient facilities this would have some bearing on the type of development layout how to achieve for the residents the most user friendly environment and living standards.

It depends on the type of development. If say 3 bedroom houses for families i disagree.

How could this be enforced? ie; in town 1 parking place does not allow for visitors and in the country local lanes are used.

Don't know. You need to avoid forcing vehicles onto roadside parking so maybe with parking related to house size you could then ban road parking for further vehicles. Permeable parking areas would be a requirement following English guidelines for water absorption.

Question No 71: Residential parking standards

d: Disagree

To avoid on-street parking issues etc carparking provision for new development should be maintained so as to meet likely requirements of the residents.

What is replacing the car for people you need to answer that question first.

If there is a need for a car the lack of a car park will not address the problem

Where is the evidence that reduced car parking in residential developments reduces car ownership? What are the implications if this policy was to be adopted? Has the increased use of public transport over recent years seen a reduction in car ownership?

Some areas will need sensible parking provision.

Need to have car-parking space per unit.

Cars are essential for some people.

You cannot restrict car ownership or if you do then you can do the above.

Must allow for parking for the children when they reach 17 years and at least one space per household.

Question No 71: Residential parking standards

e: Strongly Disagree

We need a more comprehensive bus service first.

Mad!

Get them off the streets and save them from driving around endlessly looking for a space. People even in town have cars get over it. They like to go out to the countryside/beach etc and guess what they like to take their cars. This generally happens at weekends/evenings and not at peak times. Town dwellers are only likely to be in a car in the morning to drive kids to school which could be helped by a much more integrated bus service (why aren't there more buses so that parents can ride up to the schools with the offspring and return to town to work on the same bus?)

Most people will want a car at some time plus parking for visitors and any tradesman/doctor etc. visiting.

PLanningbg dept have a crap record on this issues they have allowed many developments to be built with insufficient spacesd then turned blind eye yo changes of use from garages to bedrooms for family and lodgers with resultant over occupancy of the estates and subsequent parking and traffic issues ie Palace Close Maufant village etc

They should HAVE to provide parking for all their residents either on site or Just inside the ring road

This will NOT stop people from owning a car. We should be aiming to reduce car usage by making it more difficult / expensive but recognise that we will not succeed in reducing car ownership. Owned cars should preferably be parked off-street.

Residents will own cars whether they use them or not.

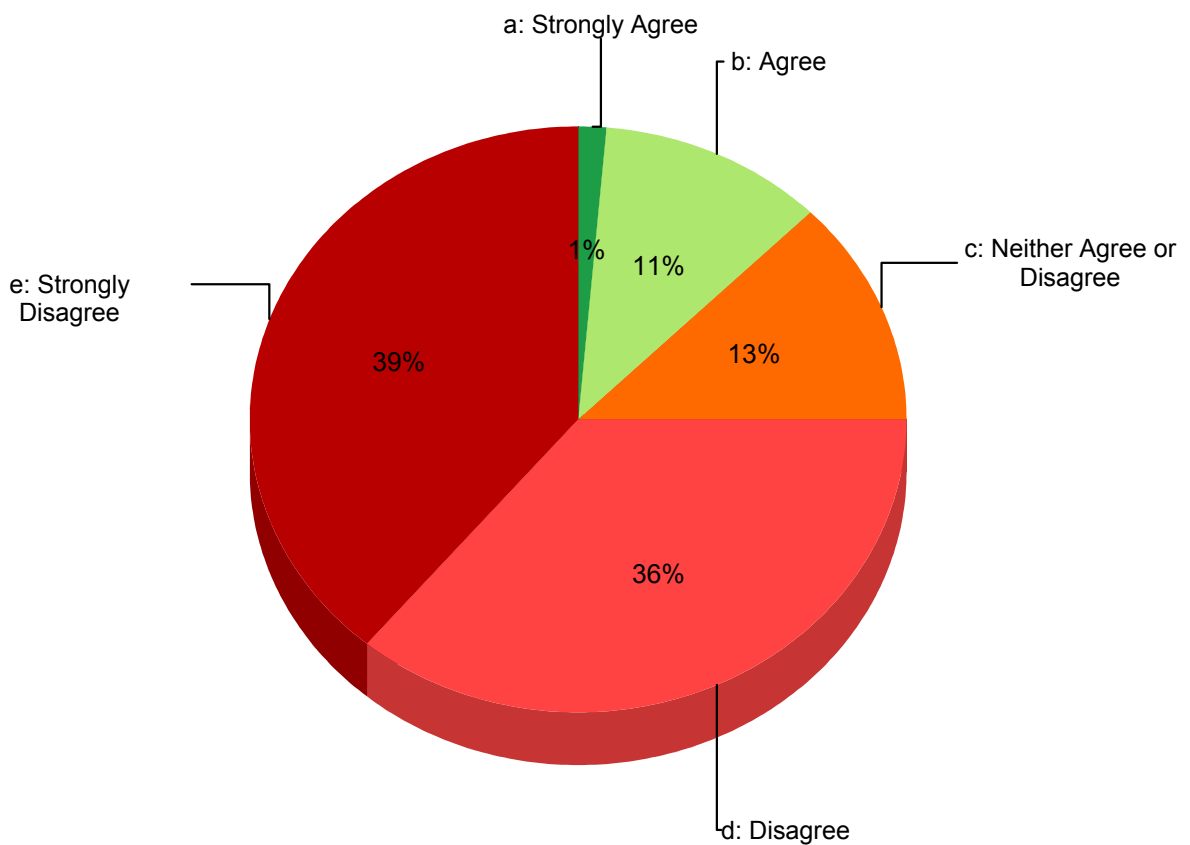
otherwise the cars will be 'garaged' on the streets.

Car parking is essential.

Cars get parked on roads causing more congestion.

Question No 72: Primary route network

Do you agree that there is a requirement to build more roads in the Island to ease congestion and delay?



■ a: Strongly Agree	1	1%
■ b: Agree	8	11%
■ c: Neither Agree or Disagree	9	13%
■ d: Disagree	26	36%
■ e: Strongly Disagree	28	39%
Total:	72	100%

Question No 72: Primary route network**a: Strongly Agree**

For me this is perhaps the most important question in the whole pack. All the proposals and ideas stated under the Transport section are very laudable and could have been copied out of a reputable text book. Wonderful 'tinkering' which reads well. What is totally lacking is long term vision and blue sky thinking. Why do we need this? Because unless we have it all the other proposals included in the Plan will be based on a temporary infrastructure and probably incorrect. The infrastructure of this Island's roads is still based on the horse and cart tracks of yore which were built with hand labour following natural contours. Today these come accross as very picturesque and homely and we wouldn't dream of spoiling them. However something has to give if an increasing population buoyant business community and booming tourist trade are still going to be able to move around it in 2050. And this is the timescale that should be considered together with the building technology that we can conceive of today . Let me illustrate by the following imaginary scenario. We decide now on the absolute need by 2050 of a major key route. Let us say that it should run roughly from Gorey to the airport with feeders off to satelite villages to the north and south along its path. It must be capable of enabling traffic to travel at speed along it. It should by definition minimise any damage to the local environment. In order to do this would in effect involve large amounts of tunneling. Very difficult very expensive but possible (the prisoners during the occupation managed to build miles of tunnels and bunkers by hand; Italy's very difficult rocky and long coastal terrain in the north has been linked up to put major autoroutes in place etc.). Were such a plan to be decided upon it could be implemented over 30 years if necessary on a modular basis and the cost and buliding spread out. But most importantly the spatial and service development and local infrastructure required more urgently today could be built around such a plan so that the jigsaw would falll into place in 2050. I realise that this is not what people want to think about now when they are sitting in a traffic jam at Beaumont but my feeling is that we owe it to those who come after us not to leave the island in an irreversible higgledy piggledy non traversible mess. So let's talk long term strategy first. Get together a team who can think 'out of the box' to come up with a true visionary infrastructual network within which the current planning team can then tinker about with by providing private car parks in town (or not) or reducing the traffic flow through Beaumont (or not).

Question No 72: Primary route network**b: Agree**

Where is the land?

Limited to key places.

Only when this secures improvements to public transport.

The main road through St Mary St John along the north coast is extremely narrow in places.

Question No 72: Primary route network**c: Neither Agree or Disagree**

Certain main roads need a bit of widening in certain places(i.e. main road from St Mary's School to St John) and other main roads throughout the Island where needed.

Have lived in the west for 42 years and the problem of Beaumont Hill / La Haule has been discussed for all that time with no solution as yet.

I do not believe that building more roads is necessarily the answer although some existing main roads could benefit from being widened in places to improve traffic flow.

There is a case however for used of 'by pass' roads in congestion hours. For instance it should be possible to allow buses to utilize the cycle path from La Haule to Bel Royal - or further - during morning and evening rush hours. This may need some consideration but given that a train used to run along that route it should be possible. This would speed west to east bus route for commuters. Bus operated traffic lights at entry and exit would ensure rapid transition.

First of all - they should try the St Aubins to Bel Royal Route - it is hampered by small roads leading into main traffic where drivers try to assume a 'filter in turn' process like Beaumont (La Rue es Ruax for example) This just slows the total flow.

But i would favour improving existing roads in certain areas.

Question No 72: Primary route network

d: Disagree

Land is in short supply.

How many miles of roads are there?

Congestion / delay is relative. Nowhere in the island is this really more than inconvenient by the standards of many other locations.

The building of more roads as an answer to relieving congestion at the well known junctions would be out of proportion to the cost involved against any benefits that may be gained. The main obstacle being properties that front the roads either side e.g. La Route de la Haule from Beaumont filter junction to Bel Royal. I will stick my neck out here and put forward a very extreme concept that would ease the congestion problem. Construct an elevated 'motorway style' dual carriageway system running from west to east – this being the main arterial route; spurs or minor arteries would connect the north-west north north-east settlements and Gorey with south bound spurs connecting settlements in St Brelade St Peter and St Lawrence. The main artery would continue perhaps in an elegant curve to St Helier where it would connect e.g. the Ring Road. With an elevated road system the landscape below remains intact!

The root cause of the problem of congestion coming from West is the lack of adequate commuter car parking on the Western entry to St Helier. Traffic has to go past the harbour to park and backs up. People leave earlier to avoid the backing up and competitive congestion occurs where people are more concerned about getting parked than they about arriving at a convenient time. Filter-in-turns are lovely and polite but inefficient. Coming from the west you queue for ages at all the filters then rush along as you go past Beaumont only to come to a halt as the traffic struggles into and through St Helier to find parking

Better road use is the answer. Less on street parking being the easy option

Should be dealt with by restricting population growth to levels that are sustainable with the Island's current size and resources.

If traffic flow was better i.e not half the town ring road dug up congestion would be less at rush hour.

New roads will only result in an increase in latent demand. Its like adding a fourth and fifth lane to the M25. It never stops congestion it simply encourages more traffic.

More roads cater for more cars - we should be discouraging the use of the car.

Question No 72: Primary route network

e: Strongly Disagree

Road system adequate.

More roads encourage greater car use eg M25 around London.

Judging by past problems improvement in roads simply facilitates growth in traffic.

Remember Parkinsons law. The new lay-out at Bel Royal is a very expensive nightmare no more slip ups like this one please.

JEF believes that more roads equals more congestion is a proven principle therefore other strategies are required to reduce congestion. We are also concerned about the notion of losing precious land to another road.

Where and how - where does the person who thought this up live?

No more roads - we need less traffic - if the population reduces as in the last recession life improves.

Current roads however do need improvements.

The more roads you provide the more you will encourage car use . Our land is precious .

The 5-Mile Road should be extended south around the La Pulente spur using the current footpath -- having to drive up the hill round and back down to get to La Corbiere is a complete nonsense . (Otherwise a major cause of traffic delay on the Island are Pelican Xings: these should (almost) all be replaced by Zebra Xings -- and where possible Jersey Filters.)

This is a very simplistic question. network capacity is a balance between demand link capacity and junction capacity. Demand will often grow to fill capacity. However some of the Town Centre proposals will need some serious re - assessment of ring road capacity. The solutions however will require land take and the States has neither the desire to CP the required land or make sufficient funding available. Overall demand for car use and trips needs to be contained.

more biking more buses not more roads on our remaining greenery. More roads always means more traffic to fill them to capacity

No however improvement to the ring road (already planned) is required but new roads are not needed.

Providing new roads will encourage car use.

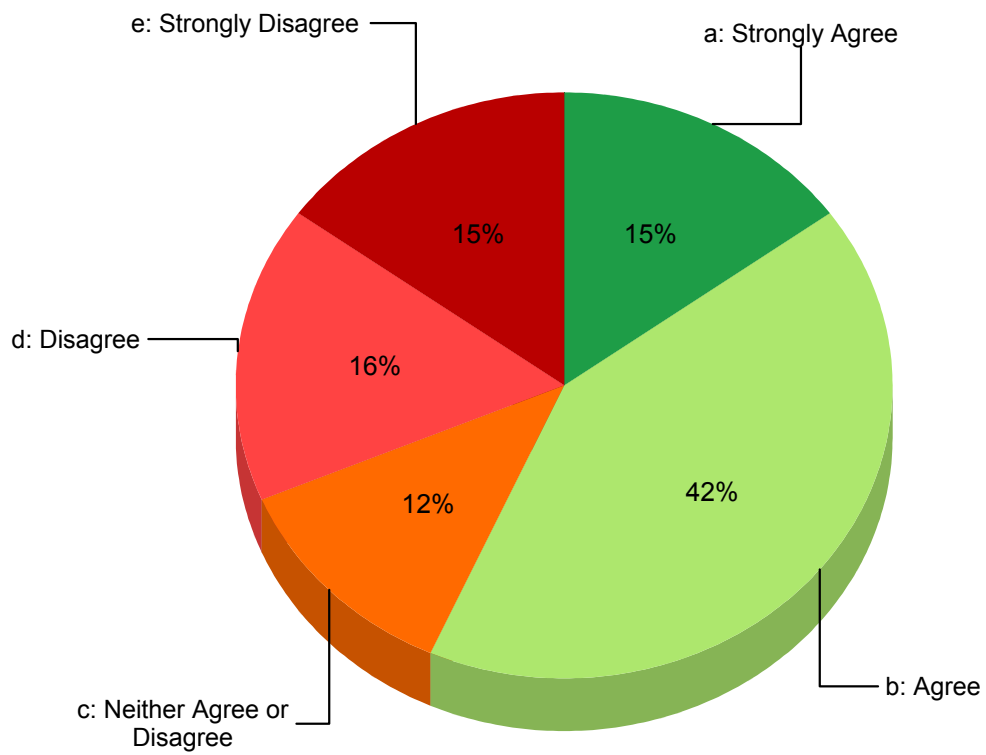
Too many roads already decrease of car size and number would solve this problem.

There are already too many cars if you let so many immigrants into the island it will get impossible. There is very little space or areas for new roads.

We should keep the to minimum of roads in Jersey especially in the country parishes so safeguarding Jersey's Charm

Question No 73: Beaumont/ La Haule junction

Do you agree that changes should only be made to improve the Beaumont/ La Haule junction where it can be justified on the basis of improvements to public transport?



■ a: Strongly Agree	10	15%
■ b: Agree	28	42%
■ c: Neither Agree or Disagree	8	12%
■ d: Disagree	11	16%
■ e: Strongly Disagree	10	15%
Total:	67	100%

Question No 73: Beaumont/ La Haule junction**a: Strongly Agree**

Bus layby's and shelter along that route with some road widening to accomodate those ends.

As more buildings are planned for that area it can only get worse.

If a time advantage to public transport can be provided then yes.

Yes this is the main route from St Helier to the airport & the west. The building of Foot bridge/s would greatly improve traffic flow

The States have missed lots of chances to purchase property in this area to deal with the problems

Question No 73: Beaumont/ La Haule junction**b: Agree**

see answer to Q.72

see answer 72.

See q. 72

Changes should only be in favour public transport but we are not convinced that the changes would not also help other vehicles.

I am afraid we are stuck with the (excellent) Beaumont filter until Victoria Avenue is extended further westward and around to La Haule Hill. (Curiously one minor cause for delay there is the Pelican Xing between Beaumont and Bel Royal: this should be replaced by a Zebra Xing.)

Failure to do so should not however deny development in the west of the island.

also for traffic flow

I now cycle every day due to the congestion at this junction. Need smaller more frequent buses.

Question No 73: Beaumont/ La Haule junction**c: Neither Agree or Disagree**

What changes?

No change - it works well.

With reference to Q.72 the junction is so tightly bound on both sides with properties it would not be a viable concern to make any improvement to the junction. Having lived in that areas for the past fifteen years I put it forward that generally the traffic is not at a standstill for more than a couple of minutes it does on the whole move continuously albeit very slowly for a short distance and towards Bel Royal it gains increased speed before going on to Victoria Avenue where normal speed is attained; this of course is barring any accidents or other incidents causing a backlog and a standstill situation which rapidly builds up for a short time. A suggestion perhaps is to put up road signs giving time periods where e.g. commercial vehicles up to a certain size are required to use alternative routes which e.g. could include St Peter's Valley – going one way and coming back the other way spread over the working day. Widening the roads that link to St Peter's Valley from La Grande Route de St Pierre would facilitate larger vehicles using these routes.

Any change must be justified and should help all road users.

I do not believe that changes to the Beaumont/La Haule junction should only be justified on the basis of improvements to public transport. If changes can be made to this junction or any other for that matter to improve traffic flow then in my mind the necessary works should be carried out.

Not sure what can be done.

It's not too bad now.

Question No 73: Beaumont/ La Haule junction

d: Disagree

See my previous answer - buses get stuck in same traffic

It need improving either way.

You can help this junction by stopping building more housing in the west and perhaps creating more workplaces at Les Quennevais/St. Peter

I would agree if I thought it would have a big effect on public transport but I think it would be minimal .

Filter in turn is essential and there should be more of them.

Improvements should benefit all road users. There is a case for rethinking this junction to improve traffic flow.

Question No 73: Beaumont/ La Haule junction

e: Strongly Disagree

The premise is that we should widen the inner road at Beaumont but this is the WRONG PREMISE. Instead we should complete the Victorian-era sea wall as planned beteeen Bel Royal and La Haule further down the beach than the present wall built by the Germans. That would extend Victoria Avenue on the sea side and allow Beaumont to revert to more of a village style centre maybe even a desirable amentiy destination in its own right. If our Victorian forebears had not run out of money that is what we would have now and we would be very happy with it.

The rebuilding of the railway between the airport and th reclamation site would remove the necessity for changes to La Haule and Beamont Junction.

If changes can be made to the junction that eases traffic congestion this should be supported.

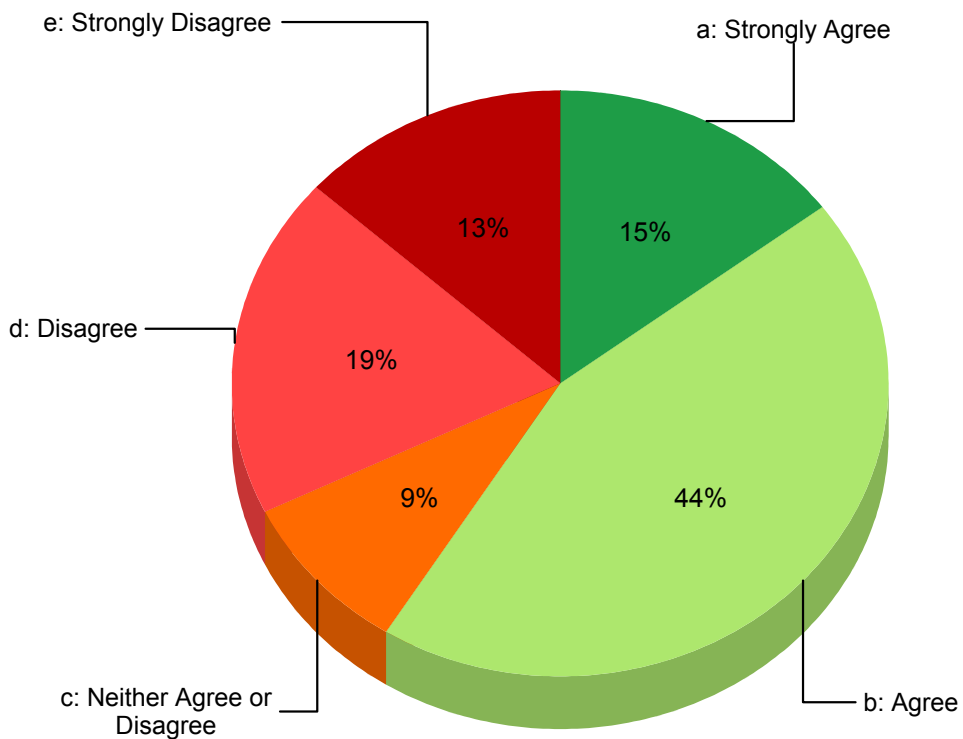
Reduce car size and numbers.

Would simply move bottleneck closed to St Helier.

No of course not. If you could do something to ease the congestion for cars then of course it should be done. It would also ease the traffic for buses but only 7% of commuters are on the bus (and from the West probably less) But A huge land reclamation car park at St Aubin a light railway along the cycle path(shame about the dozen or so people that cycle in.. let them travel by train) and that might work.

Question No 74: Non-operational uses at Jersey Airport

Would you agree with the use of land at the Airport for non-airport related uses?



■ a: Strongly Agree	10	15%
■ b: Agree	30	44%
■ c: Neither Agree or Disagree	6	9%
■ d: Disagree	13	19%
■ e: Strongly Disagree	9	13%
Total:	68	100%

Question No 74: Non-operational uses at Jersey Airport**a: Strongly Agree**

Only if reduces landing fees and burden of airport on taxpayer.

Any new workplaces in the west as opposed to St. Helier might help to constrain the eastbound traffic

Land on the Island is at a premium so if it is not going to compromise the ever widening maw of CAA Health & Safety go for it. What about an Aldi/Lidl supermarket + parking?

Useful site for commercial development.

Park and ride would be another use.

There is plenty of space to add underground and over ground parking Plans were already drawn up for a large supermarket in the vicinity . It was a shame that the building was designed by an idiot and is too high to heat or cool properly - use the upper floor area as a supermarket or retail area.

Question No 74: Non-operational uses at Jersey Airport**b: Agree**

A small industrial / commercial development would help business and subsidize operational costs.

The statement contained in 10.7.3 of the green paper is a reasonable summation of what should be considered.

Office space as mentioned earlier Also Shopping space as mentioned earlier No reason why they have to be in town. The real problem with this would probably be the frenetic security brigade who wouldn't like subversive office workers inside the perimeter. Surely though if land can be used for non-airport uses then it shouldn't be part of the airport?

This is desirable as a means of supporting economic development and diversification without impacting on the countryside or other environments.

It would be a good site for tax free manufacturing or distribution.

Land availability at the airport for other uses than aviation-related is going to help relieve pressure from finding suitable sites for developments in and around the town area. Jersey Airport is about to undergo substantial improvements and expansion relating to specific airport activities therefore once land has been identified and designated as to what is required the land remaining could be ear-marked for a range of uses including a Business Park – this could be set up specifically for companies/offices that have frequent travel plans e.g. to the UK and Europe to conduct their business. An analysis could be carried out regarding new developments proposed for St Helier to ascertain whether come that do not really require a town which would not affect the Quennevais/Red Houses shopping and other retail outlets economically! This may provide the opportunity to create a range of developments that would attract the public sufficiently to use their local area for buying and social/leisure activities instead of too frequent town visits – although this is not to detract from the idea of making St Helier the vibrant hub it is planned to become.

A conference centre?

Good idea for 3rd supermarket.

An international conference centre?

If there is space in the area for a little bit of industrial development then that is surely right.

If need can be clearly shown.

Agree in principle but the impact on traffic must be taken into account. Light industrial type use would be supported but a high traffic demand retail development would be opposed.

But not a supermarket or something that would generate as much traffic.

A reasonably large D.I.Y store.

As it is well served by main roads. It is already a noisy and industrialised site so light industry would not be out of place. Not so sure about offices.....

Question No 74: Non-operational uses at Jersey Airport

c: Neither Agree or Disagree

Too many questions are left unanswered to take a view on this matter. What are the future plans for the airport ? Shouldn't the future requirements of the airport override any other consideration of alternative land uses. I am also concerned over the comment in 10.7.4. This Plan seems to support continuing Economic and Population growth who has determined that this is the best option for the Island ? Is this not contrary to the conclusions of the Imagine Jersey 2035 consultation.

Low level building if necessary.

Such as?

Depends on the use.

Question No 74: Non-operational uses at Jersey Airport

d: Disagree

Too open a question. The presumption however must be against its use by a minority to the detriment of the majority.

JEF may support non-airport related uses such as storage and light industry (as with Q 42).

The traffic in this area is busy enough already - note the delays around St Peters Garden Centre at weekends.

What area or part of airport do you mean? need to know this before giving an opinion.

Question No 74: Non-operational uses at Jersey Airport

e: Strongly Disagree

Absolutely not. This is not an appropriate location for non core(airport) uses just because it happens to be a bit of States owned public space.

The airport should remain just that no related uses.

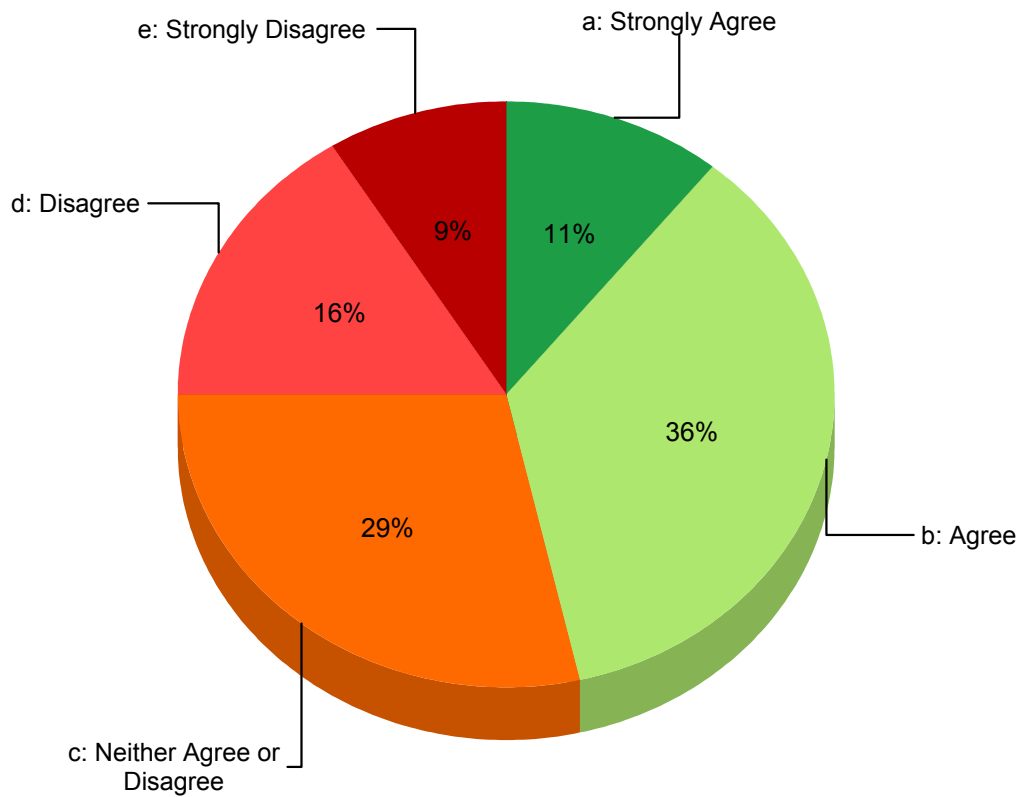
Why should they have the benefit of development opportunity when this is deprived to everybody else. It would appear as favouritism to the States and therefore would hardly be equitable.

The land at the airport was acquired for an airport. Other uses should be secondary.

Minerals

Question No 75: Minerals Strategy - options

Do you agree or disagree with continuing with the existing strategy which reduces the extent of local extraction and moves towards the importation of sand and a significant proportion of aggregate requirements through St. Helier Harbour. If you disagree please indicate in the free text box which of the following options you would support: Option 1: Maximising local supply of sand and aggregate from existing quarries, or Option 2 : moving to bulk importation of sand and aggregate through St. Helier Harbour, or Option 3 : Concentrating aggregate production at Ronez, with sand imports through St. Helier Harbour.



■ a: Strongly Agree	6	11%
■ b: Agree	20	36%
■ c: Neither Agree or Disagree	16	29%
■ d: Disagree	9	16%
■ e: Strongly Disagree	5	9%
Total:	56	100%

Question No 75: Minerals Strategy - options

a: Strongly Agree

Option 3 using redundant quarry and sand pits for waste

Option 3

option 2

Question No 75: Minerals Strategy - options

b: Agree

There is an argument for importing and relocating concrete plants to La Collette where the vehicle movements would be reduced and where the concrete produced would be closer to St Helier where it is needed. However perhaps the production of aggregates within the Island should be thought of in the same way as food miles in that aggregate miles will be reduced in terms of a wider environmental benefit if it is locally produced rather than shipped. Therefore we would opt for option1 .

1. Quarries 3. Sand I'm against monopolies.

Option 3.

Option 1

Option 3

Option 3.

1 or 3

I would support the Current Mineral Strategy with the following suggestions: A) Local quarries are given acceptable time period in which to remain in operation; B) That this will be calculated in a fair way to include an extension for each quarry reflecting their abilities to continue production not necessarily to the maximum time the quarries could remain operative but to be programmed to tie in with a new port facility at St Helier harbour ready to accept stone and aggregate imports from the UK and France. I would like to ask what happens when La Saline Quarry runs out of building stone – there is no mention of the quarry’s lifespan. It is very important as emphasised in earlier sections of the Green Paper to maintain the Jersey Character to continue using granite for new developments where the location dictates it; also in minor design details such as the Jersey arch and other features. It is hoped that a very similar granite can be sourced and supplies secured well in time.

Opt 1. No Opt 2. Yes Opt 3. No

Question No 75: Minerals Strategy - options

c: Neither Agree or Disagree

Why not import directly to Ronez rather than through St Helier?

Option 1: Maintain the status quo with sand. Extending recycling of aggregate from demolished buildings to the absolute maximum

With concerns over Carbon footprints and other environmental issues I question whether it is acceptable to use other resources from elsewhere in the world when we have our own. I would therefore support continuing to use our local supply of sand and aggregates where possible.

Option 2 seems about right

In the short to medium term a compromise would seem to be indicated. I find it difficult to predict the longer term situation in excess of 50 years.

Not qualified to answer.

Not qualified to answer.

There are too many technical problems for me to comment.

Question No 75: Minerals Strategy - options

d: Disagree

Option 1

Option 1

Option 3. Sand extraction at St Ouens should be stopped as soon as possible as part of a sustainable strategy of abandoning the sea wall and letting the sea and the dunes reach a cheap equilibrium. Extend Ronez to minimise the impact on residential areas and the harbour

Option 1.

Maximising local supply of sand and aggregate from existing quarries - digging deeper rather than wider

Option 1.

Option 1 Both areas at St Ouens and the quarries will be land fill eventually Although Rones would be a great deep water harbour - for mineral delivery and an incinerator Where will thge mineral waste come from and who owns the quarry?

Option 1.

Option 1

Question No 75: Minerals Strategy - options

e: Strongly Disagree

TTS would support Option 1.

Continuing extraction from Ronez would utilise the Island's idigenous resources thereby reducing the carbon footprint of importation. Sand may be have to be imported but these importations should be kept to a minimum where possible.

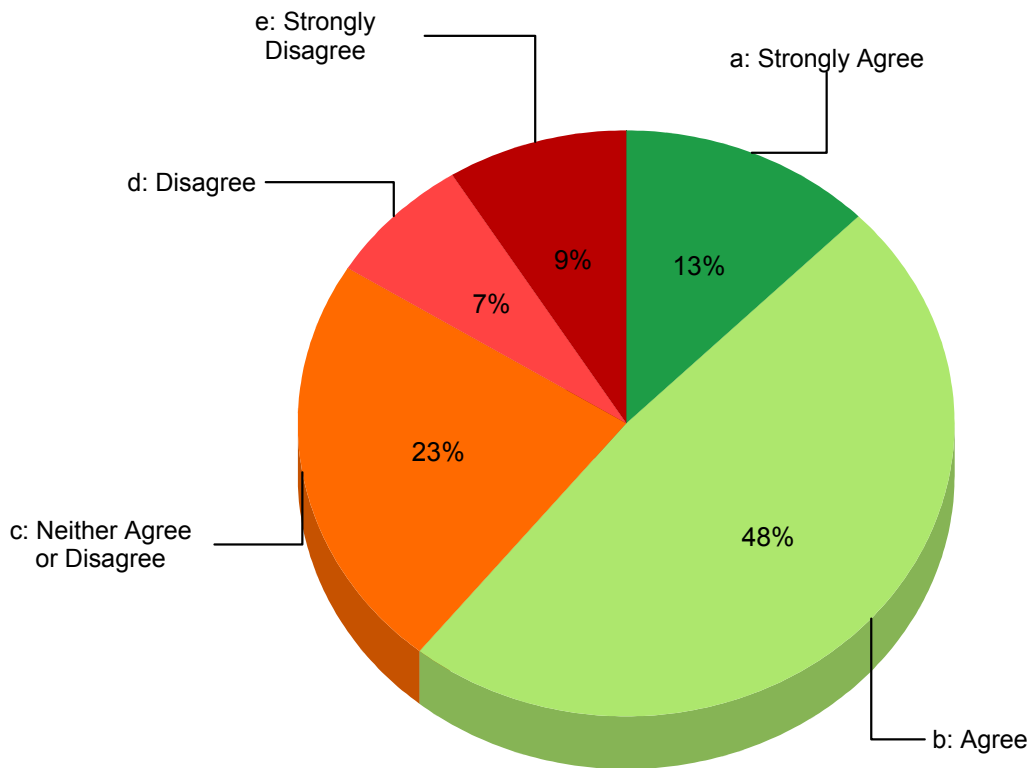
Option 1.

If our leaders get their way St Helier will resemble a building site for many years to come this island will no longer be our Jersey.

Option 3

Question No 76: Local mineral extraction

Do you agree or disagree with extending extraction activities in the existing quarries? If you agree please use the free text box to indicate which of the following quarry sites you would support extending. If you agree please use the free text box to indicate which of the following quarry sites you would support extending. a) La Gigoulande b) Ronez c) Simon Sand and Gravel.



■ a: Strongly Agree	7	13%
■ b: Agree	27	48%
■ c: Neither Agree or Disagree	13	23%
■ d: Disagree	4	7%
■ e: Strongly Disagree	5	9%
Total:	56	100%

Question No 76: Local mineral extraction

a: Strongly Agree

Ronez and Simon Sand/Gravel

A B & C.

TTS would support extending all quarry sites.

Continuation of quarrying at Ronez provides the Island with much needed natural resources. The existing quarry can continually supply the locally produced aggregates with minimal impact on the environment. An extension of these activities would reduce the need for importation thereby reducing dust and other environmental effects on the town centre harbour which is already congested.

Ronex possibly has potential for expansion.

La Gigoulande and Ronez

All of them

Question No 76: Local mineral extraction

b: Agree

La Gigoulande and Ronez

See answer to 75.

I would support all three quarry sites because with ref. to Q75 the quarries continue production on a basis where each would gradually wind down operations only when a new port facility is up and running to accept the required import levels of sand and aggregates. No one can know what new technologies will be available in the years to come regarding extraction techniques environmental protection procedures etc. I am sure we could wish for the best solutions in dealing with challenges that face us regarding the built environment using as far possible local materials. It may be if local stone is no longer available and the general design of new developments e.g. La Collette and new harbour related developments may use materials and finishes that could create a distinctive new 'look' – although even this thinking would I hope still reflect some of the familiarity of the 'Jersey Style'.

B - Ronez

Only if conditioned to refill / repair landscape damage planting regrading - so on.

B - Ronez

b - Ronez

B - Ronez

A. La Gigoulande

b. Ronez

Like many islander i do not know these areas well enough to make an informed opinion.

a b and c

B) Ronez

A B C.

All if necessary.

Ronez and Simon Sand & Gravel

a) La Gigoulande b) Ronez Preferaby by digging deeper rather than wider.

a and b

I support using all of the quarry sites listed

Question No 76: Local mineral extraction

c: Neither Agree or Disagree

Simon Sand and Gravel is in a highly sensitive environmental location. I do not think that it should be extended.

Which ever is most economical .

a and b ok Simon sand should be closed down

The constraints on over-use of local granite must be recognised. Current planning favours clad in granite look over other options. Newly quarried granite is a finite resource and an energy intensive product to produce and deploy. Planning should encourage use of lower energy materials and finishes (quality timber or lime render as alternatives.

Not qualified to answer.

Not qualified to answer

Question No 76: Local mineral extraction

d: Disagree

Further exploitation will result in environmental damage.

Question No 76: Local mineral extraction

e: Strongly Disagree

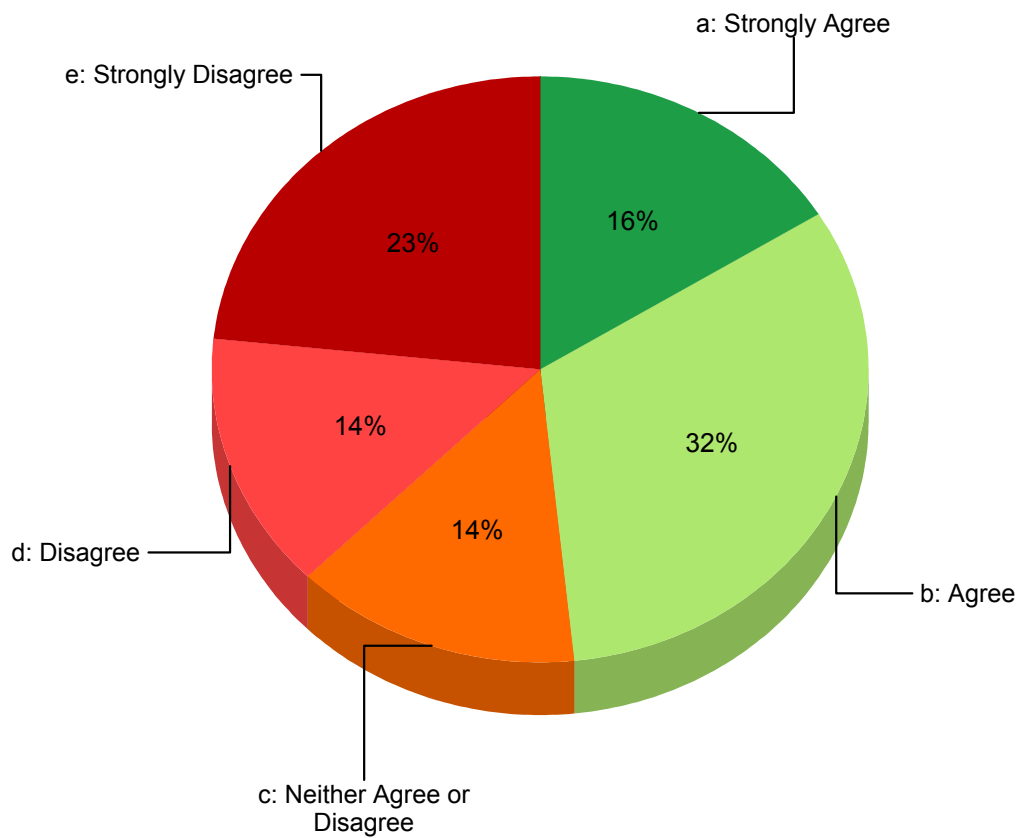
They should be wound down and returned to something approximating their natural state . However the Gigoulande landfill is probably a good idea providing the traffic effects can be managed adequately (fewer vehicles into St. helier to La Colette would be a good thing)

On a small island this is unsupportable. None.

Waste

Question No 77: Land reclamation

Do you agree or disagree with extending land reclamation at La Collette through landfill with associated centralised aggregate recycling facilities to create new development land after La Collette II reclamation site is full?



■ a: Strongly Agree	9	16%
■ b: Agree	18	32%
■ c: Neither Agree or Disagree	8	14%
■ d: Disagree	8	14%
■ e: Strongly Disagree	13	23%
Total:	56	100%

Question No 77: Land reclamation**a: Strongly Agree**

In the very long term -- and I say this with some regret -- and RAMSAR notwithstanding -- I believe we should extend La Collette reclamation not Southwards but EASTWARDS towards La Rocque taking advantage of all those untidy rocks as the base foundation. (Given our time over again we should have built the airport runway along such reclaimed land -- after all at least it suffers far less than the current inappropriate site from sudden sea mists. And it would cause no disturbance to residents. Releasing the current airport site would give St Peter's a new lease of life.)

If we are to avoid building on greenfield sites the only realistic option is land reclamation.

Question No 77: Land reclamation**b: Agree**

Landfill essential method of dealing with waste.

But only if new harbour is to be created and if possible under RAMSAR.

Preferable to infilling valleys

It will provide additional developable land for the island and the cheapest form of disposal of waste?

Despite its designation as a site of special interest it remains the only obvious option for landfill / reclamation.

Land reclamation has in my opinion proved successful and enabled new port facilities to be created. If we are to have a new port then additional land reclamation is a must.

After La Collette Phase 2 becomes full the need to create further development land i.e. LC Phase 3 is going to provide the opportunity to satisfy the increasing demand for new housing also for harbour-related activities – such as the yachting community and any new ventures that may arise over the coming years. LC Phase 3 may not go ahead though because it encroaches upon the existing Ramsar site; however with ref. to para.12.7.12 in the Green Paper a clause exists which states that there are provisions for site deletions or restrictions of the Ramsar site in the event of 'urgent national interests' – this requires defining though to warrant any incursion into the Ramsar site; proof that an extension of the La Collette Reclamation site is essential for any future developments as may be put forward in the new Island Plan. Paras. 12.7.1 to 12.7.16 there is a general emphasis towards no reclamation being carried out. Several reasons are given within these paragraphs – some quite forceful others with provisos. The question is do we reclaim so that land is there if the programme of developments over the coming years indicate that extra land is required to fulfil the demand does the outcome of this questionnaire formulate the extent to what where and how much development is feasible? Do we look upon extra land reclamation as being a luxury item or an absolute necessity to achieve developmental targets as might be a requisite in the new Island Plan.

Question No 77: Land reclamation**c: Neither Agree or Disagree**

The population policy will have to be zero growth to contain the present situation at la collette.

Really need better recycling facilities.

So many potential consequences to such decisions not something allowing of a simple answer .
The effect on the marine environment of any increase in land reclamation must be taken into account as a top priority.

Question No 77: Land reclamation

d: Disagree

Recycling of aggregated must be undertaken rather than the current 'lip service'.

The present plans for La Collette are ridiculous for a site close to town no common sense in these plans at all cannot see any better for new site.

Current landfill has gone too far in the La Collette area already.

Haven't got one reclamation right yet. Anyway its a Ramsar site.

Encroachment on RAMSAR Site and historic Elizabeth Castle.

Question No 77: Land reclamation

e: Strongly Disagree

The Ramsar site is truly beautiful. We/you should not despoil it. I grew up there as a child and I thought then and with more experience I still believe it to be one of the most beautiful places I have seen anywhere in the world. Landfill at St Aubin's smelly corner or between Elizabeth castle and Elizabeth marina would be preferable. If you want a really big site go between Gorey castle and St Catherines and build a Marina there at the same time

Existing quarries should be used. The expansion of La Collette would infringe.

The current development has gone too far already. Reclamation between Gorey Castle and St Catherines would be outside of the Ramsar site. It could form part of the marina which many people are in favour of.

No due partly to Ramsar site plus it has very difficult access issues plus fuel farm problems

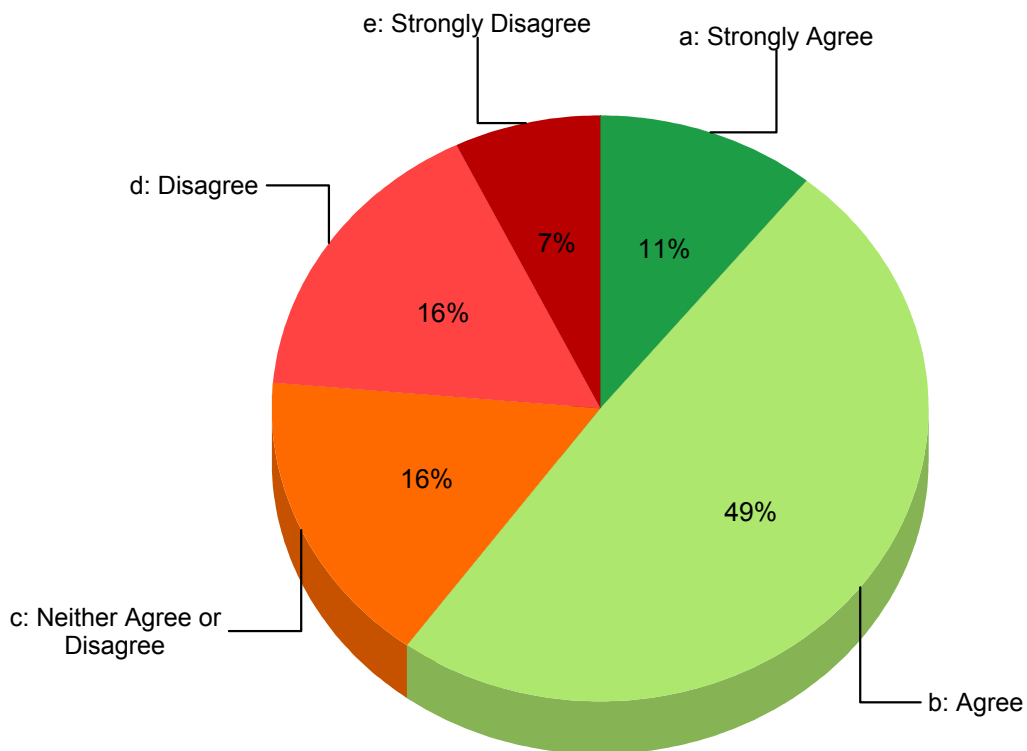
No more land reclamation. Ramsar and other connections.

There must be a limit on population / development!

Until damage to environment known.

Question No 78: Terrestrial landfill

Do you agree or disagree with land filling voids as part of landscape restoration (with associated aggregate recycling facilities)? If you agree please indicate in the free text box which site(s) you would support: If you agree please indicate in the free text box which site(s) you would support: a) La Gigoulande b) Simon Sand & Gravel c) Ronez.



■ a: Strongly Agree	6	11%
■ b: Agree	27	49%
■ c: Neither Agree or Disagree	9	16%
■ d: Disagree	9	16%
■ e: Strongly Disagree	4	7%
Total:	55	100%

Question No 78: Terrestrial landfill**a: Strongly Agree**

All 3 sites.

La Gigoulande and Simon Sand

Ronez would be the most preferable.

La Gigoulande

Ronez and La Gigoulande only when fully exhausted. Simon Sand & Gravel to be filled in with waste to a LIMITED extent so as to create both recreational and wildlife space - in the same way as La Mielle de Morville at the north end of St Ouens bay was reclaimed from its previous life as the Island's tip and is now a haven for both people and wildlife. The present square lake at the Simon site is unattractive physically and too big to allow optimum public access and enjoyment of the wildlife there.

Question No 78: Terrestrial landfill**b: Agree**

a - la gigoulande

C - Ronez

Simon Sand and Gigoulande

Simon Sand

a b & c

La Gigoulande & Simon Sand

A B & C

For green countryside

B - Simon Sand

Terrestrial Landfill – Agree a) La Gigoulande - Agree b) Simon Sand & Gravel – Disagree c) Ronez – Agree (primary site)

It worked at Mont Mado and Les Mielles de Morville why not at La Gigoulande and Simon Sand and Gravel?

B -Simon Sand

Only Gigoulande and Ronez without superfill and not Simon Sand as there is the aquifer and protected dune system nearby.

But the controls must not be left to land owners as we will get poisoned

Once again do not know sufficient information about these sites to give proper opinion.

All three sites to different degrees that being on determined merit.

TTs would agree where appropriate and a) and b) where extraction has finished.

C. only. A: there is a horrible water pollution problem and C would contaminate the St Ouens Bay Aquifer which is extensively used by Water company.

Worth looking into depending on the details.

The only terrestrial landfill site I wouldn't support is Simon Sand and Gravel

All three

A C.

Question No 78: Terrestrial landfill

c: Neither Agree or Disagree

Agree (a) disagree the other 2. Turn Simon's into a wildlife habitat asap. Ronez is a ghastly eyesore on the beautiful North Coast and should be wound up as and when circumstances permit

La Gigoulande and Simon Sand & Gravel sites are highly visible areas and would need very careful landscape restoration techniques to return them to at least their original condition; an opportunity would also exist for these areas to be further enhanced where it would prove to be advantageous regarding landscape and wildlife value. Enhancement techniques could include increasing the eco-zones by appropriate terrain modelling including creating micro habitats and adding ecologically correct plant species including those not generally existing in these areas at present but are still within the ecological palette and would extend the wildlife species that would be attracted to the area. One issue stands out regarding Simon Sand & Gravel – it is close to the airport therefore any restoration would probably exclude a water element because of the possibility of aircraft bird strikes.

Depends on the answer to 76.

Question No 78: Terrestrial landfill

d: Disagree

Aggregate recycling is not being undertaken.

These sites should be re-used for other activities such as yachting / fishing and other commercial leisure facilities.

I believe it is more sustainable to allow the continued extraction from these sites as opposed to importing them from other destinations outside of the island and the traffic this would cause around St Helier and the harbour.

Possibly Ronez / La Gigooulande but not Simon Sand - it would pollute water which is held there.

Question No 78: Terrestrial landfill

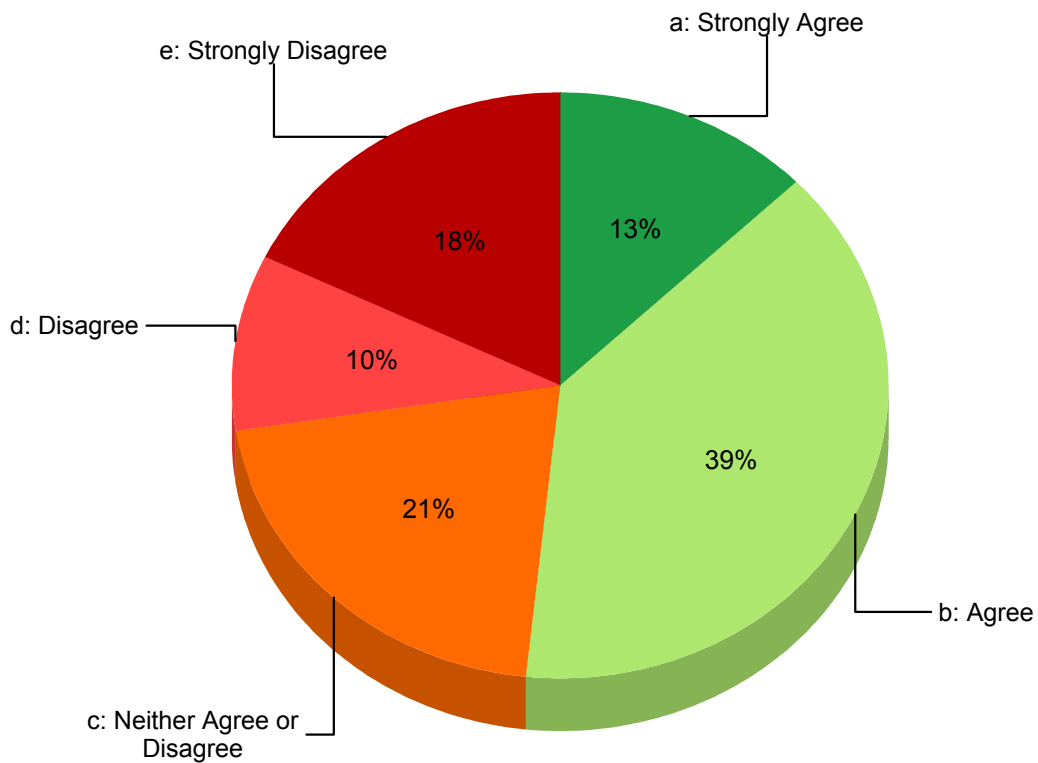
e: Strongly Disagree

Infill at sea ONLY.

Delivering the plan

Question No 79: Planning tariff for Jersey

Would you support the introduction of a planning tariff on new development in Jersey, to assist the delivery of Island Plan objectives, that may not be related to the development upon which it is imposed?



■ a: Strongly Agree	8	13%
■ b: Agree	24	39%
■ c: Neither Agree or Disagree	13	21%
■ d: Disagree	6	10%
■ e: Strongly Disagree	11	18%
Total:	62	100%

Question No 79: Planning tariff for Jersey**a: Strongly Agree**

I am in favour of a Tariff if it was applied primarily to the social infrastructure such as road safety and maintenance pedestrian links and crossings extension of main drains. Art open spaces etc not so important.

But a planning tariff must provide for the continuing maintenance of critical infrastructure . Developers contribution may provide facilities but ongoing funds are required to maintain facilities.

In particular access by the public to areas of coast and countryside from which they are presently excluded.

Question No 79: Planning tariff for Jersey**b: Agree**

It might stop frivolous plans.

This seems to be another policy to get around the island plan of today.

To some equable degree.

With such massive future development the cash needed.

All development has an impact on the Island as a whole and therefore the planning tariff proceeds could be used for landscaping and tree planting projects.

A planning tariff on new development in Jersey would seem a good way to achieve through the planning system the Plan objectives such as a physical infrastructure and other planning provisions. Since at present it is still at the stage of being researched it is hoped the outcome will be positive and be a strong directive in bringing about the desired level of excellence together with the emphasis of design quality that will be the objectives in the new Island Plan.

Agree but only where the obligation on the developer is directly connected with the development he is undertaking. Why should a developer working on a site in Gorey fund a sculpture in St Brelade? That doesn't seem very equitable. However requiring him to fund a sculpture in Gorey to enhance the area around his development does not seem unreasonable to me.

WSe already have a tariff its called the planning charges and for the DIY people it is excessive for a very slow service and sometimes even when you pay and there has been an incorrect charge it can take 2 years to get the money back

JEF supports the notion of polluter pays and therefore charges for planning applications but is not convinced that a separately identifiable tariff would be acceptable at the present time. Alternative would be raise tariffs and then discount low energy / sustainable applications; perhaps through a Jersey code for sustainable homes.

If strictly adhered to.

I support the idea of introducing a planning tariff if the objectives are clearly identified and agreed upon prior to implementation. What presently isn't clear is whether a planning tariff would be in addition to or a replacement for planning obligations and gains already imposed on new developments.

In principle but what's wrong with taxation? If developers make profits tax them. The Planning Obligation system seems open to Ministerial whim (art?!) and should be used to provide more tangible funds which could be ring fenced for specific projects (% for drains % for public transport would be better and have longer lasting benefits)

Question No 79: Planning tariff for Jersey

c: Neither Agree or Disagree

Planning obligations have been part of the planning system for some time now. When assessing a development it is important to know if planning obligations will be part of the planning requirement. It is therefore important to have some mechanism within the planning process at pre application stage to inform an applicant of these obligations at an early stage in order to assess the viability and feasibility of a scheme. There should be a mechanism within the planning process to be able to object and/or challenge an obligation where it is felt unjust unneeded or not related to a scheme. This mechanism would allow a fair and reasonable approach to what is a further tax/levy on a project by the States. An appeal process is essential in this circumstance by an impartial body such as an ombudsman.

If this means a tariff on developers (not further states funding) it is a good idea and might also discourage some developments from even being proposed. The question is unclear.

Insufficient information.

Not before detail of what may be proposed is understood.

Any tariff should be proportional to the development cost.

Question No 79: Planning tariff for Jersey

d: Disagree

Too much money is wasted already on bringing 'experts' in from the UK. Use our local experts we have plenty.

No more taxes.

I agree that the system should be modified to make it simpler for domestic planning applications and allow the planning staff to concentrate on bigger developments. I do not think that an additional tariff on new development is necessary.

Any tariff should relate to development it is imposed upon.

Question No 79: Planning tariff for Jersey

e: Strongly Disagree

It would be another stealth tax.

If the purpose of the Island Plan is to benefit all inhabitants then general taxation should fund its implementation.

'User pays' already a secondary tax!

This is simply another stealth tax. Any contribution sought must be directly related to the development proposal. The use of Planning Obligations as presently provided for by the law are therefore the fairest method of obtaining contributions from developers

Our monies pour in to paying for Planning staff who currently have to deal with the minutiae of thousands of trivial residential applications: these should be waived. Staff should not be bogged down with such stuff and should be concentrating their efforts on dealing with the Big Applications -- like the Waterfront. Then Planning would no longer need to be squealing for more ££.

Sounds just like an extra tax to me. Ok the applicants are trying to make profits and if they succeed we will tax them. We pay the planning dept to provide a service protect us from the developers excesses and I think that should be the end of it I do however think that there should be a charge for any developer or other commercial operator who necessitates the closure of a public road in order to progress their pursuit of profit. They should be charged extra because they impose a huge inconvenience upon the genral public. I think £200 per square meter per day or part thereof would be fair

Absolutely not support. Planning Obligations - or any Tariff - should be related to needs or demands incurred by arising as a direct result of any development. Anything else is a stealth tax.
